

Lille Bee

Moody 422 1988 (Lying ashore Rhodes town Greece)





Lille Bee showing stainless steel frame for solar panels





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Lille Bee

Moody 422 1988

Built by Marine Project of Plymouth UK to a Bill Dixon design in February 1988

Registration

1 . Official number	85724
2 . Yard Number	D4062
3 . UK Registration	SSR 100300

Principal dimensions

1. Length overall	42.0 feet	12.80 metres
2. Hull length	40.75 feet	12.42 metres
3. Waterline length	34.25 feet	10.44 metres
4. Beam	13.34 feet	4.07 metres
5. Draft	5.0 feet	1.52 metres (Scheel keel)
6. Berths	8	2 doubles and 4 singles
7. Engine	Yanmar 4JH 57	56 HP (New May 2023, 17 hours)
8. Fuel capacity	60 gallons	273 litres
9. Water capacity	90 gallons	409 litres
10.Holding tank capacity	200 litres	in two tanks
11. Displacement	2100 lbs	9528 kg
12. Ballast	8400 lbs	3811 kg

"Lille Bee" history.

The original purchaser of Lille Bee took ownership in Denmark in 1988 (Denmark was not in the EU at the time), spending the next few years sailing around the Baltic.

On bringing her to Germany in 1993, the owner acquired all the necessary EU import VAT paid documentation needed for German registration. (Copies available). She then sailed all over the North Sea, doing a circumnavigation of the British Isles.

Following a three day test sail and professional survey, we purchased Lille Bee in September 2000 and sailed her back to the UK where she spent 18 months in a local ship yard being refitted ready for life in the Mediterranean. We sailed Lille Bee out to the Ionian islands in western Greece in 2002, where we were lucky enough to enjoy her, as a holiday home, for four months each year for the next eight years.

In 2010, we were offered a job in Turkey by a company who needed a "flotilla lead-crew" couple to look after a twenty boat fleet and clients looking to improve their sailing. We had always planned for Lille Bee to be a live aboard working boat. This was one of the main reasons why we chose a strongly built 42 foot, centre cockpit Moody (lots of room below, fast, strong and able to look after us in any weather).

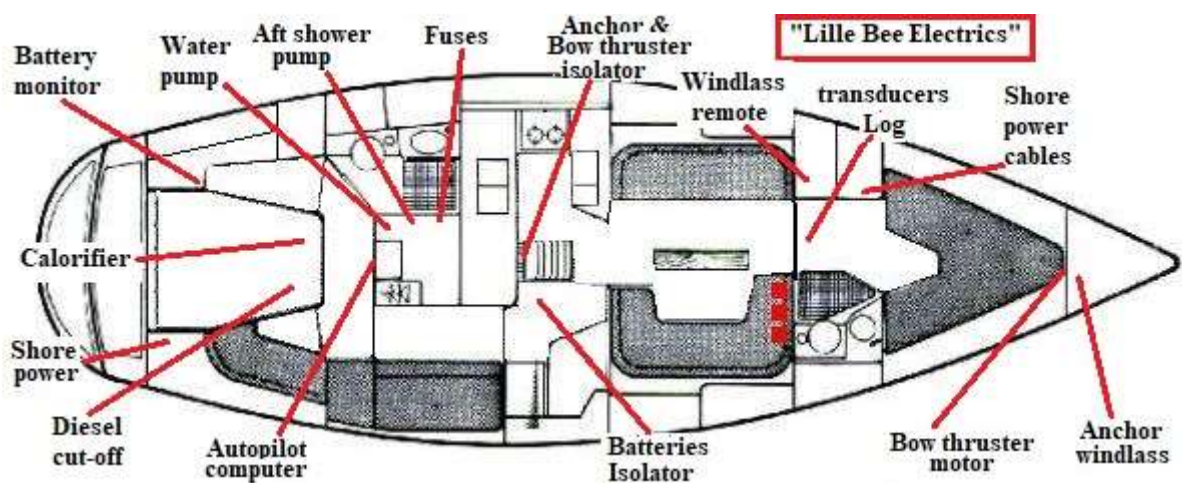
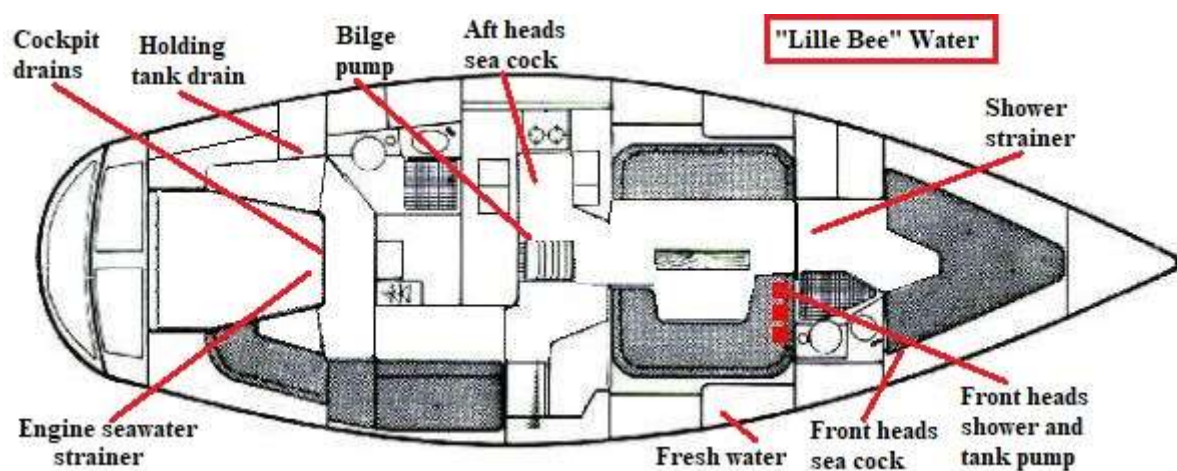
We sailed from the Ionian Islands east through the Corinth Canal to Fethiye in Turkey in March 2010. Lille Bee spent six seasons looking after us, our client boats from Germany, Holland, the UK and a splash of Aussies and Kiwis. At the end of each year, we hauled out into a local ship yard carrying out a comprehensive "winter work list". With thoroughly professional engineers on tap every day, anything needed doing to Lille Bee was done ready for the next season. (copies of all the work lists available, including new rigging, skin fittings, stainless steel solar panel arch and a new engine).

The last few years of sailing holidays have been interrupted by Covid, building a new house back home and work in the real world. We moved Lille Bee to a ship yard in Rhodes last summer and plan to use that as a base for the foreseeable future, as it's very convenient for popping across to Turkey and cheaper parking.

As far as putting Lille Bee on the market is concerned it's always possible at the right price. After a little research, over the last couple of days, there appears to be between five and eight other 42 foot Moodys on the market scattered around the world. Advertised prices range from £74,000 at one end up to 110,00 euros at the other. There are even a couple in the USA at around \$110,000; none have brand new Yanmar diesels in them though. We would always advise anyone putting in an offer to make it "subject to survey". This way, everyone knows where they stand (Our original 2000 purchase survey and an insurance survey from 2015 available.)

Accommodation and Equipment

Moody 422 "Lille Bee" Centre cockpit cabin layout



Fore peak

- 1 . Chain locker

Fore Cabin

- 1 . Large double V berth
- 2 . Under berth holding tank
(with sea and deck pump out)
- 3 . Under berth sail lockers
- 4 . Access to bow thruster motor
- 5 . Hanging locker
- 6 . Storage troughs

Fore cabin En-suite heads

1. Pressurised hot and cold water system to wash basin
2. Pump out WC to holding tank
3. Pressurised H/C shower with shower tray electric pump out.
4. Access to log and depth sounder hull skin fittings



Saloon

1. 2 single berths with lee cloths
2. Teak and holly floor boards
3. Engine room access
4. Fold down table
5. Large closeable storage lockers
6. Pilot book storage area

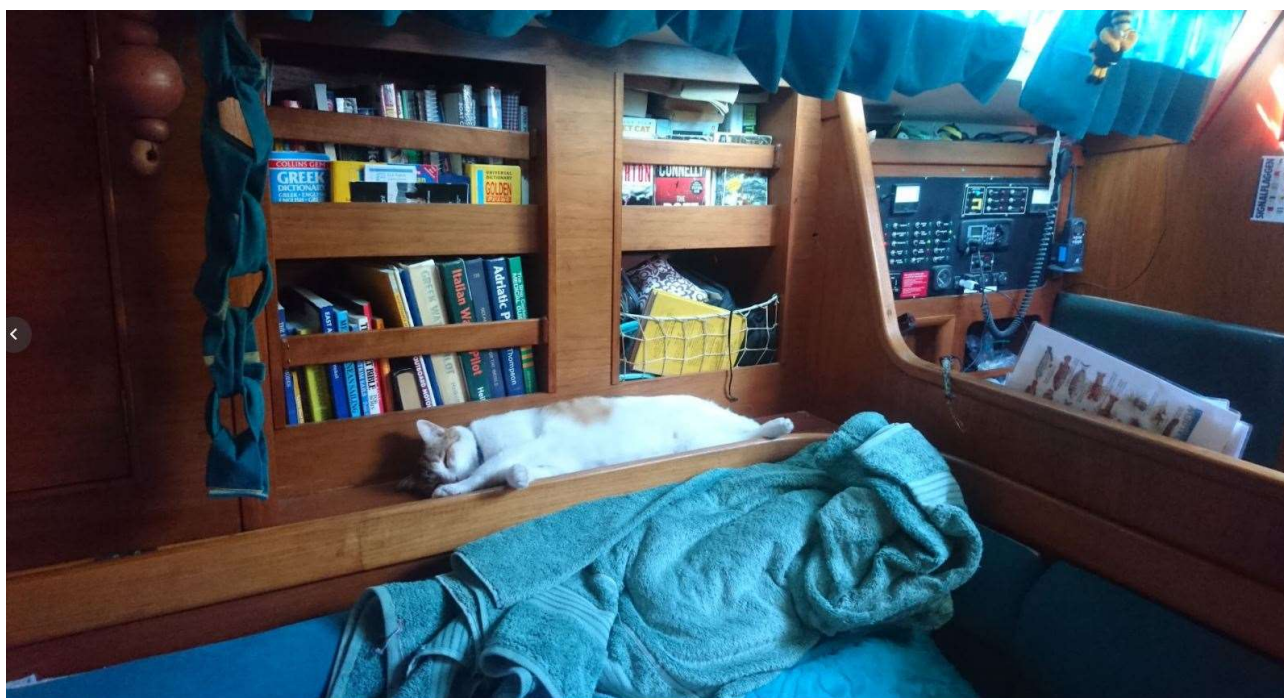
Alcantara peacock green theme throughout the boat



Sleeping arrangement modelled by Smudge



Pilot books and library



Galley

1. Solid composite work top (new 2022)
2. Large top loading 12 v fridge, plus coolbox
3. 2 x stainless steel sinks (new 2022)
4. Pressurised fresh water supply (hot and cold)
5. Whale foot pumps (fresh and sea water)
6. Force 10 stainless steel cooker, twin burners with oven and grill (auto ignition)





Navigation area

1. Main electrical/battery isolator switch
2. Circuit breakers for lights, instruments and shore power
3. Simrad RD68 VHF
4. 2 x plastimo hand held VHF
5. Auto bilge pump controls
6. Fuel and water tank gauges
7. Large collection of pilot books plus Greece and Turkey charts
8. Lockable Safe



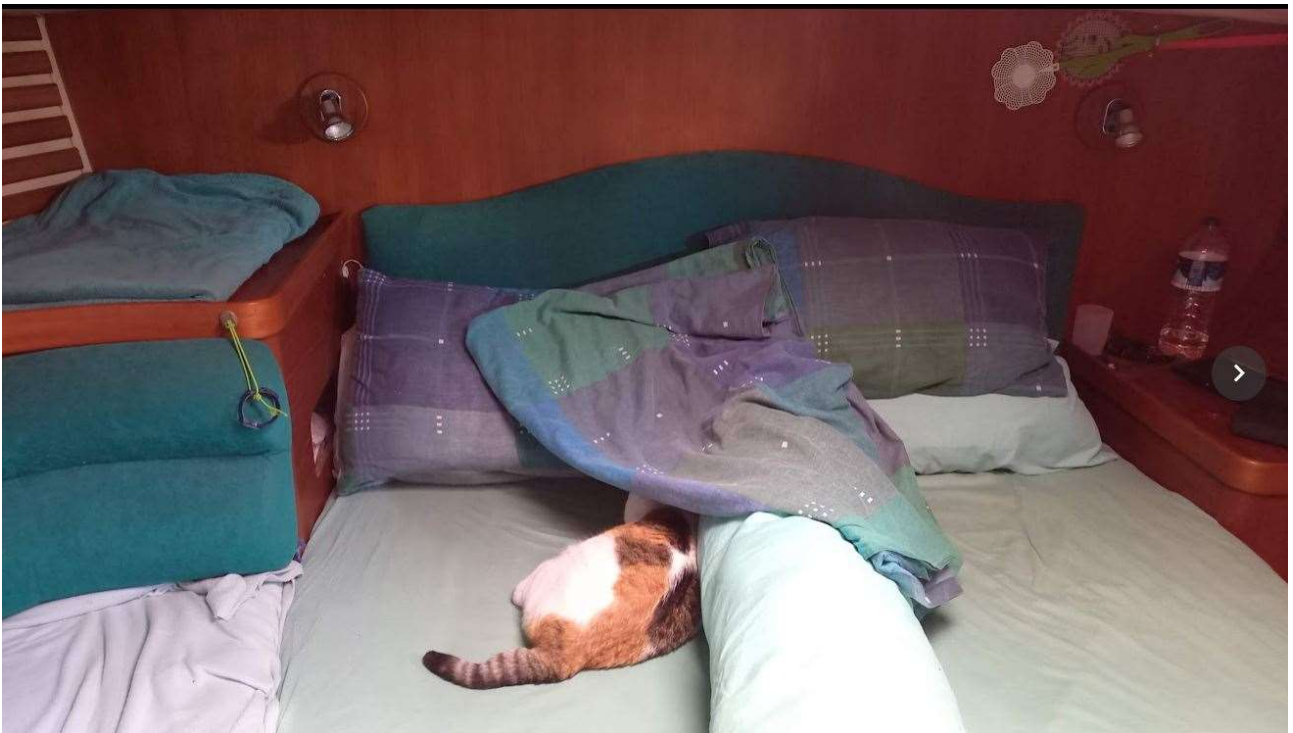
Starboard aft passage berths and storage area

1. Fold down bunk berths with lee cloths and security netting
2. Wet locker
3. Engine room access
4. Engine spares storage locker
5. Large under bunk storage area



Aft cabin

- 1 . Double berth (the best in the business) with lee cloths
- 2 . Gravity drop holding tank (and deck pump out)
- 3 . Underberth fuel tank (with fuel cut off switch)
- 4 . Under berth Battery compartment, Hot water tank
- 5 . Battery monitor
- 6 . Engine room access



Aft cabin en-suite heads

1. H/C Power shower compartment
2. Wash basin
3. Toilet with sea water pump out to 100 litre holding tank with gravity drop and deck pump out facility
4. Additional port light fitted to aid ventilation





Engine Room

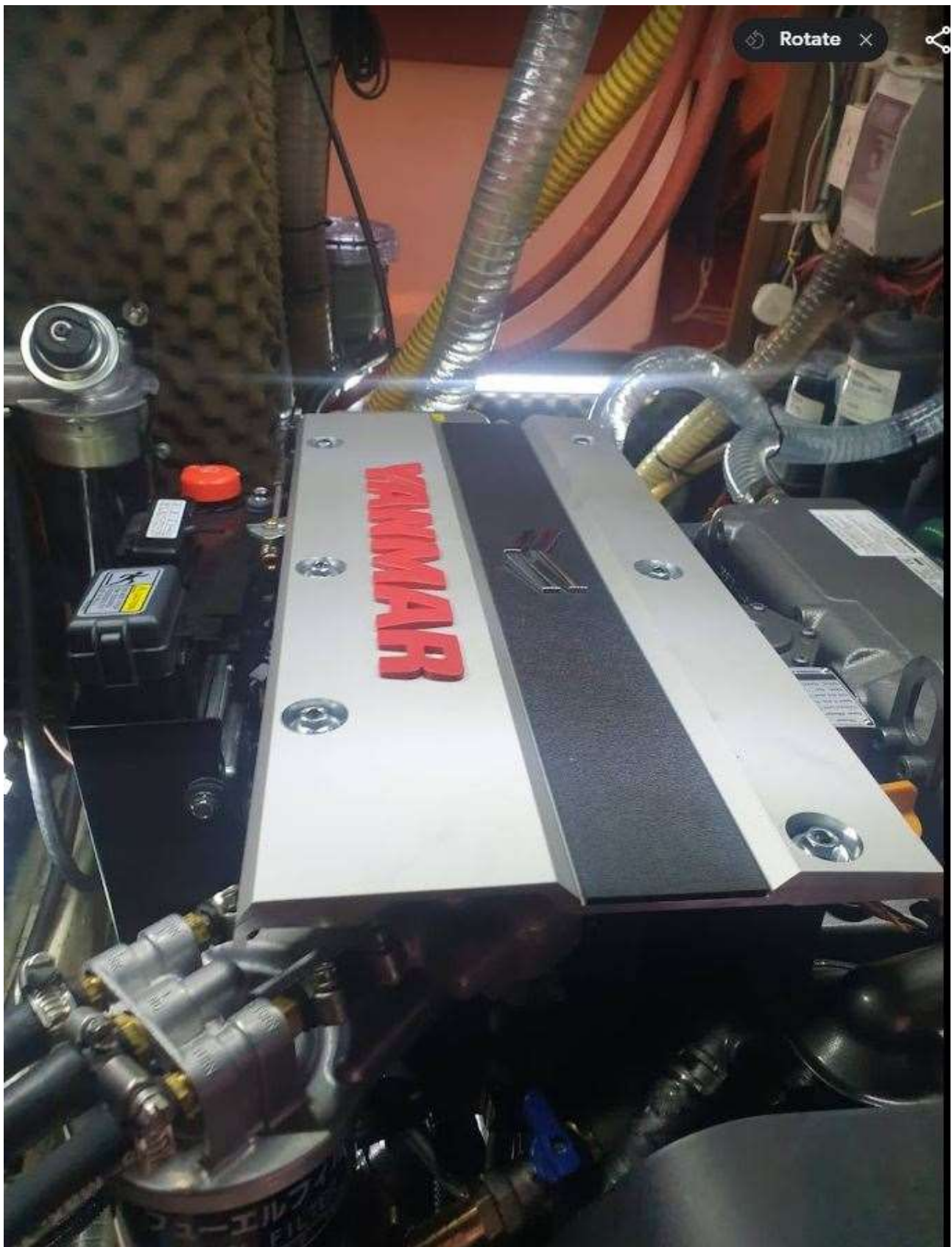
1. Three sided access (it really is an engine room)
2. Yanmar 4JH57 direct injection diesel engine with electronic management system.(New April 2023)
3. Easy access fuel and oil filters and coolant
4. New shaft, bearings, 'P' bracket and 3 bladed prop (April 2023)
5. Automatic halon fire extinguisher
6. Main fresh water water pump
7. Victron Battery charger
8. Aft cabin shower sump pump



Easy access raw water impeller



Easy access diesel priming pump



Electrics

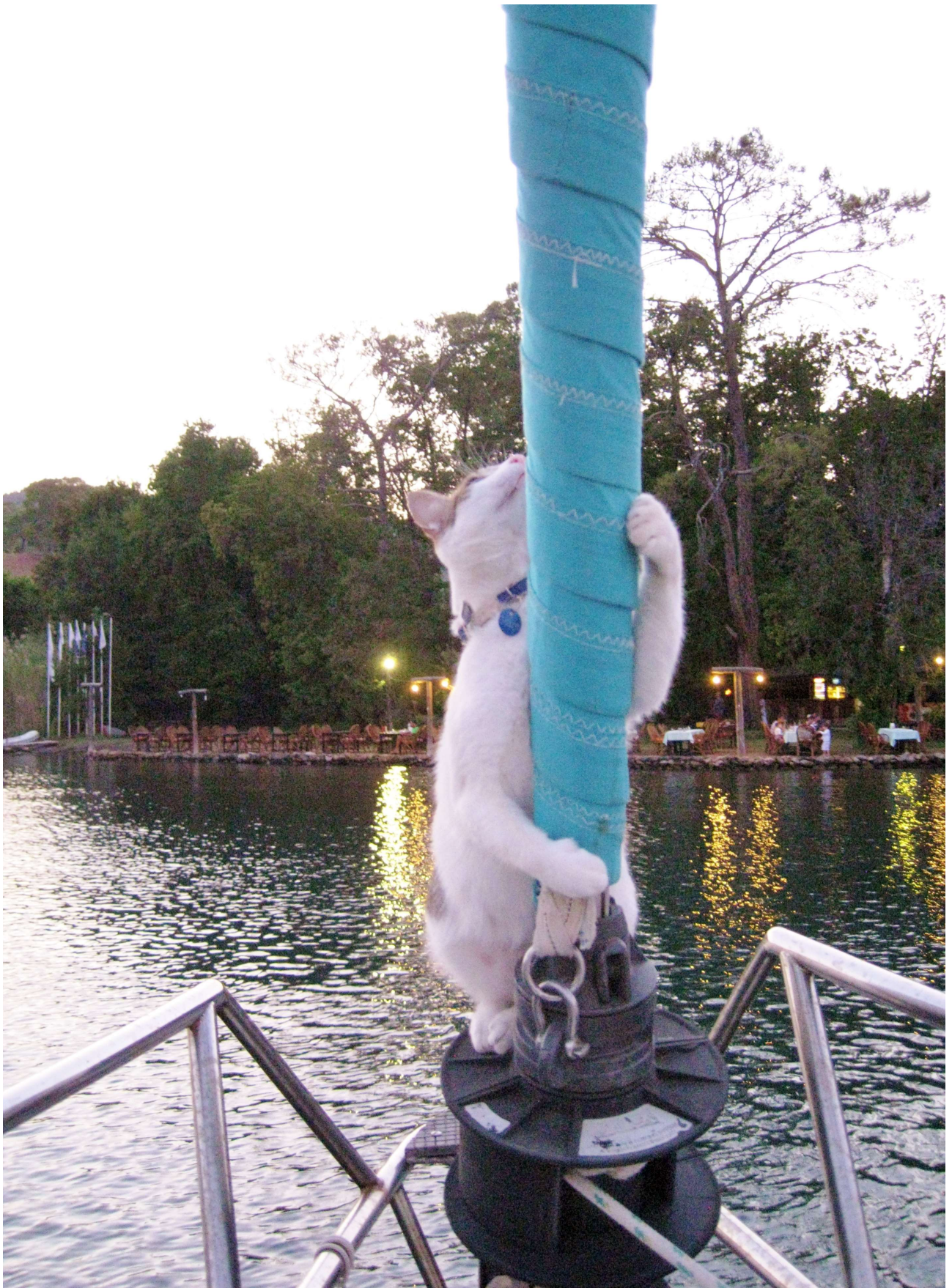
1. Cockpit shore power connection to Victron battery charger (engine room)
2. 240 volt hot water calorifier with heat exchanger circuit from main engine (under aft cabin berth).
3. 4 x 105 ah batteries (new 2022) (under aft cabin berth)
4. Nasa Clipper BM2 battery monitor (aft cabin)
5. 3 x 150 watt mono crystalline solar panels (Victron energy regulator)
6. Spare long and short shore power cables.
7. 12 volt fans over every bunk, galley, saloon and chart table, plus personal USB rechargeable fans.
8. LED lighting system throughout plus reading lights in all cabins
9. Stereo speakers in saloon, aft cabin and cockpit
10. 240 volt UK sockets all cabins for use when on shore power
11. USB chargers at chart table and aft cabin (direct off batteries)
12. Lofrans Cayman electric windlass with 50 metres of 10mm calibrated chain.
13. Hull, shaft and propeller zinc anodes

14. Navigation lights

15. Mast head tri-colour and anchor light
16. Bow red and green
17. Mast and stern Steaming light
18. Mast deck light

Spars and Rigging

1. Conventional bermudan rig with cutter.
2. All new stainless steel standing rigging 04/2016
3. New running rigging planned for 2022
4. Backstay adjuster
5. Roller furling genoa
6. Adjustable genoa and main sheet track
7. Silver anodised Kemp mast, boom and Spinnaker pole
8. Cockpit winches
 1. 2 x Lewmar ST 52 Genoa sheet winches
 2. 2 x Lewmar genoa furling line winches
 3. 2 x Spinnaker winches
 4. 2 x double handed sheet winch handles
9. Mast mounted winches
 1. Lewmar main sail halyard winch.
 2. Genoa halyard winch
 3. Lewmar Spinnaker and crusing chute halyard winch
 4. Lewmar ST reefing winch.

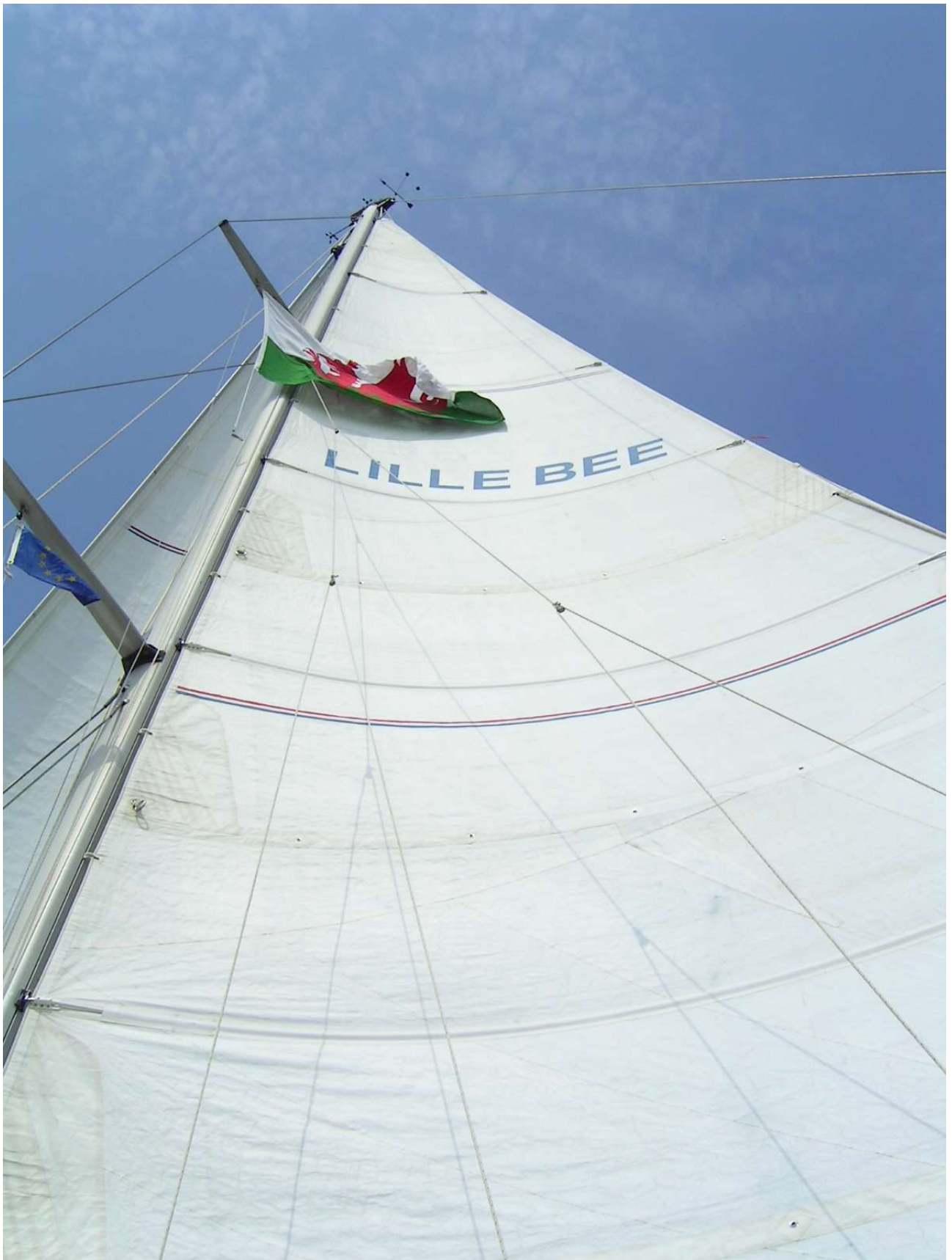




Sails

1. Fully battened main sail on Frederikson ball slides with full boom length zip-up storage lazy bag. Beautiful shape at all wind speeds
2. 150% furling genoa on Furlex roller system (powerful)
3. Spinnaker and Cruising chute (with snuffer)
4. Cutter with Storm jib
5. Lewmar 52 Self tailing genoa winches and halyard winches (serviced annually)





We call this one "Joseph"





Hull

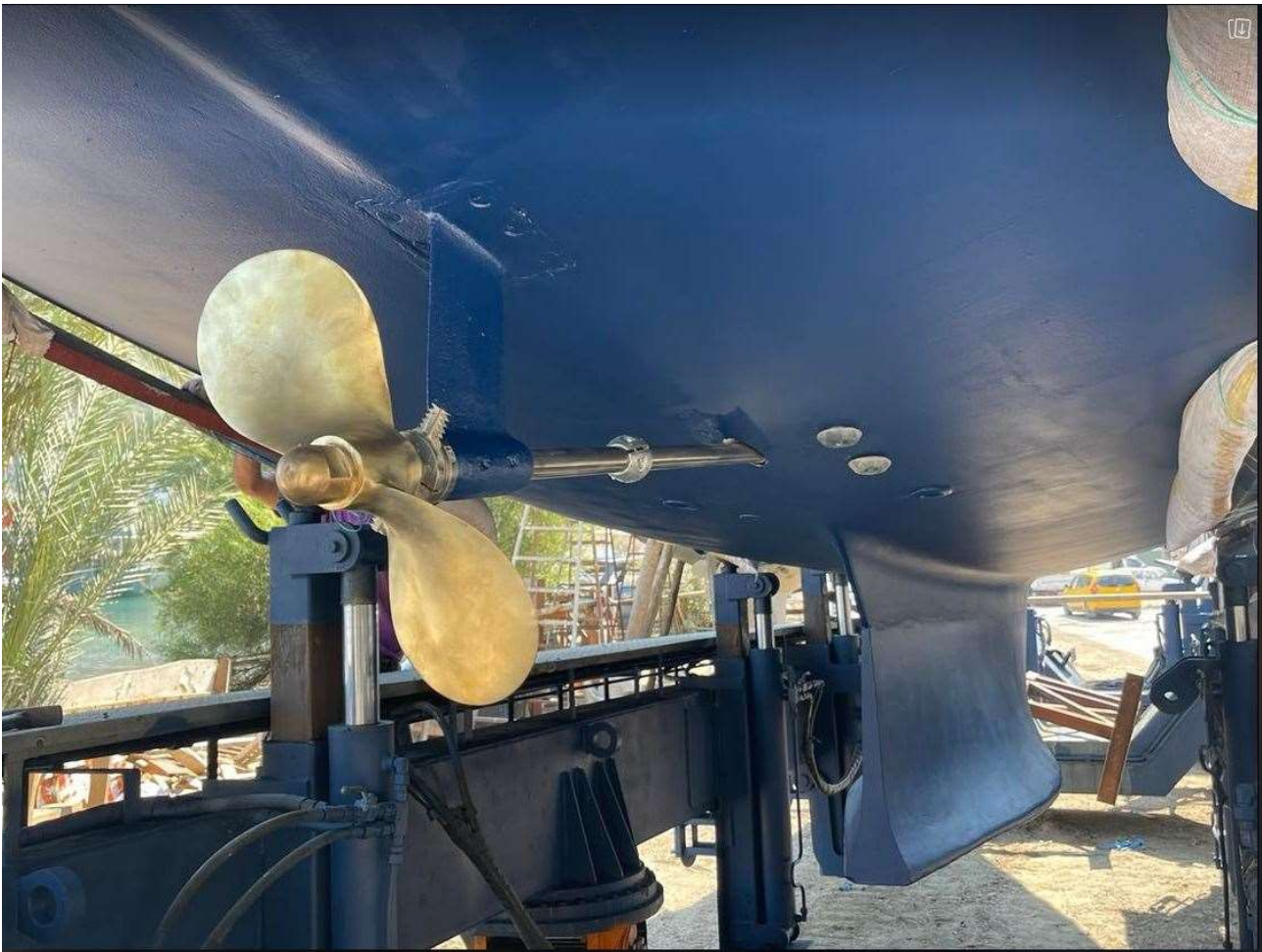
1. Cast iron shallow draft (1.5. metres) Scheel keel (ideal for all those little Greek harbours)
2. Cast iron keel stripped and epoxy repainted 2017.
3. Skeg mounted spade rudder
4. Conventional shaft via Volvo stern seal (with rope cutter) through a 'P' bracket to 3 bladed bronze propeller (new 2023)
5. Teak and bronze rubbing strake (great hull protection in tight harbours)
6. Hull, shaft and propeller zinc anodes



That is some deep shine



Scheel keel and old prop showing "stripper" rope cutter, shaft and hull anodes



The new 3 bladed prop (April 2023). Old bronze skin fittings and sea cocks replaced with modern composite ones (too many of the so called bronze skin fittings have too much brass in them, making them brittle)



Deck equipment

1. Stainless steel stern A frame/roll bar with 3 x solar panels
2. Twin lazarette lockers
3. Gas locker for 2 x bottles
4. Teak safety hand rails
5. 10 x fenders (and socks)
6. Bow, stern and mid line fairleads and cleats
7. Spare 50 metre heavy warp
8. Selection of mooring warps
9. Galvanised CQR anchor on 50 metres of chain
10. Dinghy 2.6 metre AVON RIB 05/2012 (with full cover)
11. Outboard Yamaha F4 (annual service)
12. Zodiac 6 man life raft
13. Spray hood with zip up front window
14. 2 x boom mounted sun awnings
15. Aft deck sun awning

Underside of boom showing rolled up sun awnings



Aft Deck (continued)

1. Large aft deck recessed sun bed area (with towelling mattress)
2. Large selection of cockpit cushions
3. Sprayhood
4. Large and small cockpit sun awning and Aft deck sun awning
5. Winter cockpit and deck cover
6. Granny bars with storage bags
7. Transom step with shower (H/C) and boarding ladder



Cockpit

1. Raytheon ST60 Log, speed, depth instruments
2. Raymarine ST6000 Autopilot controls
3. Raymarine ST60 Digital wind speed and direction
4. Plastimo Analogue wind speed
5. Vetus Analogue rudder indicator
6. Sleipner Bow thruster controls
7. Yanmar Yanmar C35 Engine instruments (RPM, oil pressure and temperature)
8. Tek deck Seating and cockpit sole (2017)
9. Whitlock Stainless steel steering system and Morse engine controls
10. Plastimo Binnacle compass
11. VHF speaker
12. 2 x cockpit speakers for loud music
13. 240 Volt shore power connection socket
14. Teak cockpit table with cover and cup holders

15. Transom

16. Deck shower (Hot and cold)
17. Boarding ladder

New composite cockpit seats and sole 2018



Safety Equipment

1. Zodiac 6 man liferaft (transom fitted cannister)
2. 4 x life jackets
3. Fire extinguishers all cabins Serviced 2023
4. Auto engine room halon extinguisher New 2021
5. Fire blanket (galley area)
6. Seacocks and skin fittings Replaced 2016-2018
7. Lee cloths/safety netting to all berths
8. CQR main anchor and spare Danforth anchor
9. Bolt croppers
10. Mast Radar reflector
11. Automatic bilge pump (with float switch alarm)
12. Manual bilge pump
13. Emergency steering tiller
-
14. **Others**
15. Comprehensive tool kit
16. Socket set (Imperial and metric)
17. Spanner set
18. Henry Lloyd and Musto waterproofs (and Wellies)
19. Windscoops, mosquito nets and sun blinds for the main hatches
20. Fresh water hose reel

Wind scoops

Moodies were never designed for hot weather climates, so we had an extra window put in, aft on the port side to increase the throughput of air into the aft en-suite heads. Small 12 volt fans at the chart table, in each cabin have been a god send. Since then, wind scoops have been essential; the yellow one is brilliant at anchor, always forcing air into the boat.



Top sides GRP thickness

Just to show the thickness of the top sides, this was the section we cut out for the extra window into the aft heads, The rest of the hull is built like a tank; on the modern boats you can see the sunrise through the hull...(that worries me, hence we call Beneteaus, Jeanneaus and Bavarias "recycled yoghurt pots".



