

MOODY 346 "MARIONETTE"

Lying: afloat, Falmouth



Build

Price: £48,500 (VAT paid)
Year: 1989
Builder: Marine Projects
Construction: GRP
Keel type: BILGE

Dimensions

Length: 10.55m/34.6 ft
Beam: 3.61m/11' 10"
Max draft: 1.19m/3' 11"

Tanks

Fuel: 1x 159 litres/35 gallons
Water: 1x 182 litres/40 gallons

Engine

No. of engines: 1
Make: Thorneycroft
Model: T80 4 cylinder
Power: 35 hp
Fuel type: Diesel



Contact: Tim and Cathy Bridgen – 07876776425 Catherine bridgen@gmail.com
Falmouth, Cornwall

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Specification and Inventory

Twin keel MOODY 346 – centre cockpit cruising yacht offering up to 6 berths in 3 cabins and a separate head. Designed by Bill Dixon, built by Marine Projects in 1989 – first launched 1990. SSR registered.

CONSTRUCTION

White GRP hull with sugar scoop transom, cast iron external twin keels, partial skeg hung rudder with wheel steering and emergency tiller. Underwater surfaces epoxied from new – all antifouling layers removed by hand 2020 and 2 additional coats of Gelshield applied to the original epoxy.

White GRP deck, superstructure and self-draining cockpit with pale blue grey moulded in non-slip surfaces. Internal GRP mouldings with varnished teak joinery. New decals in 2015. Laminate surfaces in galley area.

ENGINE

Thornycroft T80 4-cylinder 35hp diesel (a marinized version of the Mitsubishi KD4 tractor engine, giving reliability, longevity and availability of reasonably priced spare parts). Closed circuit cooling. Reversing reduction gearbox and shaft driven 3 bladed bronze propellor. Single lever Morse control, electric start. Volvo Penta rubber stern gland seal, propellor shaft and cutlass bearing replaced 2013. Fuel injection pump reconditioned 2014. Raw water temperature alarm.

Refurbishments since 2018: new high-capacity alternator, new fuel lift pump, new coolant circulation pump, new raw saltwater pump seals, new engine control cables, new ignition switch.

Various filters, impellers, drive belts and other spare parts are included in the sale.

Well maintained and serviced annually (latest service May 2022)

Cruising speed 5.5kts, max speed 6.5kts (approx.)

TANKS

- Fuel – 35 gallons in steel tank. Kept full, inspected and drained regularly (no evidence identified of diesel bug or corrosion)
- Water – 40 gallons in 2x interconnected GRP tanks
- Calorifier tank with immersion heater

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BATTERIES, ELECTRICS AND CHARGING SYSTEMS

- 2x 130AH 12V deep cycle AGM domestic batteries (new 2022)
- 1x AGM 12V starter battery (2018)
- Domestic system isolator and selector switch (domestic/engine/both)
- Digital battery state and amperage drain/charge meter (2018)
- 90 amp engine alternator charging
- 240v shore power connected to Victron 50amp battery charger and combined 1000 watt inverter
- 55 watt deck mounted domestic battery solar panel charger and charge controller (new 2022)
- 20 watt portable engine battery solar panel charger and charge controller (new 2022)
- 240v ring main, battery charger and immersion heater fed from dedicated fuse panel, with deck mounted shore power connector and cable

SPARS, RIGGING AND CANVASS

- Deck stepped masthead sloop
- Kemp silver anodised mast, slab reefing boom
- All new standing and running rigging (2018)
- Furlex roller reefing jib with foam luff and sacrificial strip (and spare roller reefing genoa)
- Telescopic spinnaker pole, sliding mast attachment and stanchion stowage brackets (with all associated stays and guys)
- Asymetric spinnaker in snuffer
- Lazy jacks, StackPack and fully battened main
- 3 slab reefing lines led to jammers and winch at mast
- Self-tailing main halyard winch at mast
- Jib/spinnaker halyard winch at mast
- 2 speed self-tailing jibsheet primary winches (refurbished 2018)
- Single speed spinnaker winches
- Aft coachroof mounted mainsheet track
- Gas rod kicker
- Sprayhood (new 2022)

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ACCOMMODATION

Up to 6 berths in 3 cabins.

Forecabin with v-berth and infill, hanging locker, cupboard and shelves. Access to chain locker.

Full width saloon with settee berth to port (with trotter box) and U-shaped dinette to starboard (both fitted with lee cloths). Drop leaf table and cupboards/book shelves outboard port and starboard.

Chart table at aft end of port berth.

Separate head to port with wash basin.

Galley to starboard leading to walk through to aft cabin with 2x s/steel sinks, hot and cold pressure water, good stowage, with hanging locker and wet locker by aft cabin.

Aft cabin with good-sized double berth to port, wash basin with hot/cold pressure water supply, L-shaped settee and wardrobe.

- Eberspacher diesel fired heating
- 12V fridge with twin lid access in worktop
- Plastimo LPG 2-burner hob, separate grill and oven
- 240v bulkhead mounted TV and masthead omnidirectional antenna (2018)
- Pressurised domestic h/c water system (pump replaced 2021)
- Hot water from engine and 240v immersion heater
- Shower and washbasin in “wetroom” heads with Jabsco toilet
- Teak grating in heads
- New upholstery in saloon and aft cabin (2022)
- New curtains throughout (2018)
- Wash hand basin with hot/cold water in aft cabin
- New holly and teak effect saloon sole covering (2022)
- 240v shorepower outlets, 240v inverter outlet, 12v sockets
- Clock and barometer
- Cutlery and crockery
- LED saloon lights
- Removeable, folding inlaid teak cockpit table
- Cockpit seat cushions

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NAVIGATION EQUIPMENT

- Plastimo binnacle compass (new 2022)
- Raymarine ST50 wind speed/directio
- Binnacle mounted Garmin GPSMAP SV7 colour chart plotter, with UK and Europe cartography (2018). Includes down view, side view and forward view scanning sonar (designed for fish finding, but used for seabed survey when close piloting, anchoring or drying)
- Autohelm ST6000 with linear drive, Raymarine ST6002 control head and S100 wireless handheld controller
- Raymarine i40 bidata (depth/speed) (2018)
- Autohelm ST50 wind speed/direction
- Icom MA-500 AIS TypeB transceiver (networked to chartplotter) (2018)
- ICOM M421 DSC VHF
- Raytheon R10X CRT radar
- Digital NAVTEX receiver with iPhone/Samsung app display (2018)
- SSB multiband radio receiver (2018)
- Raymarine ST60 chart table repeater display
- Chart table light (white/red)
- Day/night sensing LED anchor light
- Nav lights, steaming light, deck light and masthead tricolour light

SAFETY EQUIPMENT

- 4-man cannister liferaft (Seago Sea Master), coachroof mounted with hydrostatic release (2018 – service now due)
- Dry powder fire extinguishers by each exit, large dry powder in cockpit locker, automatic discharge dry powder in engine compartment, fire blanket (all 2018)
- Exhaust elbow overheating alarm at engine control panel
- Petrol vapour, LPG and Carbon Monoxide alarms (2018)
- Smoke alarm
- Manual bilge pump in cockpit, automatic electric bilge pump wired direct to domestic battery bank
- 4 safety harness attachment points in the cockpit
- Jack stays
- Lifelines
- 2 horseshoe life rings, one with light and drogue

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SAFETY EQUIPMENT (continued)

- Jonbuoy automatic inflatable danbuoy and life ring (2018)
- Solid teak washboards (2022): lock open/close from on deck and below, second washboard at seating height with bolt fixing
- Metal liner to cooker recess with crash bar
- Gas locker on deck, drains overboard
- Emergency tiller
- Bolt croppers
- Softwood bungs
- Compressed air fog horn
- Anchor ball

DECK EQUIPMENT

- Next generation SPADE anchor (self launching and stowing)
- 40m 8mm calibrated chain
- 1000watt LOFRANS electric windlass in foredeck locker with foot controls
- FORTRESS kedge anchor +50m 6mm 3-ply nylon anchor warp on reel
- 100Kg capacity removeable transom davits with pulleys
- Sugar scoop transom and bathing ladder
- Waveline inflatable dinghy with 2.5hp 4-stroke Suzuki outboard
- Boathook, warps and fenders

OWNERS' COMMENTS

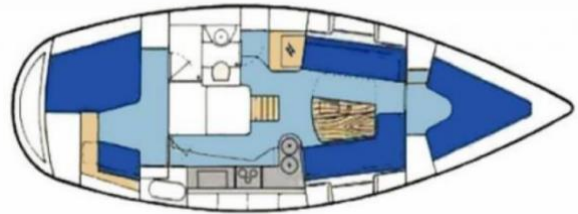
This is our 6th season with Marionette as her 3rd owners. She has been a comfortable, capable and versatile cruising yacht for us. We have sailed extensively in the Channel along the south coast from Falmouth to the Solent, from north Brittany to Normandy and the Channel Islands. Along those coasts we have visited many small, secluded and drying harbours and anchorages. We have just returned from a fortnight of perfect weather in the Isles of Scilly.

But also, in 2018, having fitted her out for extended offshore cruising, she took us safely to Portugal and Spain via the Azores, and then back across Biscay to South Brittany. We have loved sailing her and hope her next owners will enjoy her as much as we have.

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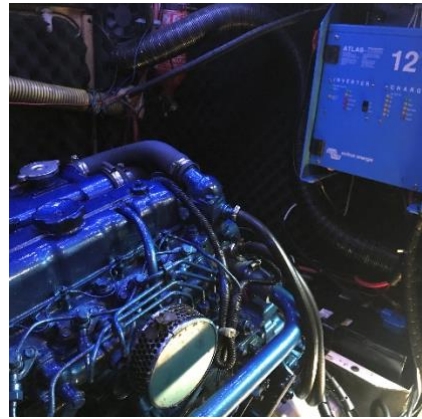
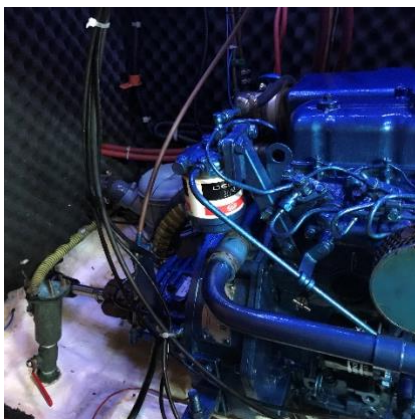
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PHOTO GALLERY



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