



Above: Salsa was formerly Bill Dixon's own Moody 36

Opposite: The generously sized aft centreline berth was the big selling point

Pretty moody

In the Moody 36, **Jake Frith** discovers a rarity among small, centre-cockpit boats: one that doesn't have the looks of a wedding cake

Smaller centre-cockpit boats can look a little... well, lumpy. Sailing them can feel a bit like you are perched up top like the bride and groom

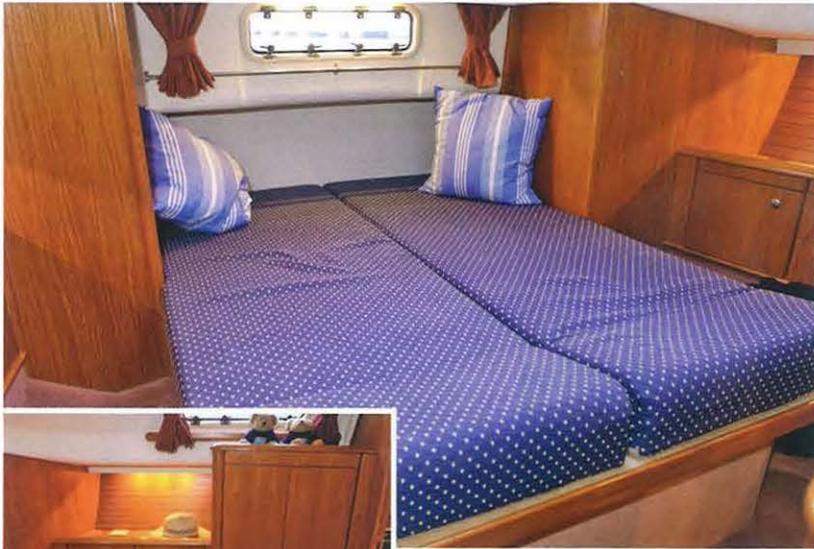
on a wedding cake rather than cosseted within. Not so with the Bill Dixon-designed Moody 36 of 1996.

This was the second boat to carry that name, and a step change from the original Angus Primrose-designed 36 thanks to an optional bulb keel and purposeful 90s looks. With her fairly steep stem, steadily rising sheer and careful detailing, she's a pretty boat with all of the advantages of a centre cockpit to boot. If there is any trade-off for the good looks, it is headroom, with 6ft throughout, which can make these boats a bit of a stoop for taller sailors.

THE SPEC (MOODY 36)

LOA: 36ft 9in (11.2m)
LWL: 30ft 4in (9.2m)
Beam: 12ft 3in (3.7m)
Draught (fin keel): 5ft 9in (1.8m)
Displacement: 8,180kg (17,996lb)
Windward sail area 662sqft (61.6m ²)
Fuel: 48gal (218lt)
Water: 72gal (327lt)





PHOTOS: RICK BUETTNER

Once we'd negotiated the usual steep companionway steps from the centre cockpit of John Eveson's immaculate 1998 boat *Moody Blue*, we were struck by the palatial layout. Moody, and Bill Dixon, had really got to grips with squeezing all the interior space out of the centre cockpit format by this stage. There is a large owner's stateroom aft, featuring a Jack and Jill ensuite heads to port and an additional single berth cabin in the starboard walkthrough. It's not often, even nowadays, that one can say all that about a 36-footer.

John is delighted with the boat and won't be looking too hard for a replacement any time soon: "Of course we go to the boat shows like everybody else and drool over some of the new yachts. However, we always come to the same conclusion: that there just isn't anything available now that offers our Moody 36's compelling collection of abilities."

The 36 was built by Marine Projects in Plymouth, which later became Princess Yachts and now only builds motor cruisers. Build quality is impressive with the interior reflecting the fact that in the late '90s the world had still not yet run out of decent hardwoods. The layout was hefty and built to Lloyd's certification, as were many British yachts of the time.

Sailing performance is sedate but safe. While her sail area/displacement ratio is quite low at 14, her weight

carries her way well against steep seas and she stands her full canvas longer than other designs, so passage times in usual, blowy UK conditions will rarely disappoint.

In the April 2005 issue of *ST*, Duncan Kent found the Moody 36 to be exceptionally dry and confidence inspiring, happily surging along on a broad reach at 7 knots in 18 knots of true wind. The 36 is also well set up for a couple to handle on their own, with all lines led aft. It can be difficult to see to leeward under the genoa, as is quite common with centre cockpit yachts. It's often advisable to place a crewmember to leeward.

The Moody brand is celebrating 40 years of production since the launch of the first Moody 33 in 1973. ✨

THANKS to the Moody Owners Association, which has over 2,000 members representing half of all yachts built under the brand. In addition to organising sailing, social and training events it provides members with a wealth of technical support and an online information exchange. moodyowners.net

THE SURVEYOR

Nick Vass, Omega Yacht Services

The biggest problem with the Moody 36 is the high-tensile steel keel fastenings. I often find Moody keel studs to be externally corroded. It is important to keep the bilges of any Moody clean and dry. For some reason Moody did not fit anchor lights to their yachts so carefully check the installation of any anchor light that has been retro-fitted.

Make sure that the skeg is sound as they have been known to part from the rest of the hull.

Interior joinery has a tendency to attract mildew and can stain if exposed to water through leaking windows or hatches.

► **Contact:** www.omega-yachtservices.co.uk

THE BROKER

Ross Farncombe, Sunbird Yachts

The later Bill Dixon-designed 36ft centre cockpit boats are not a model that comes up too often in the marketplace. And when they do, a good example will sell fairly quickly. Currently, I can only find only one example in the UK.

Sales for the past 18 months show that around four boats were sold from £75,000 to £85,000. Asking prices ranged from £85,000 to £92,500 showing that scarcity of a good boat such as this one will certainly help it to sell at a good price. One boat did sell for £70,000 but it was in need of a refit, so not one to lump in with the others in terms of general values.

► **Contact:** www.sunbirdyachts.eu

The designer

Bill Dixon



The original crop of modern Moodys launched in the early '70s were all penned by Angus Primrose. Following Primrose's sad loss at sea in 1980, Bill Dixon, still only 23, took over leadership of the Primrose design firm, and with it took up the Moody design mantle. In 1996, Dixon was asked to design a

new 36ft centre cockpit boat with a centreline aft double cabin.

Dixon Yacht Design is headquartered at Swanwick, the old location of A.H. Moody's and Sons, and currently has yachts in build on five of the world's continents. The relationship with Moody Yachts continues to this day, Dixon having recently designed the latest generation of deck saloon Moodys, now built by Hanse and boasting distinctive multihull style single level living.