

No 69 – Spring 2008

Compass

**Moody 45DS
arrives**

The magazine of the
Moody[®]
Owners Association



Moody 45DS



Cruising the Balearics



Replacing a pontoon

Association Matters

The Moody 45DS

What better way to spend the one extra day we get granted every four years than experiencing at first hand the brand new Moody 45DS. February 29th 2008 saw the yachting press and other interested parties included David and Trish Moody, gathered at the Royal Southern Yacht Club in Hamble for the world debut of the latest yacht to carry the Moody name.

Julian Gowing welcomed everyone to this momentous occasion with a short presentation showing images of the factory in Germany where this new boat has gone into production. The new Moody production line, which allows for constant production, is in a factory, in Salinenstrasse, Greifswald which is 200 km north of Berlin and 80 km west of the Polish border. This large site is home to both the development and production teams and there is a new factory due for completion in Goleniow, Poland.

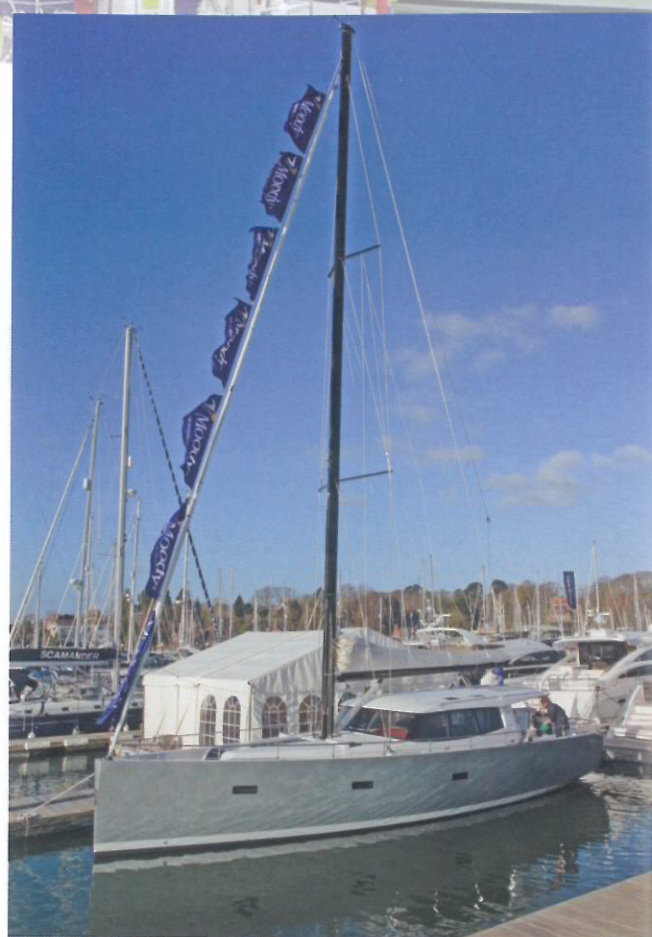
Michael Schmidt then spoke describing the new Moody as "a masterpiece" and "a gorgeous job". Speaking of what is to come, he announced that a 39-40ft aft cockpit Moody and a 60ft Deck Saloon model are to be the next in line. He announced that hull no 2 of the M45DSe is in production and will be priced at £253,787 + vat (ex factory) or £332,604 inc vat (on water – including bow thruster, electronics, fully battened main, furling headsail, siderail opening gates, delivery and commissioning). Future models are to have in mast furling unless the customer specifically requests otherwise.

Bill Dixon followed Michael saying that having designed Moodys for 30 years it was quite a shock when the whole thing stopped a couple of years ago. "I am delighted to be back" he said. Michael and Bill met at the

London boatshow a year ago where Michael Schmidt said he wanted a deck saloon sailing boat designed. He wanted the living quarters to be on a single level with no steps between the cockpit and saloon. This was a completely new design concept. "It has been a very fast production and everything needed to be thought through from the hull shape to how she sails. She had to be able to sail well, handle well and be comfortable to live on and we wanted to redefine cruising in a very interesting way."

It was then time to board the boat, have a good look around and go for a short sail. The weather was not planning to be kind. There was a strong south-westerly blowing 30 knots true and increasing; it was drizzling and cold. However, heading down the Hamble towards Southampton Water we were able to keep dry in the cockpit thanks to the canopy which can be retracted in and out of the coach roof at the touch of a button at any time. Of course, with the single level living design, you can retreat at any time into the saloon which with its large windows allows excellent all round visibility. She sailed happily up Southampton water, virtually the only yacht out on the day. Under

main and self tacking jib she was a little tender but bearing in mind she was carrying no water and very little fuel in her tanks on the day, that immediately made her light by one and a half tons. Added to that there was none of the usual clobber that we all carry on board from tool kits to to personal kit, so this was hardly surprising. With her twin wheels the helmsman is able to see well ahead along the windward deck whatever the angle of heel. At the nav station inside the saloon the



Alongside at Swanwick



View forward from portside wheel



Main saloon



Master cabin



MOA reception

Association Matters

by Sally Barker

throttles can be operated and the boat controlled via the autopilot or hand held remote making this a comfortable and dry position for the helmsman at night or when passage making. Floor level night lights inside the saloon are a useful added feature.

The layout of this model leads you down a couple of steps from the very spacious saloon to the sleeping quarters comprising three double cabins. The master cabin with its ensuite heads and shower compartment is in the bows with two smaller double cabins (one with double bunk lying fore and aft and the other with the bunk lying athwartships) and a second heads just aft of the master. There is a choice of layouts for the sleeping quarters.

The engine room lies directly beneath the saloon and allows plenty of room to move around in. Access is through a hatch in the saloon floor just inside the double sliding doors leading out into the cockpit. Aft of the engine room through a small opening is a cavernous space under the cockpit sole and aft of that is a large locker in which an inflatable dinghy can be stowed. This locker is accessed from the after deck and inside is a pulley system which allows the transom to be lowered and converted into a bathing platform. In the bows there is a large anchor locker in which the 25kg Delta anchor is stowed and from which it is launched with the help of a gas assisted retractable anchor arm and roller.

Undoubtedly this new Moody is very comfortable and during the short time I had on board she sailed well, at times reaching 8.2 knots. Coming alongside at the end was made easy with the use of bow and stern thrusters especially with the wind blowing us off.

By Invitation

Two days later at the private preview granted to the MOA on Sunday 2 March 08 at Swanwick where we were invited to crawl all over her, the comments coming from those 50 odd members present, were very favourable. Julian Gowing welcomed everyone and took the opportunity to announce that Premier Marinas are trying to put together a MOA advantage programme for members visiting their marinas. Initially they will be offering a 25% discount for MOA members visiting all their marinas on weekdays, except in Falmouth. Mention of the forthcoming 25th anniversary of the MOA in 2010 was made by new Commodore, Neil Eccles. Watch out for further information about events to celebrate this anniversary.



Gas assisted anchor deployment



Helm position



The engine room



Bill Dixon at the helm