



Moody S38

Year 1996 / 11.89 mts / Price 85,000.00€

Technical Details

Comprimento: 11.89m	Boca: 3.95m	Calado: 1.93m	Material do Casco: Fibra de Vidro
Motor Modelo: Volvo Penta MD2040Bm	Tipo de Quilha: Cast Iron semi-skeg hung rudder	Potência em HP: 1 x 40 Hp	Nº de Horas: 2400
Combustível: Diesel	Tanque de Combustível: 180 Lts	Tipo de Comando: Mecânico	Transmissão: Sail-drive
Nº de Camas: 6	Tanque de Água: 360 Lts	Bandeira: Inglaterra	Classe de Registo: Portugal

Three-cabin version with two heads

The Moody S38 (1996) is a solid and well-balanced cruising yacht, renowned for her robust construction and excellent sailing performance. With an overall length of approximately 12 metres, she offers safe and predictable handling, making her equally suitable for coastal cruising and longer offshore passages. The cockpit is well protected and functional, while the interior provides a comfortable living environment, featuring good headroom, generous storage, and a warm, inviting atmosphere.

Some equipment:

Electronics:

Raymarine e95 9" hybrid touchscreen chartplotter, Raymarine ST60+ depth, wind and speed, Raymarine ST60 graphic display (VMG, rolling road and various other data) at helm; Raymarine ST70 autopilot control, Raymarine SPX30 autopilot computer, Raymarine AIS transponder and signal splitter, Raymarine Q42c Quantum colour radar, Raymarine Ray54e DSC VHF at nav station.

Sails & Covers:

Full batten main sail with lazy bag, Genoa with a Furlex 300S furler, Spare Genoa, Spinnaker (never inspected by current owner) and sprayhood.

Energy:

3 x 80W Victron Solar Panels, Optima Blue Top battery for bow thruster, Optima Blue Top engine battery (2024), 2 x 115 Ah Rolls AGM batteries, Victron Multiplus Inverter/Charger 3,000/120.

Comfort:

Bow Thruster, Electric winchlass, boiler, cockpit cushions, 99 litre gravity operated holding tank to aft heads. Seagull TV water filter
This Moody S38 has been subject to a programme of ongoing upgrades and planned replacements throughout her life, including renewal of all standing rigging and the saildrive seal in 2024.

Possibility of transferring the marina berth in Lisbon

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