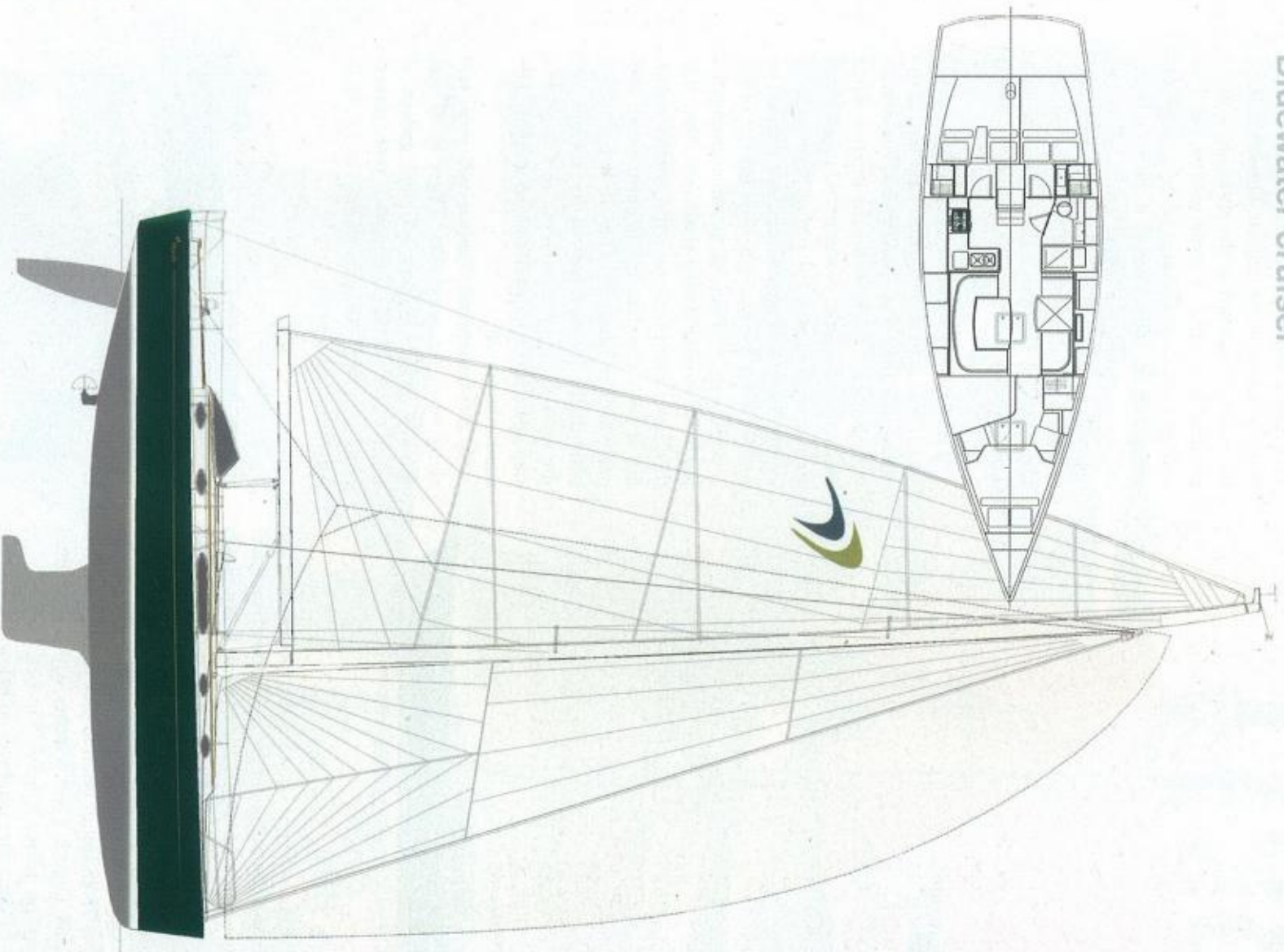


Moody 45 Classic

Bluewater cruiser



separate shower stalls. The forward stateroom has both a vanity and a desk. The saloon has a large dinette to port and two seats divided by a small table to starboard. I think this small table is intended to double as the chart table. My concern would be, can the six people the boat is designed to sleep eat comfortably at that dinette? The galley looks just fine with lots of deep outboard lockers. The aft cabins, while not particularly spacious, are certainly adequate and the berths look generous.

The rig is a tall, fractional rig with a self-tacking jib. The self-tacking track is molded into the housetop and is wide enough to allow for an 11.5-degree sheeting angle. This will work when hard on the wind, but when reaching it might be better to use another sheet lead to a track so you can open up that sheeting angle. The spreaders are swept 20 degrees. The SA/D is 18.94 and that's a good number for a cruising boat. The deck plan shows tracks to allow for sheeting a genoa.

The walk-through cockpit is nice and big. There are twin wheels aft and long seats forward. Note the fixed windshield. It fits this design. It looks to me like the lines coming aft from the mast are hidden under a panel on the housetop. I don't have any details on how the transom door opens but I'm certain it does. There is a large well in the foredeck with a flush hatch. It appears that both the roller furling drum for the jib and the windlass are located in this well. There is a low-profile teak toerail.

The engine is a 55-horsepower Yanmar. There is tankage for 85 gallons of water and 58 gallons of fuel.

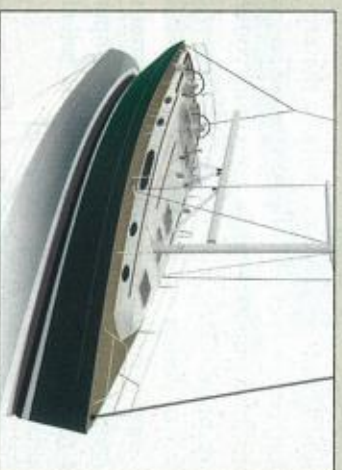
This design has a unique look to it. You will not confuse this boat with any others.

Here is a design that combines the design efforts of Bill Dixon's office with a company called Watervision Design Unlimited. To my eye this is an unusual design. I can understand why they call it "Classic" in that it has a traditional raked transom and a fairly conventional low cabintrunk. But other than that it appears to be a very modern hybrid aimed at good performance and lots of comfort below.

The bluff, almost plumb stern combined with the very flat sheer spring, long overhang aft and a traditional raked transom make for

an unusual looking hull. The L/B is moderate at 3.34 and there is lots of beam carried aft to a very broad transom. Note how the hull rocker kicks up just forward of the rudder. The rudder is a huge partially balanced spade. You can choose from two drafts: 7 foot, 3 inches, and 6 foot, 1 inch. The keel is "composite iron/lead" with 7,385 pounds of ballast for a B/D of 29 percent.

Watervision did the interior design. The layout features three staterooms with twin double staterooms aft and another double stateroom in the bow. There are two spacious heads with



LOA 46'1"; LOD 45'; LWL 40'1"; Beam 13'9"; Draft 7'3" (standard), 6'1" (shoal); Displacement 25,353 lbs.; Ballast 7,385 lbs.; Sail area 1,022 sq. ft.; SA/D 18.94; D/L 175.79; L/B 3.34; Auxiliary Yanmar 55-hp; Fuel 58 gals.; Water 85 gals. Moody, Hanse Yachts US, 1 Chelsea Court, Annapolis, MD 21403, (410) 626-1493 www.moodyboats.com.

OBF: \$456,900

Our Best Estimate of the sailway price