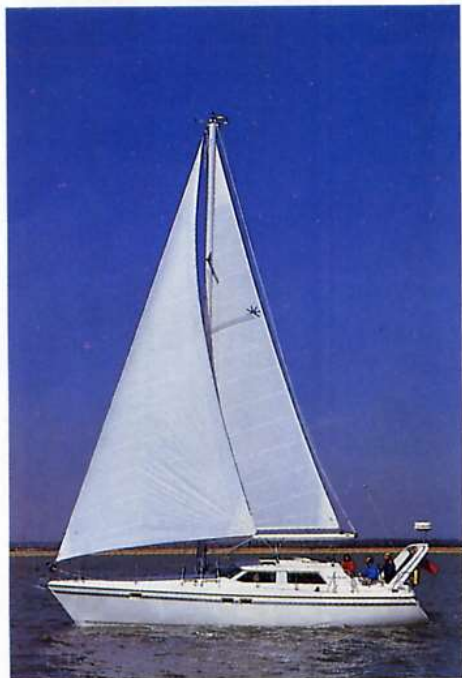


# ON TEST



Top, the Eclipse 43 under full sail, close reaching on starboard. Above, the saloon with its C-shaped settee around an extending table

Moody of Swanwick caused quite a stir when they unveiled their Eclipse 33 at the 1989 London Boat Show, and the company continue to enjoy a demand for the boat. Since yachtsmen discovered that well designed wheelhouse/pilothouse/deck saloon – call them what you will – cruisers can combine a suitably impressive performance under power with a truly satisfying ability under sail, the popularity of this type of yacht has increased considerably.

lighter than a traditional saloon, but that it is possible to look out at one's surroundings without having to stand up or peer through a relatively small window in the cabin trunk.

Perhaps it is something to do with the change of level as one passes through the yacht, but the total volume of the accommodation seems very much greater than one would expect in a yacht with a hull length of 43ft 6in (12.9m). She seems enormous, but in no way out of proportion. In fact, the interior is one of

## MOODY

# ECLIPSE 43

*With an impressive performance under power and a satisfying sailing ability, we found this a difficult yacht to fault*

Moody's initial success with the Eclipse 33 encouraged them to extend the range upwards as quickly as possible – the 43ft (13m) version was ready for this year's London Boat Show. We were eager to test this yacht as early as possible and Roy Barton was kind enough to make his own Eclipse 43 – the first off the production line – available to us in the Solent for a couple of days at the beginning of April.

### Accommodation

While relaxing in the raised part of the Eclipse 43's accommodation, one discovers that not only is it a great deal

the most welcoming that we have seen.

The forecabin is the owner's state room. A berth so far forward may not be too comfortable in a seaway but really comes into its own in harbour. There is plenty of carpeted sole space. Tall skippers will appreciate not only the 6ft 5in (2.0m) headroom beneath the forehatch, but also the berth length of about seven feet (2.1m). Opening portlights are provided in the topsides, letting in additional light and providing good ventilation.

On the starboard side of the forecabin, in the after corner, a door opens into a large head, which is light and cheerful,

COMPARABLE BOATS	ECLIPSE 43		OYSTER 435		NAUTICAT 44		FEELING 446	
LOA	42ft 6in	12.95m	43ft 5in	13.25m	43ft 4in	13.20m	43ft 6in	13.26m
LWL	36ft 1in	11.00m	36ft 11in	11.25m	37ft 9in	11.50m	35ft 4in	10.77m
Beam	14ft 0in	4.26m	13ft 8in	4.17m	12ft 1in	3.70m	14ft 7in	4.45m
Draught	4ft 10in	1.47m	6ft 0in	1.83m	5ft 9in	1.80m	6ft 8in	2.03m
Disp	23,000lb	10,433kg	27,500lb	12,485kg	39,648lb	17,984kg	18,740lb	8,500kg
Sail area (inc 100 per cent fore△)	789.6ft <sup>2</sup>	73m <sup>2</sup>	789ft <sup>2</sup>	73.4m <sup>2</sup>	935ft <sup>2</sup>	86.90m <sup>2</sup>	1,020ft <sup>2</sup>	94.76m <sup>2</sup>
Berths	6/7		6/9		6		6	
Engine	Perkins M80T 78hp	58.1kW	Perkins Prima 59hp	44kW	Ford Lehman 130hp	96.85kW	Yanmar 55hp	40.98kW
Water	100 gal	454.6lt	100 gal	455lt	154 gal	700lt	175 gal	796lt
Fuel	90 gal	409lt	55 gal	250lt	220 gal	1,000lt	61.6 gal	280lt
Sail area: Disp	15.68		13.9		12.92		23.22	
Disp: LWL	218.62		244.3		329.02		206.72	
Price (ex VAT)	£119,990		£166,750		£169,900		£107,900	

# ON TEST

and easy to keep sweet. A second door opens into the passage leading past the galley. The compartment is well ventilated and there is plenty of room for stowing toiletries.

A U-shaped galley is fitted between the forecabin and the saloon, the sole of which is raised in the pilothouse. The galley is compact, but it has a great deal of stowage, all of which is easily reached.

in bed. Not only is the guest cabin surprisingly roomy, but – remarkable in a yacht of this size – it also has its own ensuite toilet and shower.

The saloon within the pilothouse is especially welcoming and very spacious. The windows are large, but strong and well set in very adequate aluminium alloy frames. The side windows are slightly tinted, but the windscreen is left



**Above**, the interior steering position and helmsman's seat to starboard which provides a good view through the windscreen. **Below**, surging along with sheets cracked



The galley is very well equipped within the basic price. Pressure hot and cold freshwater is fed to the double bowl stainless steel sink via a mixer tap and there is a large front opening refrigerator and a microwave cooker.

Conventional cooking is done on a two burner Plastimo Neptune gas cooker. Two cool bins are also provided and they are opened through lids in the worktop. Ventilation is provided by an overhead hatch and an opening port in the topside above the cooker. The cook is able to pursue his or her culinary art without feeling too removed from the main saloon. The chef has a part of the ship all his or her own and isn't inconvenienced by people brushing past.

Across the passage running past the galley is a delightful guest cabin with two single berths side by side, separated by a small vanity unit. Headroom is a little less than six feet (1.8m) and the berths are just 6ft 2in (1.8m) long.

Two opening ports in the topside permit ventilation and allow the guests to look out on the world while they sit up

clear to provide maximum vision at night. The extensive U-shaped settee seats seven in comfort.

An interior helm station on the starboard side of the pilothouse is equipped with a 20in (530mm) diameter stainless steel, destroyer type steering wheel, full engine controls and a small chart area ahead of the wheel. This is fine for simple pilotage, but serious chart work would be best carried out upon the saloon table.

A door in the after bulkhead of the pilothouse just to starboard of the companion leads into an after cabin. It contains twin berths, which convert to a double when an infill piece is fitted, but these berths are also quite short at 6ft 2in (1.8m) from head to toe.

Standing headroom at the head of the berths, however, is about seven feet (2.1m) and the cabin does have a good amount of stowage and a small wash hand basin, served with pressure hot and cold water, set in a vanity top beside a hanging locker. The cabin sole throughout is carpeted.



**Top**, the galley is very light and everything is conveniently to hand. **Above**, view from the wheelhouse roof, showing the goalpost mounting for radar and the cockpit layout

CONTINUED OVERLEAF

# ON TEST

## On deck

We found the deck layout particularly clean. The side decks are commendably clear on each side of the pilothouse and there is a long run of conveniently placed stainless steel grabrail on each side of the pilothouse roof. Ahead of the mast, the deck is clear of all obstructions except for a single hatch on the centre-line. It's an excellent sunbathing area – when weather permits.

Moody have taken care to ensure that their new addition to the Eclipse range is easy to handle in every department and this extends to the management of the ground tackle. The 45lb (20kg) CQR anchor supplied is attached to 15 fathoms (27.4m) of calibrated chain. It is handled by a Simpson-Lawrence electric vertical windlass which may be operated either at the winch itself or remotely from the cockpit.

The anchor is self-stowing and the only reason for going forward when handling the ground tackle would be to remove or fit the security pin that retains the anchor in the stemhead fairlead. An anchor well would be superfluous.

On each bow and quarter, 12in (304mm) mooring cleats are fitted, and



The head and shower serving the owner's stateroom is light and spacious

similar sized cleats are fitted on each side to take spring lines at the point of maximum beam. Stanchion height is a sensible 28in (700mm) and there is a useful boarding gate in the lifelines on each side.

The cockpit is very roomy, yet not so wide that it would be a hazard when well heeled or in rough weather. The forward end is afforded excellent protection by the pilothouse, and the coamings are reassuringly high.

There is plenty of room to pass round the hide covered rim on the 36in (915mm) diameter steering wheel. The

Whitlock conduited cable to the transmission is taken from both wheel positions to the rudder head.

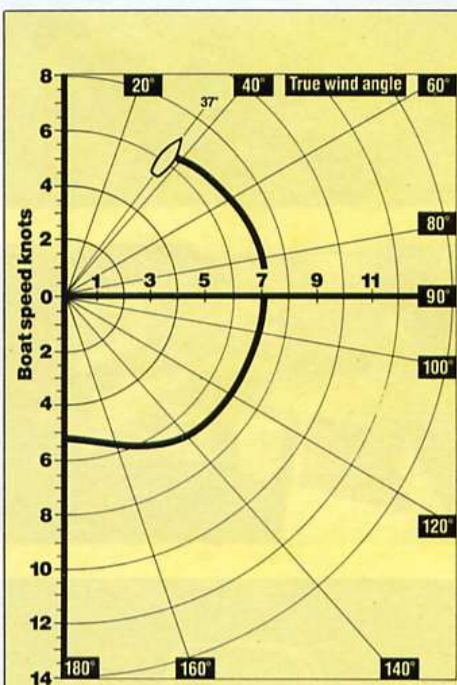
Substantial quarter pulpits protect each after corner of the cockpit and there is a well designed bathing ladder to hinge down over the deep bathing step in the retrosée transom.

## Rig and sails

A three-panel Kemp mast with an in-mast Kemp Furlin system to handle the mainsail is standard, as is the Furlex rolling system for the headsail. The lower panel of the mast is supported by forward and after lower shrouds, so there is no babystay to obstruct the foredeck.

A rod boom vang is fitted to prevent the after end of the boom striking the roof of the pilothouse when the support of the mainsail is removed, as it would when the sail is furled. The mainsheet is taken from a pair of wide set blocks on the mainboom down to a track running almost the full width of the pilothouse roof. The fall is worked by a Lewmar 30ST.

Lewmar 52ST winches are fitted as



### Test conditions

Wind speed: 13kt  
Sea state: slight  
Sail combination: Mainsail and 130 per cent furling genoa

### Engine trials – decibel levels/speed

Speed 3kt 4kt 5kt 6kt 7kt 8kt

Forecabin	55	54	56	57	61	65
For'd head	57	58	56	58	62	68
Guest cabin	57	59	60	62	66	70
Galley	64	65	65	69	71	77
Saloon	65	67	71	73	74	81
After cabin	69	74	76	80	82	86
Cockpit	62	65	66	69	71	75

Speed	rpm	Speed	rpm
2.9kt	1,000	7.5kt	3,000
4.3kt	1,500	8.0kt	3,500
5.7kt	2,000	8.3kt	3,700
7.0kt	2,500		

**Stowage factor:** 3ft<sup>3</sup> per person, for stowage of personal effects. Factor is shown as a percentage of total volume.  
**Pounds/inch (kg/cm) immersion:** How much weight it takes to sink the boat parallel to DWL.  
**Prismatic coefficient:** The ratio of volume displacement to a volume at LWL and the max cross sectional area below the load waterplane. An indication of the fineness or fullness of the hull.  
**Polar diagram:** Shows the optimum closehauled angle to the true wind. Also shows speed attained on all courses.  
**Important – Consider in conjunction with the true wind speed during the**

**test. Sail area displacement ratio:** This ratio gives some indication of power available. Higher numbers = greater performance.

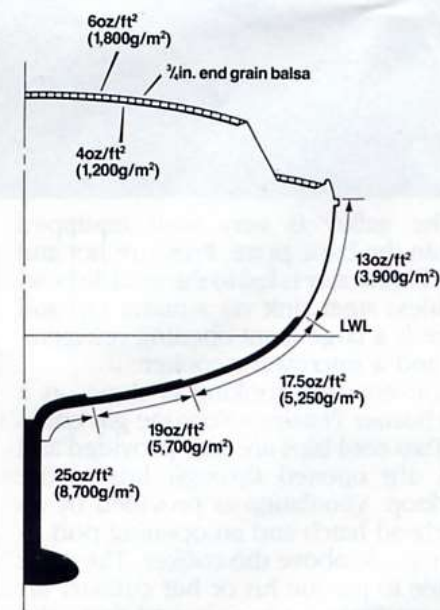
$$SA(ft^2)$$

$$(Displacement (lb) \div 64)^{0.66}$$

**Ballast ratio:** A comparison between displacement and the weight of ballast. **Displacement waterline length:** performance indicator. Low Nos. = higher performance.

$$(Displacement (lb) \div 2240)$$

$$(0.01 \times LWL (ft))^3$$



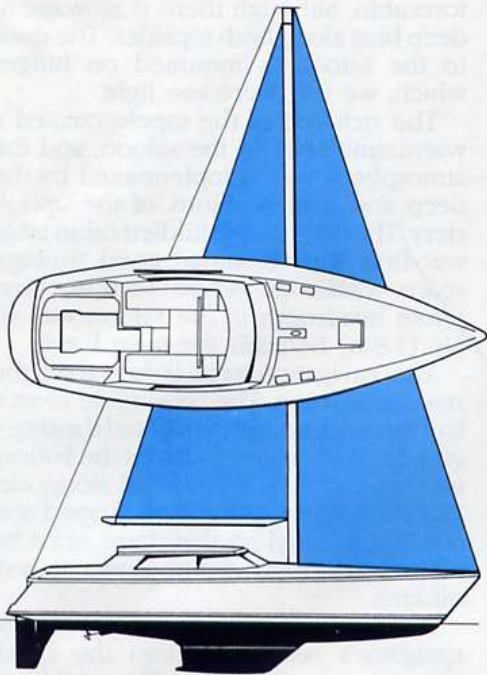
### Factors

Prismatic coefficient 0.564  
Immersion 1,554lb/in (612Kg/cm)  
Ballast ratio 38.04 per cent  
Personal stowage 17.67 per cent

### Stowage volumes

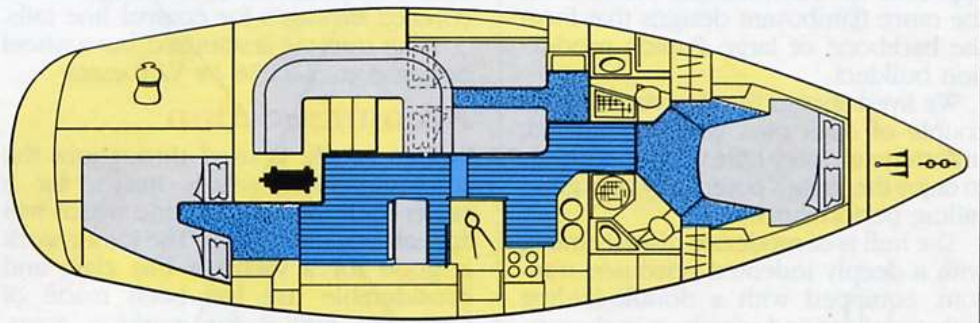
Forecabin	20.67ft <sup>3</sup>	0.59m <sup>3</sup>
For'd head	9.92ft <sup>3</sup>	0.28m <sup>3</sup>
Saloon	41.20ft <sup>3</sup>	1.17m <sup>3</sup>
Head (guest cabin)	6.60ft <sup>3</sup>	0.19m <sup>3</sup>
Galley	13.36ft <sup>3</sup>	0.38m <sup>3</sup>
After cabin	10.09ft <sup>3</sup>	0.29m <sup>3</sup>
Total	101.84ft <sup>3</sup>	2.88m <sup>3</sup>

# ON TEST



**Designed by:** Bill Dixon, Angus Primrose Ltd, Greysdown, School Road, Old Bursledon, Southampton, Hants SO3 8BX. Tel: (042121) 5280

**Built and marketed by:** Moody Marketing & Development Ltd, Swanwick Shore Road, Swanwick, SO3 7ZL. Tel: (0489) 885000



primaries and they have no difficulty in controlling the 560ft<sup>2</sup> (52m<sup>2</sup>) area of genoa. The travel of the mainsheet is adjusted by control lines taken to Lewmar 30ST winches sited on the pilot-house roof on each side of the main access to the accommodation.

There are no running backstays to complicate the issue and the cockpit remains pleasantly free of string.

Her standard suit of sails is by Lucas of Portsmouth. These were made to a good standard and seemed to develop adequate power even when the yacht was sniffing for a breeze.

## Construction

Both hull and deck mouldings were very fair and the deck in particular was comprehensively detailed. The moulded in non slip pattern on the walk-on areas of the upper deck was nicely cut in at the edges and seemed effective when the deck was wet and the yacht well heeled.

All deck hardware is of very adequate size and securely through bolted through plywood pads in sandwich areas, the securing nuts being taken up against large diameter washers.

All structural bulkheads appeared to be well glassed in and obvious care had been taken with fitting and finishing

floors and other stiffening items. The joiner work throughout the boat was to a very good standard and care had been taken to match solid timber with the surface veneer of plywood. It was good to notice that the insides of all lockers were also well finished.

Plumbing and electrical wiring runs were neatly made and correctly clipped off, and the machinery space was well organised, with all service points readily accessible.

## Under power and sail

In yachts of the Eclipse 43's size, ease of handling under both power and sail is a mandatory requirement for family crews. This yacht fulfilled these requirements and we had no reservations about her suitability for short-handed sailing.

With a sturdy 78hp beneath the stairs, the yacht had all the power that one could wish for. If it were really necessary, one could maintain a respectable average speed butting into a head sea, but the real joy of this engine was being able to push the boat about in confined spaces with complete confidence.

The real icing on the cake, however, is the Vetus bow thruster, which is fitted as standard. With this additional control the adept helmsman can make the yacht do

everything but sit up and beg.

Under sail the yacht proved to have long legs. In a breeze which fluctuated between 11 and 18 knots, the log seldom fell below 6.8 knots.

One characteristic which will commend this yacht to cruising owners is her extraordinarily accurate tracking under power and sail. She is one of the best mannered yachts we have tested.

## Specification and conclusion

The yacht is produced to a very good basic specification, which includes the bow thruster and electric anchor windlass, together with the log and depth meter. There is a microwave cooker and refrigerator in the galley and a second refrigerator and fitted cocktail cabinet abaft the interior helm station.

A VHF radio and radio/cassette player are also standard equipment. Three dry powder fire extinguishers are supplied, as is the spray hood for the companion and, in addition, there is an adequate supply of warps and fenders.

We found this a difficult yacht to fault on any count. She has plenty of stowage and has true liveaboard accommodation. The handling under both power and sail was excellent. A very civilised yacht. ■