

## MOJITO OF LONDON — MOODY



**Builder:** MOODY

**Year Built:** 2003

**Model:** Cruising Sailboat

**Price:** PRICE ON APPLICATION

**Location:** Spain

**LOA:** 63' 5" (19.33m)

**Beam:** 17' 5" (5.31m)

**Min Draft:** 6' 5" (1.96m)

**Cruise Speed:** 8 Kts. (9 MPH)

**Max Speed:** 10 Kts. (12 MPH)

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# SPECIFICATIONS

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## Overview

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Good looking Bill Dixon with powered rig and which is a tardis below. Capable long distance cruising yacht that is skipper cherished, and much updated of late

## Basic Information

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**Category:** Cruising Sailboat

**Sub Category:** Center Cockpit

**Model Year:** 2003

**Year Built:** 2003

**Country:** Spain

## Dimensions

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**LOA:** 63' 5" (19.33m)

**LWL:** 54' 3" (16.54m)

**Beam:** 17' 5" (5.31m)

**Min Draft:** 6' 5" (1.96m)

## Speed, Capacities and Weight

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**Cruise Speed:** 8 Kts. (9 MPH)

**Max Speed:** 10 Kts. (12 MPH)

**Displacement:** 69000.27876076 Pounds

**Water Capacity:** 364.55743176 Gallons

**Holding Tank:** 61.023744012 Gallons

**Fuel Capacity:** 566.64905154 Gallons

## Accommodations

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**Total Cabins:** 5

**Total Berths:** 9

**Total Heads:** 4

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## Hull and Deck Information

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**Hull Material:** GRP

**Deck Material:** Teak

**Hull Designer:** Bill Dixon

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## Engine Information

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**Engines:** 1

**Manufacturer:** Yanmar

**Model:** 4LHA-STE

**Engine Type:** Inboard

**Fuel Type:** Diesel

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# DETAILED INFORMATION

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## Broker's Comments

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MOJITO was built in 2003, designed by Bill Dixon, combined with the quality and craftsmanship of Moody. She offers a huge amount of boat for the money – providing potential for extended passage making and the ideal holiday yacht – plus charter potential.

The Moody 64 is a remarkably powerful boat, fully capable of fast passage times across a range of conditions. Her good performance derives from the way her Bill Dixon hull shape balances the power of the underwater sections and lead keel with the tall, high aspect ratio, cutter rig. Despite her size she is easily sailed by two persons – in part courtesy of the hydraulically powered fully furling rig, self tacking staysail and powered winches.

The well finished teak interior designed by Roel Degroot sleeps six guests in three guest cabins and two crew in a separate forward crew cabin - plus a pilot berth in the "study".

The vessel has been constantly well maintained and has a very full inventory – including generator, air-conditioning, bow-thruster, water-maker and more. The yacht benefits from new standing rigging as at summer 2015.

MOJITO is British registered as a “small commercial vessel” – her certification is up to date.

Always Skipper maintained and constantly updated. Personally inspected.

## Recently Completed Work/Upgrades

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- New wire standing rigging, August 2015 (mast was out and full job completed in Italy).
- MCA Small Commercial Vessel survey completed July 2015.
- New hydraulic Inner headsail furler unit, July 2015.
- Repainted deck coamings and cockpits in white, 2014.
- Bimini & Spray hood in Sunbrella material, 2014.

*Note: Many other updates and renewals and works during 2014 and earlier – see list at end of specification.*

## Construction

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*RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – “Ocean”*

### *Hull, Deck & Superstructure Construction:*

- Hand laid glass fibre construction to Moody specification of the time.
- Underwater sections from stem to keel further stiffened by utilising an Aramid (Kevlar) laminate to increase impact resistance.
- White hull.
- Transom includes hydraulic powered hinging transom door / swim platform.
- Swept teak laid deck.
- Deck is stiffened with balsa core, plywood backing plates in way of deck fittings.
- Deck edge incorporates a raised bulwark with teak cap rail.
- Solid stainless rail, port starboard.
- Teak handrail around aft deck.
- Kevlar crane dinghy davits at stern.
- Garage locker in aft coaming.
- Generous lazarette stowage space.

### *Keel & Rudder:*

- Lead / antimony ballast keel.
- MOJITO has the optional “shoal draft” keel with flattened bulb.
- This keel maintains the same centre of gravity position as the deeper fin keel.

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## Machinery

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### *Engine & Gearboxes:*

- Yanmar 4LHA-STE 230HP, 4 cylinder, turbo charged diesel.

### *Maintenance & Performance:*

- Engine hours – 7548 hours.
- Engine last serviced - July 2015.
- Cruising speed – 8 knots @ 2200 rpm.
- Maximum speed – 10 knots @ 3000 rpm.
- Fuel consumption at cruising speed – TBC litres per hour.

### *Propulsion & Steering:*

- Twins pedestal units connected by rod steering to a single rudder and carbon wheels.
- Carbon fibre steering wheels.
- Max Prop 3 Blade Classic feathering propeller.
- Electronic Micro-commander throttle units, one at each helm.
- Sleipner Sidepower SP220TC Electric (thrust 220Kg, power 15Hp/11.2Kw) with controls at each helm.

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## Electrical Systems

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### *Voltage Systems:*

- 24v ships system.
- 220v AC system with ring main.

### *Battery Banks:*

- 2 x 105 amp joined in series to provide 24 v DC for engine start.



- 2 x 105 amp joined in series to provide 24 v DC for navigation.
- 8 x 200 amp joined in series and parallel to provide 24 v DC for service - gel type batteries (2012).

#### *Battery Chargers:*

- Via 220v (shore or generator).
- Two battery chargers: Victron charger/inverter Multiplus 24v/3000VA/70A; 24V/95A charger Newman.
- Inverter Mastervolt 24v/800W.
- 2 kW inverter, connected to microwave and with extra sockets in galley and cabins.

#### *Alternators:*

- Engine driven 35 amp 24v alternator for power and navigation batteries plus a second custom 135 amp alternator for service batteries.

#### *Generator:*

- 1 x Onan generator 13.5kW.
- Approx hours – 5063 hours.
- Generator serviced: June 2015.

#### *Shore Power:*

- AC electrical system comprises a 220 volt, 50 amp, 50 hz shore power with two inlet socket one for standard use and a second one for the air conditioning.

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## **Plumbing Systems**

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#### *General:*

- Salt water deck wash.

### *Fresh Water & Water Heating System:*

- Hot water supplied via 220v boiler (shore or gen set) and from engine calorifier.

### *Watermaker:*

- Sea fresh water-maker, installed in Lazarette.

### *Bilge Pumps:*

- Automatic bilge pump.
- Gusher 30, Manual bilge pump.
- Second automatic bilge pump forward of main bulkhead.
- Bilge pump in lazarette.

## **Tankage**

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### *Fuel:*

- Total capacity of 2,145 Litres.

### *Fresh water:*

- Total capacity of 1,380 Litres.

### *Grey/Blackwater holding tanks:*

- Grey water is fitted with local grey water accumulation tanks with automatic discharge.
- 231 litre black water tank with discharge pump.

## **Navigation Equipment**

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### *In cockpit:*

- Raymarine Autopilot coupled to gearbox drive and remote fitted at starboard helm.
- Autohelm Raytheon sailing instruments ST60- log, wind, depth, displays over companionway
- Raymarine Hybrid touch 10" screen at starboard helm – plotter and radar plus engine data.
- VHF Furuno at port helm
- 2 x Plastimo binnacle compasses.

*At chart table:*

- Navtex.
- ICS Nv 6.
- Water maker display on/off.
- VHF Raymarine RAY 218.
- Furuno DSC VHF radio (with 2nd handset at helm).

## **Domestic Equipment**

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*General:*

- Drinks fridge in cockpit table.

*Galley:*

- Force 10 cooker with oven and burners.
- Beko Microwave.
- Plates, glasses, cutlery, pans, utensils, etc.

*Heads/Showers:*

- 3 heads, 2 private and one for day use in the saloon and starboard twin cabin.
- 4<sup>th</sup>. head and shower forward for crew.

- All heads include shower facilities
- 3 x Vacuflush toilets.
- 1 x Jabsco manual.

#### *Heating & Ventilation:*

- Cruisair Air Conditioning and Heating system – to the aft cabin, saloon, and port cabin.

#### *Entertainment:*

- CD Radio in master cabin and fwd port guest cabin.
- Fusion AV system in saloon.
- DVD surround sound cinema in saloon with 20 inch retractable flat screen TV to starboard.
- TV in the aft cabin, behind a mirror which elevates electrically.

#### *Lighting:*

- 24 volts LED interior lighting.

## **Accommodation**

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#### *Summary of Accommodation:*

9 berths in 5 cabins; 2 berths for crew in V berth cabin forward.; 2 berths in starboard upper and lower berth cabin; Double berth in port side VIP cabin; Double berth in aft owner cabin; Single Pullman style berth in port cabin / office.

The interior wood work is finished in teak. MOJITO benefits from recently renewed cream colour leather upholstery which matches well with the woodwork and provides a light modern style. Cream carpeting in guest and owner areas (not saloon).

#### *Description of layout from forwards:*

V-berth crew cabin forward with crew head and wash-basin. The cabin is accessed from the deck hatch or via the starboard guest cabin. In the centre under the V berth is installed an Indesit top loading washing machine.

Guest twin cabin to starboard with upper/lower berths (fitted with lee cloths), hull window, overhead hatch, wardrobe and locker.

There is a separate head and shower compartment aft of the cabin that can also serve as a “day head”.

Double bedded VIP guest cabin to port with reading lights, overhead hatch, hull port, lockers and cupboard.

Forward of the cabin is its own ensuite head and shower area.

The main saloon is amidships and full width - to port is a circular sofa and extendable dining table.

To starboard is a sofa - outboard of which is the TV that rises at the touch of a button from the cabinet.

With hull ports each side, 2 overhead hatches, and coaming windows (also in the forward section) the saloon is a particularly light and airy living space.

#### *Galley:*

The galley is to starboard aft of the saloon built in a U shape for practical use at sea it is fitted with the Force 10 cooker, a fridge, deep-freeze, microwave and has good storage.

#### *Navigation Station:*

Situated aft of the saloon to port it has a large chart table with seat. The electric panels are located inboard.

### *Starboard bunk cabin:*

Aft of the chart table in the passage to the owner cabin is a single bunk cabin which has a fold down bed. This area cleverly doubles as a work area/office. With the bed folded up you have a desk with seat.

There is a storage unit and for natural light a hull port.

From here there is good access into the engine room.

### *Owners Cabin aft:*

This very comfortable cabin has a large double bed, seats each side, ample lockers and storage with wardrobes to port and starboard, plus reading lamps. There is a TV behind the mirror.

Forward and to starboard the cabin has its own full en-suite facilities. Together with its 4 opening ports, 2 hull windows and 2 overhead hatches it is a remarkably good cabin for this size of yacht.

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## Deck Equipment

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### *Rig:*

- Cutter rig.
- Standard cutter rig with powered headsail, staysail and mainsail furling.
- New s/s wire standing rigging July **2015**.
- Hydraulic In-Mast furling.
- Furlex Selden hydraulic furling headsail unit.
- Furlex Selden Hydraulic furling unit for staysail, new **2015**.
- Self tacking staysail system with track at deck.
- Pushbutton controls for genoa in/out at starboard helm.
- Pushbutton controls main and jib in/out by companionway.
- Navtec hydraulic adjusters for vang and backstay with s/s panel by the starboard helm.
- Mast rigged for two spinnaker halyards.

- Two spreader lights.
- Diamond jumper struts in addition to running backstays.
- Dyform low stretch standing rigging.
- Passarelle halyards and fittings.
- Deck blocks and pad eyes for cruising chute.
- Mast and boom and spi pole re-painted **2014**.

#### *Winches:*

- Electric powered self tailing Yankee sheet winches, Lewmar 66 CEST x 2.
- Electric powered mainsheet staysail sheet and mainsail outhaul winch, Lewmar 58 CEST x 2.
- Secondary winches, Manual Lewmar 58 CST x 2.
- Mainsheet traveller winches, Manual Lewmar 30 CST x 2.

#### *Sails:*

- Mainsail – (sail was new in **2014**).
- Hood Yankee.
- Hood Staysail.

#### *Anchoring & Mooring Equipment:*

- Anchor windlass - Lewmar 3000 reversible electric with handset control forward and switch control at helm.
- Stainless kedge anchor roller at stern.
- Main anchor - 60 kg Plough anchor with 100m of 12mm chain.
- Secondary anchor - 30 kg Bruce anchor with 30m of 8mm chain.
- Emergency anchor - 30 kg Danforth anchor 30m of 8mm chain.

*Covers, Canvas & Cushions:*

- Cockpit cushions.
- Fitted towelling sunbathing cushions on fwd and aft decks.
- Bimini & Spray hood in Sunbrella material.
- Sunscreens for cockpit.
- Blue covers for helm, wheel and table.

*Tender & Outboard:*

- Tender AB12 Inflatable from (2011).
- Outboard Yamaha 4 stroke 25 HP (2014).

*Safety Equipment:*

- One 6 man Plastimo liferaft, (stored in aft coaming garage).
- One 4 man Plastimo liferaft, stored in lazarette.

*Note: both soft pack and in service 3/2015.*

- 2 x Cat C First aid kit.
- ACR 406 EPIRB.
- Inflatable danbouy.
- 12 x Crew Saver life jackets plus clip lines.

*Fire-fighting equipment:*

- 6 x fire extinguisher.



- Engine room FM 200 automatic fire extinguisher.

## Refitting and Upgrades (2014)

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- Professional servicing to refrigeration and air-con units, 2015.

*Note: air-con unit in saloon August 2015 faulty (not yet done and needs replacing or repairing).*

- New Dyneema running backstays, 2014.
- New Dyneema main sail halyard, 2014.
- New gearbox and motor in the anchor windlass, 2014.
- New bow thruster motor, 2014.
- New Navtec hydraulic panel, 2014.
- New gimbaled galley stove, 2014.
- New Isotherm water heater, 2014.
- New prop shaft seals and servicing to prop shaft engine coupling, 2014.
- New main engine silencer, 2014.
- New Perspex on fwd cabin hatches, 2014.
- New hinges on transom door plus service to hydraulic operating rams, 2014.
- Completely re-furbished steering from stock to helm, including gear boxes, arm, bearings and quadrant., 2014.
- New windex, 2014.
- Generator cooling pump shaft replaced, 2014.
- New saloon floorboards, 2014.
- New Mattresses and carpets, 2014.
- New interior and exterior upholstery and furnishings, 2014.
- Gel type 220AH Batteries (House, Navigation & Engine), 2012.

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## General Comments (Courtesy of Darrell Nicholson, Cruising World 2004)

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The Moody 64 is what Dixon calls "a crossover boat," one that, through the efficient use of power-furling gear and winches, is designed to be managed by two very capable sailors but is big enough to attract those who expect to have family, friends, or crew aboard for more than just a few days. With a high-aspect masthead cutter rig, a fine bow, minimal wetted surface, and 22,000 pounds of ballast concentrated in a bulb at the bottom of its standard 8-foot-6-inch fin keel, the Moody 64 doesn't conceal her aspirations for fast passages. In the 2002 Atlantic Rally for Cruisers (ARC), hull number one smoked a fleet full of long-legged Oysters and Swans to win Class A and take fourth overall. She covered the 2,680-mile transatlantic course from Gran Canaria to St. Lucia in just under 13 1/2 days--that's 200 miles per day.

The Moody's hull is hand-laid fiberglass cored with inch-thick end-grain balsa bedded in a polyester bonding paste. Solid laminate is used wherever there are through-hull penetrations and also at the stem, keel, and skeg. A complex mix of glassed-in floors and stringers in the keel and main bilge area and in structural bulkheads and chainplate supports help stiffen the hull. Bonded-in tray moldings also provide support in the forward and after sections. The deck is both bonded and mechanically fastened to an inward-turning flange on the hull. Monel rivets driven through an aluminum backing plate in the flange serve as the mechanical fasteners. The deck-edge bulwark is then fitted with a laminated teak caprail. A full-length rubrail protects the hull, which comes in three gelcoat colors: blue, white, and burgundy. Meticulous computer-assisted design (CAD) engineering and a long background in streamlined production give the builder, Princess Yachts, the ability to produce eight to 10 of these boats each year.

The Moody carries most of its 17-foot beam from the midship station all the way to the aft sections. The beam allows plenty of room for twin 42-inch wheels, each helm with its own bench seat and padded hip rest. The arrangement not only gives you your pick of leeward or windward steering but also opens a clear passage to the bathing platform aft.

The cockpit is divided by a small step between the higher steering stations aft and the lower, ample, main-cockpit area. The forward area seats six comfortably around a permanent drop-leaf table that has well-placed stainless-steel grabrails.

The rig geometry uses triple aft-swept spreaders with cap shrouds, upper and lower intermediates, and aft lower shrouds. The cap and lowers lead to a single deck fitting inboard near the raised cabin top, allowing easy fore-and-aft passage on either side. The load is transmitted from this fitting to a rugged, encapsulated plywood web; the web, in turn, is tied to the gridlike floor structure and main bulkheads.

The foredeck is clear and uncluttered. Stainless-steel line guards protect all cowls, providing convenient handholds as you work your way forward. A huge, 36-inch-diagonal hatch just aft of the inner forestay leads down to the skipper's cabin and allows for quick launching and stowing

of spinnakers or storm sails. The Lewmar 3000 vertical anchor winch serves twin stainless-steel rollers and feeds into a large, self-draining, divided chain locker. Additional storage lies behind the cockpit in a wide and deep lazarette that's essentially a seagoing garage. Also aft is a dedicated locker for an eight-man canister life raft. Stainless-steel dinghy davits are standard.

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## Exclusions

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Owner's personal belongings.

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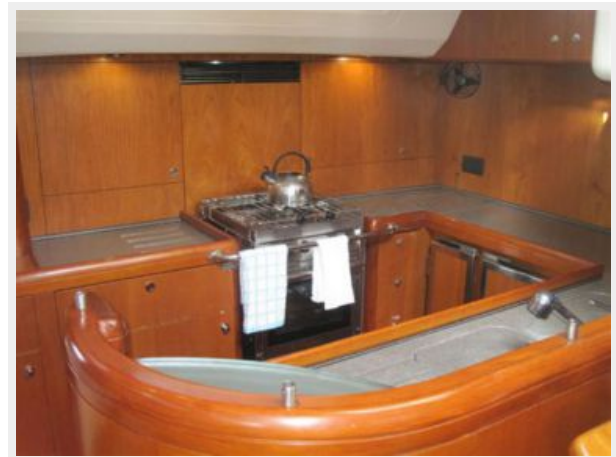
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# PHOTOS

















# CONTACTS

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