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With a chill winter evening descending, the Moody's deck saloon provides a warm sanctuary.

Don't let the weather spoil the Mood

BY Ivor Wilkins

Blustery grey conditions on the shortest day of the year provided the perfect conditions for viewing Murray Thompson's Moody 45, for this all-weather cruiser shrugs off the mid-winter blues and wraps the crew in comfort.

From the sanctuary of the spacious deck saloon, it is clear that foul weather gear would be seldom called to action in all but the worst of conditions. On passage, with the sails and course set, the saloon helm station provides excellent all round visibility for watch keeping. Any requirement to move into the cockpit to attend to sail trim would hardly expose one to the elements

with the cabintop extending well aft to provide cover and further shelter provided by a bimini over the twin helm stations.

Of course, all the deck saloon advantages apply equally when the crew seek protection from the blazing sun.

A push of a button and the electric winches would accomplish the necessary trim adjustment in no time and then back to the comforts of the saloon to resume watch duty in T-shirt and shorts, with full interior climate control maintaining the ideal temperature.

Anything as adventurous as a tack or gybe is equally effortless. The self-tacking jib takes care of itself. Control of the mainsail is easily accomplished single-

handed, while the autohelm directs the twin rudders through the turn. Furling the headsail and even reefing the main raises no sweat as it is all dealt with by finger-tip control from the cockpit.

This is not to suggest that the cockpit is to be avoided. On the contrary, in pleasant conditions, this will be the place of choice – looking out at the passing scene from the comfortable settees, or observing the comings and goings in an anchorage. The beauty of this style of yacht is the flexibility it offers – with the seamless flow from indoors to out never interfering with the view.

The Moody brand dates back to the early part of the last century, when the yard based on the banks of the Hamble River in the south of England began producing sailing yachts, which evolved into typically large-volume centre cockpit cruisers. In 2007, Moody became part of the Hanse group and the following year, with Bill Dixon in charge of design, introduced a new-look concept for the brand with very modern styling.

This was the 45 DS based on a deck saloon layout which

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Above: The saloon is spacious and bright with panoramic views from the large all-round windows; Far left: The owners' stateroom features generous centreline bed and ensuite facilities. Left: Murray Thompson on board Zam-Zam.

provided a single level from cockpit to saloon with great visibility and light for the occupants along with shelter from the elements.

On its debut, the new Moody's angular looks, with its abrupt edges, plumb bow and stern and raised deck-saloon, generated some debate at first. Some reviewers said opinion was split between love it, or hate it.

Its lines are without doubt aggressively modern and uncompromising – although less so now that the same aesthetic has become more widespread, particularly in the Hanse group.

In any event, the practicalities and ease of handling tend to win over the doubters. The ability to enjoy sheltered cruising all day

and then continue to savour the panoramic views at anchor is a major plus.

As a builder and property developer, Murray Thompson is well familiar modern architecture's emphasis on space, light and the much-vaunted indoor-outdoor flow and says the Moody design offers all of the above. "It is all about the benefits of one-level living – like a powerboat but with the advantages of a sailing yacht. My wife is not a totally committed sailor, but the minute she saw this layout and everything it offers, she was very enthusiastic."

Space is abundant, both for living and storage. With its high freeboard, wide beam and blunt ends, this is a big-volume yacht, more like a 50-footer than its nominal 45ft length. For those requiring even more

space, the Moody deck saloon series also includes a 54 and a flagship 62.

Forward of the saloon and down a level, the accommodation is split into two guest cabins, which share a head and shower, and the owners' stateroom with ensuite facilities.

The joinery and finish throughout is to a very high standard, with cream leather upholstery, a well-equipped galley, state of the art electronics and entertainment systems, including a pop-up TV in the saloon. The deck gear is also reassuringly solid, from the chunky pop-up deck cleats to the self-stowing anchor. If one needs to venture forward, nearly knee-high solid bulwarks topped by stainless steel handrails make the journey safe.



living on one level & luxurious comfort easy handling & perfect control safety & seaworthiness handcrafted quality & high-tech

Yet Another Arrives in Auckland





With its high freeboard and wide beam, the Moody 45 is a large volume yacht, but shows a decent turn of speed under sail.

Murray grew up in Auckland, but has lived for many years in Brisbane, Australia. He sailed from an early age and before moving across the Tasman owned a Lidgard Reward class yacht, called Chamoix. Approaching the age when retirement traditionally beckons, Murray and his wife bought Zam-Zam in Sydney with a view to basing the yacht in Auckland and spending three or four months a year cruising New Zealand waters and further afield. "We have done quite a lot of cruising in places like Croatia and all over the world, but really there is nothing to match Auckland and its surrounds."

Zam-Zam had been commissioned by an experienced Australian yachtsman and customised for blue-water cruising. Its extensive equipment list includes bow and stern thrusters, extra fridge-freezer capacity, full air conditioning, watermaker, genset, inverter, solar panels, laundry, custom dinghy davits – everything to make extended live-aboard cruising as comfortable as possible.

Then, before he could actually escape over the horizon, the Australian owner was

offered a business opportunity he couldn't refuse in Hong Kong and decided to put Zam-Zam on the market.

Murray and his wife bought it and contracted a skipper to deliver it across the Tasman to Auckland. "They left Sydney in pretty rough conditions and had 35 knots for the first couple of days followed by complete calm. They had to motor for 1,000 miles and were glad they had stowed an extra couple of hundred litres of fuel on board.

"They called me by satphone during the passage and said they were doing 7.3 knots with the engine ticking over at 1800rpm. When they reached Auckland, the fuel consumption worked out at 0.7 litres per mile."

With the yacht stationed in Auckland (under temporary import status), Murray's retirement dream was within reach. He and his wife came over to New Zealand for a month of cruising and familiarising themselves with Zam-Zam in March. "There was very little wind, so we motored most of the time – out to Waiheke, the Coromandel, Great Barrier Island, the usual places. We

had a great time." Indeed, the 110hp BMW engine is so well insulated, the sound of motoring is almost imperceptible.

"The few occasions we did sail, she performed well. Coming back from Waiheke under mainsail and jib we were slipping along very easily at 8.5 knots."

However, history was about to repeat itself for Zam-Zam – all dressed up and nowhere to go. Like the original owner, Murray could not resist a new business challenge and acquired a company in Brisbane – putting cruising plans on hold. It is not a case of paradise lost, he insists, more a matter of paradise postponed.

SPECIFICATIONS

LOA	13.72m
LWL	12.93m
Beam	4.57m
Draft	1.99m
Displacement	approx. 14.0t
Engine	Volvo D3 107 HP
Fresh water	approx. 800l
Fuel tank	approx. 600l
Total Sail Area	approx. 98.00 m ²
NZ Agent	Windcraft New Zealand