

Moonraker 36



specifications

BUILD PERIOD	(36) 1970-1980 (Super 36) 1988-1991
LENGTH OVERALL	from 38ft (11.6m) to 41ft (12.5m)
BEAM	11ft 9in (3.58m)
DRAUGHT	3ft 1 in (0.93m)
AIR DRAUGHT	8ft 10in (2.69m) without flybridge; 11ft 9in (3.37m) with flybridge
DISPLACEMENT	6-7 tonnes

Moonraker 36

In the 1970s, the Moonraker 36 was one of the most popular cruisers around, in what was then the upper end of the production boat market.

Its key selling points were its competitive price and its spacious accommodation, with berths for up to eight. Most examples have an aft cabin and a flybridge.

Moonrakers were built by a series of Norfolk companies, latterly JCL Marine, up to 1980. In 1988, this particular model was briefly resurrected by DC Marine, as the Moonraker Super 36.

Designer Colin Tucker gave the hull a fine entry and a rather broad transom. It was tweaked several times to make it drier when punching into head seas, with which it generally copes very well, and easier to handle in following seas, in which it can be hard work to steer.

LAYOUT

There were several changes to the layout during the production run, but most boats have an open-plan forward accommodation featuring vee-berths (convertible into a double) in the bow, a dinette-cum-double berth opposite a settee-cum-single, and an L-shaped galley opposite a toilet/shower compartment.

The aft cabin has two single berths or, more commonly, a double berth, offset to one side. It boasts a large locker, a dressing table and, on all but some very early boats, an en-suite toilet/shower.

In most cases the wheelhouse has single helm and pilot seats.

ENGINES & PERFORMANCE

Moonrakers have twin shaftdrive diesel engines of various makes and powers.

Early boats were fitted with

price guide

Expect to pay anything from about £27,000 to £48,000 for one of the original 36s, and from £60,000 to £70,000 for a Super 36.

two 98hp GM 330s, which give a top speed of 13-14 knots. Later ones have 145hp or 175hp Perkins T6.354s, with top speeds of about 16-17 knots and 21-22 knots respectively.

CONDITION CHECKS

Hull construction was generally sound, but a lack of stiffness in the large foredeck can sometimes have caused problems, such as water ingress through the cabin's forward-facing windows. Look for signs of window leaks here and elsewhere, as they could mean some expensive refurbishment is needed.

On boats built up to 1972, the fuel tanks should be thoroughly checked out. They were made of GRP, and bits of glass mat have been known to cause fuel blockages. In many cases the problem has been cured by lining the tanks with resin or replacing them with stainless steel ones (as were subsequently fitted by the builders).

Besides commissioning a structural survey, have the engines professionally inspected too. There could be major problems with Perkins T6.354s, or any other turbocharged diesels, in a boat that has been used for long spells inland.



interior

