



Dolphin Yachts

INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

07015 Palma de Mallorca

Spain

info@dolphin-yachts.com



Moody 64 2002

Fabricant:	Moody	Longueur hors tout:	19.40m (63'6")
Modèle:	64 2002	Largeur:	5.33m (17'5")
Année:	2002	Tirant d'eau:	2.60m (8'5")
Matériau de la coque:	Fibre de verre	Carburant:	2.000 Litres
Aménagement:	6 berths in 3 cabins	Eau:	700 Litres
Architecte:	Bill Dixon	Moteurs:	1 x 230hp Yanmar
Déplacement:	28.8 tons	Quille:	Fin

495.000 € TVA non payée



MOTEURS:

1 x 230hp Yanmar 4LHE STP

Nombre d'heures: 5000 aprox.

VITESSE:

11 knots aprox.

CAPACITÉ DES RESERVOIRS:

Carburant: 2000 Litres

Eau: 700 Litres

Eaux usées: 250 Litres

ÉQUIPEMENTS MÉCANIQUES:

Yanmar 230hp turbo-charged diesel engine (overhauled in 2017), bronze 3-blade feathering propeller.

Onan 19kW generator (overhauled in 2017)

Electric generator (2008)

Extension cable, battery charger (2008)

5 x Engine gel batteries (2017)

8 x Service gel batteries (2017)

Two 110 amp 24 Volt alternator (2017)

Two 100 amp Newmar 3-stage battery charger (2017)

Shore power system

14 x 240V sockets throughout vessel

Mastervolt 2.5kW inverter

220/240V AC ring main with sockets

Sleipner 24V bow thruster operated by joystick at port helm position.

Side power SP220TC (thruster 220kg 15hp) with twin counter rotating propellers

Spectra Newport 1000 water maker with approx output 120 litres per hour (new water pump and clark plump - not installed)

Hot water by engine calorifier or 220V immersion heater, linked to shore power or generator.

Pressurized freshwater system by Jabsco dual pump with integral air accumulator.

Engine compartment ventilated by naturally flowing air through supply ducting with thermostatically switched ventilation fans to remove hot air from top of compartment. Acoustically insulated. Opening door to P has rubber seals to further reduce sound level.

Holding tank (unused) 250 litres

Fuel in three aluminium tanks

Fresh water gallons in two rigid welded plastic tanks

Eberspaecher heating

Cruisair Output 54,000 BTU air conditioning (4 separate units)

AMÉNAGEMENT:

Berths: 6

Cabins: 3

Head: 3

Crew Berths: 2

Crew Cabins: 1

The impressive master stateroom is located aft with sofas either side of the large king size bed. There is plenty of storage space and an excellent unsuited bathroom. There is a 27" LCD flat screen TV, recessed behind the mirror. Excellent light and ventilation from two deck hatches and four opening portholes.

To port is a navigation/office area, and with galley area to starboard. Forward there is one queen size VIP cabin and a twin-berthed cabin. Both have their own bathrooms.

Crew quarters for two with bathroom in the forward with external access up on forward deck.

En-suite and has a separate shower stall with hinged door. Wash basin set into Avonite with mirror



fronted locker above. Vacuflush electric freshwater WC.

Forward of saloon to port there is a double VIP guest cabin. Light and ventilation from opening deck hatch. Large outboard double berth with storage drawers below. Hanging locker, desk/dressing table and topside locker. En-suite head/shower compartment forward with shower stall, electric WC, basin set into Avonite and locker space.

Forward of saloon to starboard there is a twin guest cabin. Upper and lower berths with storage below. Hanging locker and tall-boy chest of drawers with mirror above. Built-in wine storage below.

Amidships is the beautifully appointed saloon. Well-lit by large windows and topside portholes. Ventilated by deck hatches and Dorade ventilators. Companionway steps of s/steel frame with curved varnished teak treads with inlaid s/steel wear strips. Large C-shaped settee to port with storage below. Extending dining table with decorated veneer top. Additional seating from two director's chairs on centerline. 2-seater settee with curved back, to starboard with drawers below. Forward of here is a large drinks locker with bottle and glass storage. Outboard on both sides are storage lockers, the one on the starboard side conceals the TV and contains the audio/DVD systems.

Chart table to port of companionway. Chart stowage beneath lid of table. Instrument displays in front and outboard. Wet hanging locker aft of seat.

Just aft of the chart table is the walk-thru' passage to the master stateroom. To its inboard side is the access door to the engine room. Outboard is a long desk surface with a large lift-up section covering computer equipment. A swing-out leather topped stool is provided. Above the desk and closing flush with the topside joinery is concealed a Pullman berth which can be folded down as required.

Day head is also used by twin guest cabin. Shower stall, electric WC, wash basin set into Avonite and locker with mirror.

Crew cabin can be accessed via deck hatch and ladder or via secondary guest cabin. Twin single berths to port and starboard with leg space outboard of head/shower area aft. Storage lockers beneath. Starboard berth hinges up for access to storage bins. Hanging locker forward. Clothes washer/dryer. Manual WC, shower and pull-out basin at aft starboard end of cabin, forming walk-thru' to secondary guest cabin.

EQUIPMENTS D'AMÉNAGEMENT:

Pioneer 20" LCD flat screen TV recessed into saloon furniture.

Sony DVD receiver and surround sound system (5 speakers plus base woofer) incorporating tuner and audio CD functions.

Cockpit speakers

15" LCD flat screen TV in aft cabin, recessed behind mirror

Sony CD/radio with auto-charger in aft cabin

Vacuflush electric vacuum freshwater flushing WCs (3)

ITT Brydon Buoy manual freshwater WC (crew cabin)

All WCs have diverter valves for direct overboard pumping with option of using holding tank

Most soft furnishings replaced (2012)

Straw Berber carpets with leather bound edges throughout

Pale cream leather upholstery in saloon and for seats in master cabin

Cream passage covers for saloon upholstery and table

Canvas floor covers for saloon, corridor and port cabin for passage

Clock & barometer

Master stateroom

DbiLuxury Maximus mattresses with mattress protector (2017)

Egyptian fitted sheets (2017)

Twin curved seats



Overhead lockers above

Generous hanging space, vanity units and storage

Dresser unit to forward bulkhead with large mirror.

Integrated retracting 32" flat screen TV (can also display navigation, radar & plotter information)

Hull topside portlights and coach roof portlights

Dorade vents

Guest stateroom

Twin single berths with storage space beneath lower berth

Hanging locker

Tallboy unit with mirror

Opening deck hatch and hull topside portlight give light and ventilation

Dbl Luxury Maximus mattresses with mattress protector (2017)

Egyptian fitted sheets (2017)

CHAUFFAGE:

CARRÉ:

To starboard of companionway and one step down from saloon level

Curved joinery topped by s/steel rail around twin galley sinks recessed into Avonite work surface, one has Avonite cover

Stainless steel top-opening freezer-Magnum Comp. (2017)

Stainless steel front-opening fridge Magnum Comp. (2017)

Drinks cooler unit in cockpit table

Ocean Chef 3 Marine cooker with grill and oven (2017)

Saviord microwave oven

Extractor fan

Sink with two bowls and mixer tap (2017)

Misc. food processor and cooking equipment-temperature probe, juicers, hand blender (2017)

Eumenia Sparmmeister 802 clothes washer/dryer

NAVIGATION:

Raymarine ST6001 autopilot controlling Whitlock autopilot motor. Control at starboard helm position.

Plastimo Olympic 135 steering compass to both helm positions

Raymarine ST60 speed/log, depth, wind speed and direction, MFD in main hatch garage

Furuno Navnet combined color radar / chart plotter with 24 (24 mile) radome on mast. Plotter screen is 10.4. LCD display at chart table and in cockpit. Displays interfaced to ST60 instrumentation.

Radar/plotter fed to display on aft cabin TV. NMEA data feed.

C-Map electronic charts

ICS Nav6plus Navtex at chart table with repeater in master stateroom

Ray 230 DSC VHF radio telephone with 3 handsets at chart table, master stateroom and cockpit.

Facilities include Intercom between handsets, loud hailer, foghorn.

Icom IC-M710 SSB MF/HF marine transceiver

Skanti Iridium phone

McMurdo G4 406MHz GPS EPIRB

PONT:

Twin helm position with integrated helmsman's seating complete with padded backrest

Whitlock wheel steering

Helm position incorporates twin steering compasses.

Throttle controls at both wheel positions

Engine instrument panel

Hydraulic controls for furling rig and headstays

Separate hydraulic panel for backstay and vang

Cockpit table with fridge (2017)

Cockpit sole and seats finished in teak (2017)



Stainless steel grab handles to each side of companionway
2-safety harness eyes
Lewmar 3000 24V electric windlass, helm or handset (overhauled 2017)
Large Delta anchor with 75m 12mm chain approx. (2017)
Fortress with 20m chain and 100m Octoplat approx. (2017)
Navy spray hood (2017)
Blue canvas covers for wheels, steering console, cockpit table and nav console
Bimini (2017)
Davits (2010)
Four air vents with s/s cowl
Folding cockpit table with fridge
Four cockpit cushions with backs (2017)
Two helm cushions & backrests (2017)
Two aft seating backrests (2017)
Cockpit awning (2017)
Mooring ropes various (2017)
Salt water deck wash at bow
Fresh water deck wash at bow and transom
Hot and cold transom shower
Passarelle with teak treads
Stainless steel folding bathing ladder
Flagstaff
Fenders (6)
Blue lined hull protectors (2)
Gas bottles (2)

Lewmar winches

2 x 66CEST primaries
2 x 64CST secondaries
2 x 30CST mainsheet travellers
1 x 58CEST mainsheet, staysail sheet, clew outhaul and halyard adjustment tail
2 x Lewmar Ocean size 3 genoa tracks with Ocean 3 adjustable position car
Lewmar Ocean size 3 mainsheet track with Ocean 3 adjustable position car
Lewmar Ocean size 3 staysail track

VOILES:

Bermudian Cutter rig - Selden spars Mast White powder coated aluminium Keel stepped onto s/steel shoe Triple aft swept spreaders Cap shrouds, upper and lower intermediates, aft lowers, forestay, inner forestay and backstay Dyform low stretch wire standing rigging Selden Furlex hydraulic furling for mainsail, yankee, self-tacking staysail - powered by Lewmar Commander 200 power pack Navtec hydraulic controlled split backstay and boom vang Boom White powder coated aluminium White powder coated carbon fibre spinnaker pole (stowed vertically against mast) White powder coated aluminium jockey pole (stowed along vang) Sails I = 24.00m / 78.7 J = 7.50m / 24.6 P = 21.50m / 70.5 E = 7.15m / 23.4 Sail area (100% fore-triangle) 166.86m² / 1794 ft² Sails by Hood (2002) In-mast furling mainsail with full length vertical battens, Vectran sailcloth and cruising shut with snuffer. Furling Yankee, in polyester with UV strip Furling staysail, in polyester with UV strip Spinnaker - tri-radial 1.5oz double thickness sides (blue/red/yellow) Sail controls and deck handling systems are powered and controlled from the fully equipped cockpit, with separate twin helm stations and padded helm seats.

SÉCURITÉ:

Automatic bilge pumps (2017)
Manual bilge pump (2017)
Dry powder fire extinguishers (x4 2017)
Automatic fire control system in engine room (2017)
Emergency tiller (2017)
6-man life raft (2017)



GME EPIRB (2017)
Dan buoy (2017)
MOB Rescue life sling (2017)
Lifebelt plus light & line (2017)
All safety equipment needs to be revised.

CANOTS/JOUETS:

Water skis, donuts

HISTOIRE SERVICE ET CONSTRUCTION:

Manufactured to comply with European Recreational Craft Directive and issued with CE Certificate. Two applications of Scott Bader enhanced Optima isophalic gelcoat, pigmented dark blue. Initial lay up in isophalic resin combining with powder bound mats. Hull laminate with DCPD modified orthophatic polyester resin. Hull core of 25mm end grain balsa put down on a polyester core bonding paste for maximum skin adhesion. Underwater sections from midships forward further stiffened by Kevlar bi-directional laminate. Glassed in floors and stringers through keel bay and main bilge area plus structural bulkheads and chain plate supports. Structural bulkheads bonded in and through bolted to bonding flange. Bonded in tray moulds creating flange and girder section support. Keel floors moulded down into a deep keel stub. Ring floors carry chainplate loadings through hull floor and slot bonded to main bulkhead. Floor structures are combination of foam cored floor girders through keel floor area, over-laminated with bi-directional stitched mats. Floors through the mast heel area are hardwood covered with over-bonding to carry compression loadings. Bulkheads structurally bonded to hull skin and underside of deck and coachroof with glass bonding and through bolting. Aft saloon bulkhead, forward saloon bulkhead and aft skippers cabin bulkhead are foam cored.

Deck/superstructure are hand laid up. Flat areas are cored with 20mm end grain balsa. Vertical surfaces are cored with 12mm end grain balsa. Load bearing areas have balsa replaced with hardwood and chopped strand mat. Teak laid over side, aft and foredeck and forward and aft coachroofs.

Deck bonded to hull flange and mechanically fastened. Resulting deck edge flange is fitted with laminated teak caprail.

Ballast weight: 10 tonnes. Lead/antimony fin keel with vestigial bulb, externally bolted to keel stub. Fastened with s/steel stubs. Half height skeg with semi-balanced rudder. S/steel bar rudder stock. Cast bronze skeg heel fitting. Twin helm positions with Lewmar destroyer type s/steel wheels with hide covered rims. Lewmar Mamba rod steering linked to tiller bar via bevel gearboxes. S/steel emergency tiller.

S/steel stemhead fitting, inc forestay attachment, with twin bow rollers
S/steel pulpit braced at aft end, with teak seat forward
S/steel quarter guards with gate between and teak seat to both quarters
S/steel stanchions and sockets with braced stanchions at gates P & S
Simpson s/steel 24V davits
Hydraulically operated transom door
S/steel handrails by companionway and aft of helm positions

Owner's retentions

All personal gear of owner and captain
Personal navigation and communication equipment not specified above
Paintings in saloon and master stateroom

COMMENTAIRE DU COURTIER:

Bill Dixon and the folks at Moody have come up with a great combination of performance and comfort in the creation of the flagship **Moody 64** a powerful Bill Dixon-designed cutter who doesn't shy away from bleak forecasts! 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 a lot more than just a few days. All in all, a well-equipped and modern cruising yacht offering first-rate performance and exceptionally easy handling. MCA coded but not in date.

EMPLACEMENT:

Spain





Distribution



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