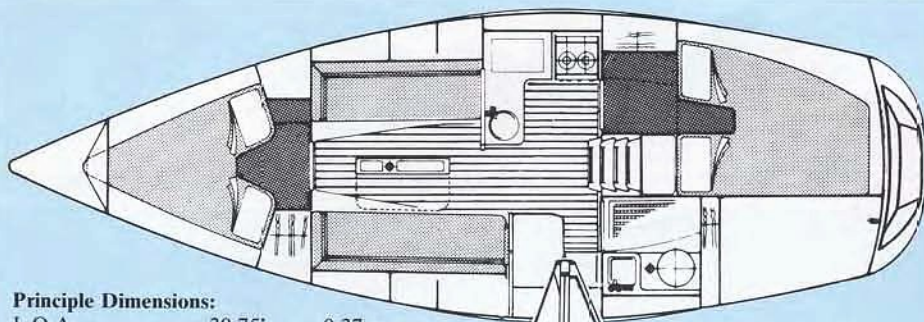


Moody 31





Principle Dimensions:

L.O.A.	30.75'	9.37 m
L.W.L.	25.42'	7.75 m
BEAM	10.5'	3.2 m
DRAFT — fin	5.0'	1.52 m
Bilge	3.67'	1.12 m
DISPLACEMENT	8750 lbs	3970 kgs
BALLAST	3675 lbs	1667 kgs
I	38.5'	11.73 m
J	12.5'	3.81 m
P	33.5'	10.21 m
E	11.5'	3.51 m

Sail Areas:

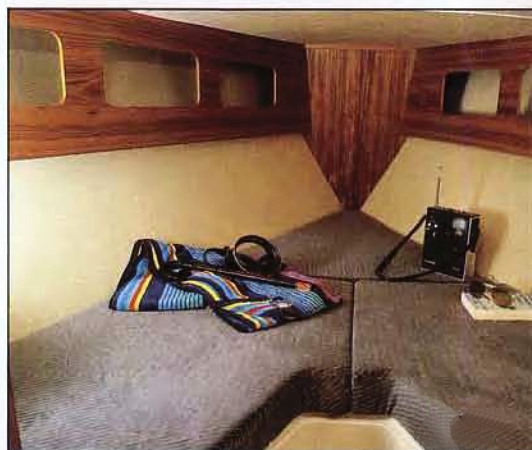
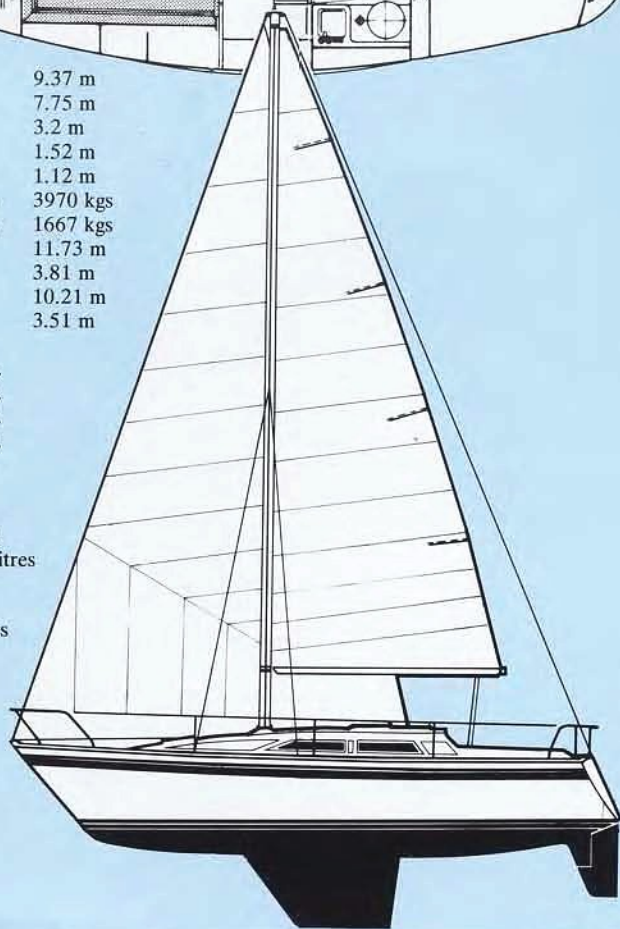
Main*	193 sq.ft.
No. 1 Genoa	365 sq.ft.
No. 2 Genoa	310 sq.ft.
Working Jib*	310 sq.ft.
Storm Jib	75 sq.ft.
*standard	

Water Capacity approx 30 gals
136.3 litres

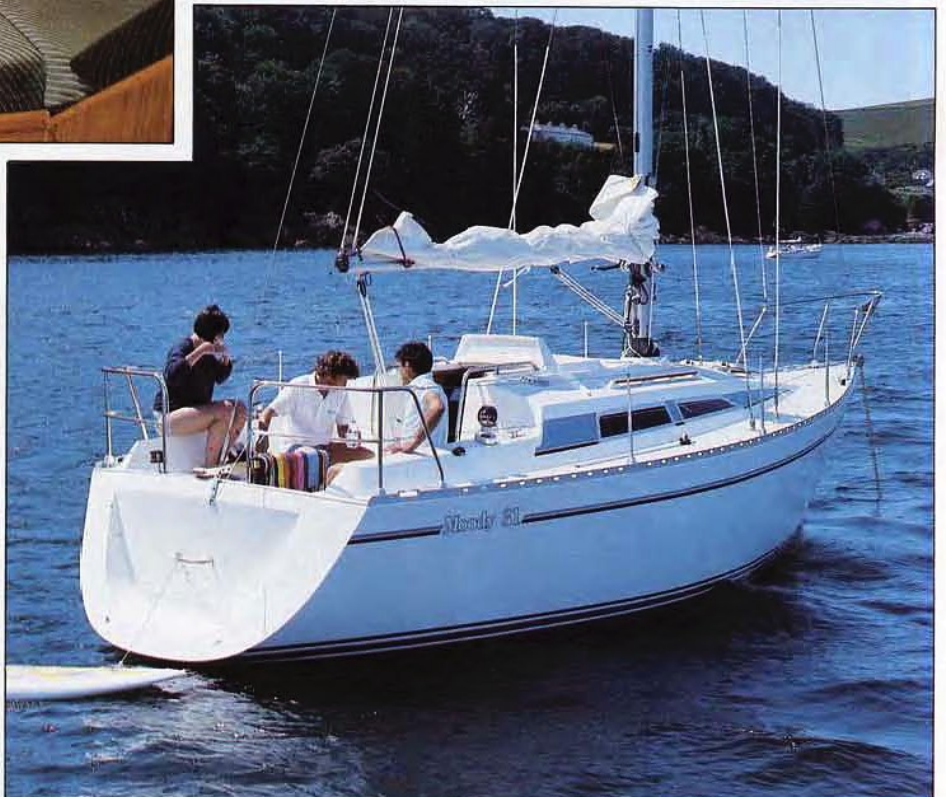
Fuel Capacity approx 20 gals
90.9 litres

*Designed by Bill Dixon
of Angus Primrose Limited.*

*Built by Marine Projects
(Plymouth) Limited.*



Moody 31



A truly fast cruising yacht, the Moody 31's sleek good looks belie her amazingly spacious accommodation.

High on designer Bill Dixon's priorities were sailing performance, comfort, durability, strength and stability, plus those indefinable qualities – style and aesthetic appeal.

All these have been most skilfully achieved – her good stability and effortless handling owe much to the high ballast ratio and generous beam. Her good sail area/displacement ratio, high prismatic coefficient and long waterline ensure high average cruising speeds are achievable in virtually any wind condition. The latest Volvo 3 cylinder 28hp diesel provides a smooth and effortless high performance under power.

Thoughtful attention to interior design provides generous and stylish living quarters with both fore'd and aft cabins being completely private from the main saloon. There is ample hanging and stowage space, a well-appointed galley and chart area, spacious toilet facilities, and comfortable cabins finished with double or single berths.

The winches, deck fittings, etc are the right size to do the job, there is a substantial alloy toerail and items like echo sounder, fire extinguishers and warps are all standard equipment. Design and construction are approved by Lloyds and each boat has a Lloyds Hull Construction Certificate.

The Moody 31 continues the long tradition of Moody excellence, incorporating the latest concepts in yacht design whilst giving the owner a true investment in terms of value, safety, comfort and performance.

DECK & HULL. In white GRP to Lloyds specification – each Moody 31 carries a Lloyds Hull Release Note. The deck is also in white with integral non-slip surfaces moulded in. The standard steering arrangement is tiller, and the rudder which is semi-balanced is strongly supported by a partial skeg. (Wheel steering is available as an optional extra. If this option is chosen an emergency tiller is supplied). The standard paintwork covers the topstrake and boottopping in navy and grey with navy antifouling. The transom now incorporates a Swimming Platform.

FORE PEAK. Chain locker.

FORE CABIN. Two single berths are fitted in a 'V' piece formation which can easily be converted to a double if required at small additional cost. A hanging locker is provided to port with a dressing table and lockers to starboard. Further stowage is allowed for both below the berths and by the fitting of the cave lockers to the ship's sides. The floor area has fitted carpets and the furniture units are made of teak. A deck hatch with ventilator is fitted for extra light, ventilation and emergency exit.

SALOON. Two bench settee berths are fitted – one to port one to starboard with a large fixed table with fold-out leaves fitted centrally. A locker is fitted into the centre section of the table. There is stowage behind the settees and also to the ship's sides. Carpets are fitted as standard to the floor area although a teak and holly flooring can be fitted if preferred at additional cost.

CHART AREA to port with chart table and stowage. Navigator's stool. Ample space is allowed for navigation books and instruments, and a flexible chart light is supplied. Also in the chart area is the boat's electric switch panel (utilising circuit breakers with battery voltmeter) and the 4-way change over switch for the batteries.

GALLEY. To starboard and is fully fitted with a gimbaled gas cooker with 2 burners, oven, grill and crash bar. A foldaway cover is provided for the cooker. Also provided is a draining icebox and stainless steel sink with manual cold water pump. (H & C pressurised water system is available as an optional extra). Ample stowage is provided for crockery, cutlery and food. Overhead lighting is fitted. The galley is fitted out in teak with wipe clean laminated work surfaces.

AFT CABIN is immediately aft of the galley and is amazingly spacious for a boat of this size. Two single berths are fitted in 'V' formation and a double berth conversion is supplied as standard. A good sized hanging wardrobe is fitted against the ship's sides. As with all the other areas in the Moody 31, lighting and ventilation is fitted overhead, with the furniture units in teak and carpets to the floor areas. There are two opening ports to cockpit for light and ventilation.

TOILET COMPARTMENT is to port immediately aft of the navigation area, and fully fitted with marine WC, towel rail, tooth brush and mug holder, lavatory paper holder, mirror, overhead lighting and ventilation. A teak grating is fitted to the floor area (a shower can be fitted in

conjunction with H & C pressurised water system as an optional extra) and an oilskin locker is also provided. This compartment is fitted out in wipe clean laminates.

COCKPIT. Seating is provided to port and starboard and is protected by high coamings upon which the sheet winches are fitted. The mainsheet track is fitted to a bridge deck at the companionway over which is a console to take navigational instruments. To port is a large cockpit locker and separate drained gas locker large enough for two bottles. Equipment fitted in the cockpit includes the standard engine instrumentation, engine controls, stainless steel grab handles, winch handle pocket and bulkhead mounted compass.

ENGINE which is accessible from both the aft cabin and from behind the companionway steps is a Volvo 2003 28hp 3 cyl diesel with 2.34:1 reduction. Shaft is in stainless steel, with a fixed two bladed propeller. Also supplied is a remote stern gland greaser and sight glass to the fuel tank.

ELECTRICAL. A 50 amp alternator on the engine charges two 95 amp hour heavy duty batteries with a four way change over switch. Electrical lighting is supplied to all areas of the interior with port/starboard, steaming, stern and deck navigation lights are fitted. Cathodic protection is given by a hull mounted sacrificial anode.

DECK FITTINGS. Stemhead fitting with chain roller, pulpit, anodised aluminium toe rail, stanchions and sockets, guard rails, pushpit, chain plates, four mooring cleats with fairleads, 2 two speed genoa sheet winches with cleats, main sheet traveller with jamming block, 2 genoa tracks with sliders, blocks and turning blocks, handrails to coachroof, ventilators to each cabin, forehatch, deck hatch to chain locker, fuel and water fillers.

SPARS. In silver anodised aluminium and comprising mast with main and foresail halyard winches and cleats, spinnaker track, pad for spinnaker winch, boom with slab reefing system including winch, 3 reefing eyes and jammers.

RIGGING. Standing rigging is 1 x 19 stainless steel wire with running rigging in terylene comprising fore and main halyards, topping lift, burgee halyard, 1 signal halyard.

SAILS. Mainsail with three rows of reef points and a working jib, both from a well known sailmaker and complete with tacks, hanks and bags. Mainsail coat.

GENERAL EQUIPMENT. Compass, echo sounder with alarm, anchor with 15 fathoms chain, diaphragm bilge pump, 2 dry powder fire extinguishers, warps, ensign socket, transom boarding rung and inset bathing platform.

The above specification is intended to fairly represent the Moody 31. However, the right to amend this specification without notice is reserved.



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