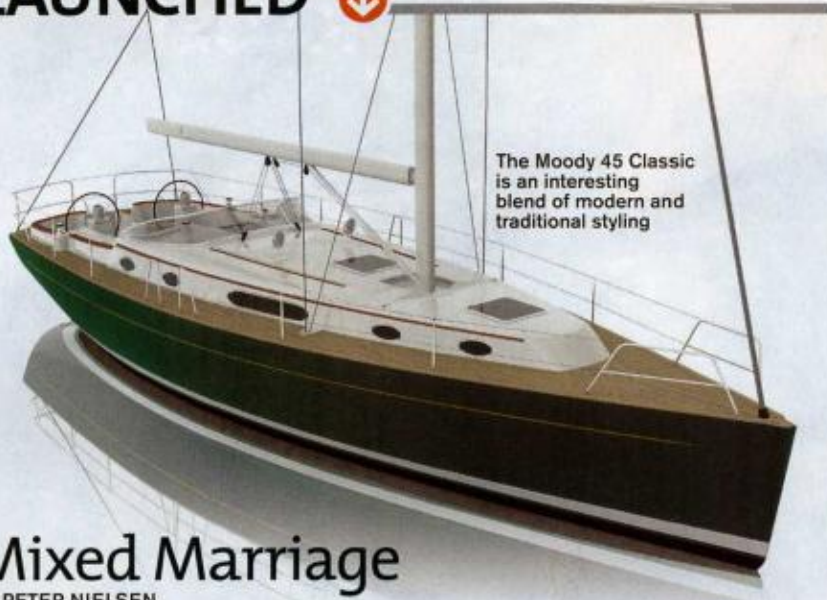


# JUST LAUNCHED



The Moody 45 Classic is an interesting blend of modern and traditional styling

## Mixed Marriage

BY PETER NIELSEN

**T**he acquisition a few years ago of British boatbuilder Moody Yachts by Germany's Hanse set the scene for an unlikely marriage. Moody was known for solid, staid cruising boats, built for comfort, not speed; Hanse's spectacular growth during the previous decade had been fuelled by an attractive line-up of fast cruisers that combined zippy performance and sporty lines with brash interior design. What manner of offspring would spring forth from this union?

Bill Dixon, chief designer at Moody for two decades, set to his task with a will. The first Moody to issue forth from the Greifswald, Germany, delivery room drew a collective gasp of shock from the boating world; the 45 DS had nothing in common with its ancestors, except that it floated. No more sensible but unexciting center-cockpit styling; here was a radical-looking boat that threw conventional ideas about accommodation layouts right out of the porthole. A huge deckhouse with a targa-style top brought seating, cooking, and dining areas together on one level; only sleeping quarters and heads were belowdecks.

As you'd expect, few people were neutral about such a bold concept; they either hated it or loved it. Encouragingly, the reception from owners of traditional Moodys was largely positive. The DS looks to me like an ideal warm-climate coastal explorer, blending the rewarding sailing feel of a monohull with the ergonomic enticements of a cruising catamaran. Though it is being marketed as a "world cruiser," the boat's open transom, large windows, and glass sliding doors are not features you'd normally associate with such a role.

The 45DS has been in production for over a year, and a 62-foot version is on the drawing board—more on that soon. The latest Moody, introduced in January, is another departure altogether. The 45 Classic, also designed by the versatile Dixon, will be altogether more palatable to traditionalists. Below the waterline, fine hull lines and foils sculpted for performance offset the traditional look of the cabintop and decks. Twin wheels and a Scandinavian-style hard windscreen set a tone that continues belowdecks with glossy mahogany woodwork and quilted leather upholstery. The tall double-spreader rig is biased towards the mainsail and carries a self-tacking jib that should make this good-looking cruiser a snap to sail.

We're still waiting to see if either of these boats will make it across the Atlantic for the fall boat shows, and we're looking forward to sailing both of them. *AN*



Lagoon 40

## Cat News

→ The catamaran industry continues to innovate and refine, and the Lagoon 400 falls sweetly into the latter category. There is nothing entirely innovative about this boat, but it is a very different proposition from its predecessor, the popular Lagoon 410. The most obvious improvement is in the deck layout, where Lagoon has recognized that shade is a valuable resource; a bimini was an option on the older boats, but like its newer siblings the 400 has an integral fiberglass hardtop. This not only keeps the crew cooler, but also provides a convenient mounting point for the traveler, thus keeping this potentially dangerous device away from carelessly placed hands and feet.

Nicely fitted out in cherry, the four-cabin version will be embraced by charter fleets, while the three-cabin owner's version has more stowage space and looks to be a useful cruising boat. We'll see the first 400 at the fall boat shows, with a price tag of around \$365,000.

→ **Moody:** [www.moodyyachts.com](http://www.moodyyachts.com)  
**Lagoon:** [www.cata-lagoon.com](http://www.cata-lagoon.com)



There's nothing at all traditional about the Moody 45 DS