

MARK CAMERON YACHTS

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Moody 38 CC

£72,500 GBP

United Kingdom

Manufacturer/Model	Moody 38 CC
Designer	Bill Dixon
Year	1993
Category	Sail
New or used	Used
Status	Available
Price	£72,500 GBP
Lying	Crinan, Argyll & Bute, United Kingdom, United Kingdom
Reference	1470150

Specifications

Length overall	11.43 m
Length waterline	9.60 m
Beam	3.86 m
Draft	1.75 m
Displacement	8,310 kg
Keel	Fin keel

Propulsion

Engine hours	2,230 hours
Fuel	Diesel
Fuel capacity	180 litres

Description

The Bill Dixon designed centre cockpit Moody's of the mid 1990's are highly regarded by cruising yachtsmen around the globe. Offering good performance under sail with a safe comfortable deck layout and spacious practical accommodation below decks its not hard to understand why. The Moody 38CC offers the cruising sailor a great platform to get afloat and explore the coasts of the UK or oceans of the World!

TRINITY OF RHU is a well presented example of the class having been well looked after throughout her life and continually upgraded. Ideally suited to family cruising with 7 berths over 3 cabins, twin heads and a spacious saloon. Recent upgrades include Raymarine ST70 instruments, upgrading of the fuel system and replacement of the stern gear.

Lying afloat, in commission and in her berth on the Crinan Canal. Viewing by appointment.

Construction

Hull

Constructed in traditional style with hull being a single piece hand consolidated GRP moulding of balsa sandwich core above the waterline and finished externally in a white isophthalic gelcoat. Ballast keel of iron in the long fin type configuration. Skeg hung semi-balanced rudder.

Deck

Constructed in traditional style with hull being a single piece hand consolidated GRP moulding deck cored with balsa, plywood stiffening pads let into hull in way of deck fittings. Deck finished externally in isophthalic gelcoat, gelcoat textured on surfaces that are walked on. Cockpit seating finished with synthetic teak paneling. Cockpit sole finished in laid teak panels.

Spars and Rigging

- **Masthead Sloop rig with alloy spars by Selden Masts.**
- **Double Spreader**
- **Kemp gas strut type kicker**

The masthead sloop rig with in-mast furling main and roller furling genoa has become the sought after configuration for short handed coastal and offshore cruising. The set-up provides the skipper and crew with full control of the sail plan without leaving the safety of the cockpit.

Winches

- **Primary Winches** - Lewmar 48, 2 speed self tailing.
- **Halyard** - Lewmar 16, single speed
- **Mainsheet** - Lewmar 8, single speed
- **Genoa Furling** - Lewmar 8, single speed

Sails

- **Mainsail** - In-mast furling main. Lucas Sails (2005). Professionally maintained by Owen Sails.
- **Genoa** - Roller furling. Lucas Sails (2008). Professionally maintained by Owen Sails.

Canvas Work

- **Sprayhood** - Navy fitted on stainless steel frame. (2008)
- **Pedestal Cover** - Navy. Covers wheel and pedestal instruments.

Ground Tackle

- **Main Anchor** - 35lb CQR style plough anchor on 60m chain rode.
- **Kedge Anchor** - 25lb Plough type anchor on 50m anchor braid rode.
- **Windlass** - Simpson Lawrence 1000w electric windlass. Foot button control.
- **Mooring Warps** - Selection
- **Fenders** - Selection

On Deck

The centre cockpit Moody built cruising yachts were very popular at the time of build offering a good compromise in regards to deck layout and accommodation space below decks. Part of the overall appeal of the design is the centre cockpit layout combined with roller furling mainsail and genoa meaning that unless mooring the crew are rarely required to leave the confines of the cockpit.

Finished in white the foredeck, side decks, aft deck and coachroof top are finished in non-slip textured panels in the same white providing excellent grip under foot. The foredeck is unobstructed with the anchor windlass accommodated within the self draining anchor locker accessed via a deck hatch. Mooring cleats are located well outboard, clear of the working deck area.

Side decks run the full length of the boat port and starboard with the chainplates being located approximately amidships, centrally on the deck. All opening deck hatches are kept within the elevated area of the coachroof and are out with the areas where crew make passage fore and aft.

Protected by the large sprayhood the companionway is situated almost immediately aft of the mast with the cockpit extending aft from this. The cockpit is of the common design for centre cockpit cruiser with bench type seats running along both sides and wrapping around the aft end, behind the pedestal mounted wheel. Moulded coaming provide back support to those seated within the cockpit as some additional protection.

A short raised area of coachroof extends aft of the cockpit with the mainsheet track located immediately aft of the coaming. The aft deck area provides two large lazarette lockers port and starboard. Access to the sugar scoop type transom is via an opening guardwire between the two sections of pushpit.

Navigation Electronics

- **Depth** - Raymarine ST70 (2015)
- **Log** - Raymarine ST70 (2015)
- **Wind** - Raymarine ST70 (2015)
- **GPS** - Stowe Dataline at chart table
- **Plotter** - Standard Horizon GPS Chart 175C. Pedestal or chart table mounted.
- **Radar** - JRC LCD Radar 1000 (2003)
- **VHF** - Icom M-423 DSCVHF (2015)
- **Autopilot** - Autohelm ST6000 (new control head 2005)

Domestic Equipment

- **Fresh Water System** - 360ltr water tank. Fully pressurised system with faucets in galley and both heads. Hot water provided via engine fed calorifier with 240V immersion heater.

- **Heating** - Eberspacher diesel fired blown air system.
- **Cooker** - Plastimo gas cooker. 2 burner, grill and oven.
- **Refrigerator** - Under worktop, top loading with small freezer compartment. Frigoboat compressor.
- **Shore Power System** - Hardwired system with RCD protection. System includes ring main, battery charger and immersion heater.
- **Heads** - 2 off Jabsco manual marine heads.

Below Decks

As would be expected of a highly regarded production boat builder such as Moody the quality of build below decks is excellent with a good practical layout for life afloat. Joinery is constructed is finished in a light teak with a satin varnish, sole boards are of the traditional teak and koto type again finished in a satin varnish while the upholstery is a light grey patterned fabric.

In the forepeak two berths are provided in the traditional V-berth configuration with an infill section creating a double berth. The cabin is spacious with standing room provided aft and a small dresser unit with storage to port. The cabin has additional storage with lockers overhead outboard and bin lockers beneath. En-suite access is provided to the forward heads via a door to starboard.

The forward heads in located to starboard with access via doors from the main saloon and forepeak. The heads compartment is finished completely in mouldings which are easily cleaned and maintenance free. The compartment is appointed with Jabsco manual marine toilet, sink and shower head with shower curtain to protect the timber door. With an open plan layout making the saloon, galley and nav station one large open area the saloon feels incredibly large for a boat of 38' in length. A large drop leaf table is located centrally with a wrap around U-shaped settee to starboard and a bench seat to port. Storage is provided around the saloon with shelves and lockers above the seat backs outboard, bin lockers are provided beneath some of the seating and drinks storage in within the saloon table. To starboard of the companionway the nav-station provides a practical works station for the navigator on passage with forward facing chart table and dedicated seat. Storage for charts and bosuns gear is provided within the table while the ships switch panel, radar display, GPS and VHF are mounted ahead of the table in full view.

Opposite on the port side the L-shaped galley is of a generous size with ample worktop area provided for catering to a full crew. The island section provides twin stainless steel sinks with singled mixer tap faucet. The large fridge is located beneath the worktop with cooker located at the aft end of the space. Storage is provided over a mixture of lockers above and beneath the worktop.

Access to the aft cabin is possible through the pilot cabin to starboard or aft heads to port. The pilot cabin provides a generous single berth outboard with storage in lockers above and beneath, a small hanging locker is also provided inboard.

The aft cabin itself is laid out like an owners stateroom of very generous proportions. A large double bunk is provided centrally with seats provided to the port and starboard sides. Dresser units with hanging lockers are provided to port and starboard with a large mirror mounted centrally on the forward bulkhead. En-suite access is provided to the aft heads on the port side.

The aft heads in located to port with access via doors from the main galley and aft cabin. like the forward heads compartment is finished completely in mouldings which are easily cleaned and maintenance free. The compartment is appointed with Jabsco manual marine toilet, sink and shower head with shower curtain to protect the timber door.

General Equipment

- **Manual Bilge Pump** - 2off 1 in cockpit & 1 in engine compartment.
- **Electric Bilge Pump** - Jabsco high capacity pump with auto and manual switching
- **Battery Charger** - Hardwired 30amp unit.
- **Battery Indicator** - Built into ships switch panel
- **Wind Generator** - Aerogen, charging engine battery only.
- **Davits** - Simpson Lawrence stainless steel tubular items. Removable when not required.
- **Cockpit Table** - Large removable table on swivelling base. Stows in aft cabin when not in use.
- **Perspex Washboard** - Clear perspex washboard.

Safety Equipment

- **Liferaft** - 6 Person cannister type raft, mounted in S.S. frame on deck. (Service Date Expired)
- **Lifebuoy** - Mounted in holder with throwing line.
- **Gas Alarm**
- **Carbon Monoxide Alarm** - In aft cabin

Engine

- **Perkins Prima M50 Marine Diesel Engine**
- **Shaft type sterngear with fixed 2 blade bronze prop**
- **180ltr fuel tank**
- **New fuel system installed 2017**
- **New P-Bracket, Shaft Coupling & Sterngland PSP Seal 2008**
- **New engine space ventilation blowers 2008**
- **Current Boat Safety Scheme Certification**

Engine located within dedicated engine space located beneath cockpit. Large opening side panel in passageway to aft cabin provides excellent all round access to the engine, gear box and sterngear.

Ships Batteries

- **Engine Bank** - 1 off 120Ah lead acid type battery (2015)
- **Domestic Bank** - 2 off 120Ah lead acid type battery (2015)

Batteries are charging is via engine mounted alternator or shore power battery charger. The Aerogen wind generator supplies a trickle charge to the engine battery only.

Outside Equipment

Electric windlass

Other Equipment

Trinity of Rhu







