

Moody Moody 34



Year: 1986
Location: Lefkas, Greece
LOA: 34' 0" (10.36m)
Beam: 11' 5" (3.51m)
Draft: 5' 6" (1.68m)

Remarks:

Moody 34 P
and still
and

quote; "The Moody 34/346 was,
because she was designed for the purpose
you will look after you well offshore.

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REF: 2282



Mechanical and Rigging

Engine : Volvo Penta MD2003 (1986)
Complete strip-down and rebuild 2005.

Ancillaries :New Exhaust outlet 2005
New Alternator 2007 (old unit available as working spare) Replacement
Starter Motor 2003 (old unit available as working spare New engine
Freshwater pump 2008 (old unit available as working spare)
Fuel Tank In Cockpit locker (35gal)

Engine access is genuinely excellent, via a large hatch in the passageway through to the aft cabin. The cockpit sole above is also removable if required, to allow engine and gearbox to be lifted out if major work is ever required.

Outboard Mariner 4hp in good reliable condition.

Dingy :Avon Rover 3.1 meter.

Batteries 3-110ampHr Service Batteries (2 new 2012. 1 new 2011)
1-110ampHr Engine Start Battery (2009 to be replaced
for 2013) Sterling Power Products 20amp 3 xl2v outputs,
240v input. 2-55watt + 1-85watt Solar panels. (Total
195watts)
Sterling Power Products "Alternator Output Booster":

Gantry Integral pushpit and solar panel mounting includes
outboard engine support and hoist.

Water System 2x100Ltr water tanks
Hosepipe for filling water tanks
Hot water system Calorifier heated by engine cooling
water or by 240v immersion heater:

Shore Power Socket on transom. Power lead to connect boat to socket on
Quay. Distribution board with Earth Leakage trip at
Galley. 240v UK 3pin outlets in Galley and Engine bay.

Mast :Standing rigging replaced 2006
Running Rigging replaced 2006
Masthead tricolour and anchor light replaced 2006
Deck and steaming light replaced 2006
VHF aerial replaced 2006

Winches :2 at Mast for jib and mainsail halyards (Lewmar 7)
1 at Mast for mainsail reefing (Lewmar6)
1 in cockpit for Jib reefing (Lewmar ST16)
2 Self taller 2 speed in cockpit for Jib sheets
(Lewmar ST40) Jeckells Fully battened Main sail in
Lazy Bag

Sails : Jeckells Genoa with Rotostay Reefing with Blue
Sunscreen.
Sail spares : Original Red Genoa and White Main sail in
serviceable condition

Autopilot : AutoHelm 3000 Wheel pilot.

Anchors :Main anchor 20kg Stainless steel Bruce type with 60meters 8mm Chain. 2011
Kedge anchor Aluminium Alloy "Danforth" shape with Chain and Warp.
Fishermans Anchor (for very weedy bottoms)
Ropes :Mooring ropes and many spares in cockpit locker
Windlass :Lofrans Cobra windlass with chain gipsy and rope drum. Foot switch on foredeck for raising, 2007

Wireless remote control for raise and lower. (2 transmitter units)

Instruments

Log Autohelm
Depth Autohelm
Wind (speed and direction) NASA replaced 2012
Radiotelex Weatherman (5 day forecasts)
Navtex Shipping forecast
Clock and Barometer

Inventory

Sun Covers :

Bimini Full cockpit sun (and rain) cover 8ft 6in by 10ft
Fore and Aft zipped extensions

Cockpit :Full set Cushions

Cockpit Table stored on a rack behind Companion way steps
Swimming platform with steps on transom

Galley : Pots, Pans, Kettles, cutlery, plates, bowls, tin opener etc

Cooker :Plastimo Neptune 2500 fitted 2006 (oven used once)

Fridge : Frigoboat VECO AV12 compressor. Keel cooled. (remains switched on from launch in May until lift out in October).

Capacity 150Ltr

Bilge Pumps : Electric 2000 Galls per Hr with Auto/Off/Man selection.
Manual Henderson Mk5 pump in cockpit.

Holding Tank :Large tank in cockpit locker with bypass selection in heads.
Vent with active carbon odour control.

System rebuilt with new pipework 2011

Bedding : Enough for two couples

Safety : 4 adult life jackets + 1 adult buoyancy aid

Gas leak alarm

2 Fire extinguishers (2011)

Fire Blanket

Tools : Socket set, spanners, screwdrivers etc.

12v Vacuum cleaner & cleaning products

Bikes : 2 Folding bikes with bags

Hatches : Fore and Aft cabin Lewmar hatches replaced.

All hatches and openings have mosquito and rat entry screens.

Accommodation

Below decks

the Moody is finished through out in teak faced plywood with solid timber trims and fiddles. All

wood work is finished in a satin effect varnish. The upholstery through out the boat is a royal blue material and combined with the plentiful supply of natural light from numerous portlights and deck hatches makes the boat feel comfortable and warm.

The forepeak

comprises of a large twin V-bunk with central infill section to create a large double. Storage lockers above outboard of the bunks and below provide ample bulk storage with a hanging locker providing additional hanging storage within the cabin.

The saloon

feels large for a boat of its size with ample seating provided for a full crew plus guests. To port is a single settee running the full length of the saloon. A centrally located drop leaf table combines with a U-shaped settee to starboard to create a large dinning and seating area. Again good storage is provided in the saloon with a mixture of under settee lockers and seperate lockers outboard of the seating. The saloon settees convert to provide two single berths.

Aft of the saloon to starboard is a good sized galley with gas cooker, ice box, freezer and twin stainless steel sinks with hot and cold running water.

To port is a sensibly laid out heads compartment constructed in a one piece easy clean GRP moulding. The heads has hot and cold running water, shower, sea toilet and vanity unit.

The huge aft cabin:

is quiet unusual for a boat of this size. With a large double bunk, small settee and compact vanity unit all combing to create the perfect owners cabin

Remarks :

Moody 34 Popular Cruiser from the much admired Moody Stable. Sailing Today quote; "The Moody 34/346 was, and still is, a very popular cruising yacht that holds her value well, partly because she was designed for the purpose and not created to meet a budget. Ideal for a couple or a small family and will look after you well offshore thanks to her stability, ballast ratio and conservative sail area and rig....an excellent all round cruising yacht".

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