



**NYM**

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



## Moody 425

EURO 98,000 (HUGE PRICE REDUCTION)



## Specifications

### Boat Details

Price	EURO 98,000 (HUGE PRICE REDUCTION)	Boat Brand	Moody
Model	425	Length	12.70
Year	1990	Category	Cruising Yachts
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	#M42521
Condition	Used	State	International

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Suburb

Tahiti

Engine Make

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## Description

PRICE REDUCED FOR QUICK SALE AS THE OWNERS MUST GET BACK TO DENMARK.

### AMARILLO HIGHLIGHTS

Always privately owned, very little mileage before this voyage and never chartered

Boat de-masted and taken out of the water every winter and kept in a cradle

Hull was sandblasted down to gel coat 2019 removing all old paint and resealed with 5 layers of quality primer and 2 layers of quality antifouling

In Panama (September 2020) the 2 layers of antifouling were sanded off to ensure limited layers of paint and 2 new layers were added

Easy to solo sail where main sail and genoa are set and trimmed from cockpit

Designed for safety and handling extreme weather condition

Equipped for long distance sailing and power saving with saltwater tab, food pump and extra cans for diesel and water

Her owner bought her in 2018, prepared her for the voyage and sailed from Denmark in Summer 2019 down Europe's west coast, across the Atlantic and after cruising the Caribbean, they sailed through the Panama Canal and into the Pacific

Main engine Thornycroft 42hp from 2005 with 1900 engine hours

9,8hp NS Nissan dinghy engine from 2020

Gear box from 2020

75amp starting battery 2020

Shaft, bearings, and shaft seal 2019

340 watts solar panels 2019

AGM 4x115amps batteries 2019

2x main sails 2019, one has not been used

Genoa reconditioned by sail maker and UV protection added in 2019

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Bimini with sides 2019

Raymarine Element 9" chart plotter 2019

Triducer with speed, depth, and temperature 2019

AIS type B with Wi-Fi feature 2019

Forestay, halyard, and lower shroud starboard 2020

Metal rail with holes mounted to deck and wooden bar on hull for protection when docking

Boat received substantial upgrade in 2012-2015 like all rigging replaced, 2 Jabasco toilets, strong targa boom, all seacocks replaced (2 changed 2020), Isotherm fridge, stove with 2 burners, oven and grill, wind generator and toilet holding tank

Boat in good condition and ready to continue the adventure. Boat layout is an excellent choice for family or couple with crew with huge and private aft stateroom.

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#### MOODY SAILBOATS:

The Moody brand has 150 years of experience in building sailing yachts and have developed an exemplary boatbuilding culture over many generations. Excellence in design and manufacturing has ensured that the Moody name is well known throughout the sailing industry standing for quality.

The Moody 425 has become a bit of a modern classic. A Bill Dixon design that evolved from the Moody 422 and first introduced in 1988. It is a family cruiser offering spacious accommodation including a huge master cabin in the aft of the yacht, a good size double berth in the bow and twin passage bunk berths between the salon and aft cabin. She has a cozy and safe center cockpit and a clean functional deck layout. The simple but robust, double-spreader masthead rig is fitted with in-mast furling. The semi-long keel is attached with steel keel bolts. Her hull lay up is tough, durable solid laminate constructed to Lloyd's specifications. The deck hull joints are through bolted and all internal bulkheads are glassed in place. The rudder is semi balanced partial skeg. And she scores as a fast cruiser in the sail area displacement ratio. Finally, she is placed in the moderately heavy range in the displacement length ratio. So all in all she receives great scores above average.

In sailing there are various ratios when comparing sailing yachts. In the comfort ratio when sailing, the Moody 425 scores above average. In the capsize ratio she scores a 1,9 meaning she is constructed for offshore sailing and cruising the oceans.

Another plus by owning a Moody is the comprehensive and easily accessible online platform, where members can exchange information and seek advice on anything from technical tips and tricks, detailed Moody plans and drawings, to destinations and Moody gatherings around the world.

In summary, we have been very happy to own a Moody and would be happy to own one again. She offers great value

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at an affordable price! It is not only a high end brand but delivers extremely well in many aspects of boat ownership, including excellent sailing ability in both light winds and gales. She has a comfortable cabin layout, great brand reputation and support and then the Moody 425 has a stable resale value.

Our team at Nautilus Yacht Management is happy to introduce you to this Moody 425 "Amarillo". Uniquely available on the market and presented in good condition, she may be exactly what you have been looking for, whether you have searched for years or just began to explore options. Continue reading for the full description and you will see the more you will know about her the more you will fall in love.

And of course, do not miss our YouTube video feature, which we filmed just this late May 2021 in magical French Polynesia.

With our head office in Sydney (Australia) but a fully staffed branch in Fiji, and representation in Tahiti, we are available at any time to bridge the gap created by the Covid travel restrictions and welcome you to a video call, get to know the family and our team on the ground, as well as organise a survey and a delivery to your preferred location.

NYM has assisted hundreds of cruisers, new or old to this magical lifestyle and make their dreams come true with ease and with the sense that they come first. We purposefully keep our company stocks limited to have more time to devote to both buyers and sellers, especially now with Covid, individual relationships based on trust and working together as a team with the buyer and seller are more important than ever.

For additional information, such as import, delivery, choice of registrations, insurance etc. please do not hesitate to ask. Our team is here to help answer your questions and keep you informed with the latest developments with regards to custom and travel limitations in our part of the world.

Get in touch today!

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#### A WORD FROM THE OWNERS:

##### Our story

We bought Amarillo in 2018 because we wanted to explore the world on a 2-year adventure together with our kids. The busy life back in Denmark meant we saw little of each other. We wanted more time as a family and hence our motto is "back home we have the watch but not the time, now we want the time and not the watch!"

##### Why a Moody 425?

Before buying Amarillo, we looked at many boats but once we saw this Moody 425 we immediately fell in love. Especially the interior boat look is how we believe a boat should look like! It fulfilled all our wishes in terms of safety, layout, size, accommodation and sailing conditions. But more important, this Moody 425 was also well maintained and had few engine hours so comparing this boat to the same priced Bavaria, Jeanneau or Beneteau it was an easy decision for us.

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## Our route

After making her ready for the long voyage, we embarked Summer 2019 from Denmark. We have had crew, friends and family joining us most of the time and with the extra double cabin with own toilet in the front it still gave all onboard good space and we have never felt we had to little maneuver room. Once we had sailed Europe, we headed for Morocco and on the Canary Islands we provisioned before crossing the big Atlantic with a stop on Cabo Verde islands. On the sail to Cabo Verde island, Amarillo really showed that she is meant to sail in heavy weather. We felt safe all the time with the center cockpit and she maneuvered the high sea extremely well and comfortably!

After cruising the Caribbean from Tobago in the south to the BVIs in the north we made our way towards Panama with stops along the way. On Bonaire Covid suddenly popped up out of nowhere so we spend from March till July 2020 on this lovely island. On Bonaire there were no covid cases and it was closed from the outside world, so everything was more or less open and accessible. Therefore, we went diving, did beach BBQ, hiking tours, shopped, groceries in well assorted supermarkets, and met with many other cruisers and local people. Bonaire was definitely one of the highlights of the journey!

In Panama, the boat was hauled out and prepared for the Pacific. After crossing the Canal, which was an amazing experience, we went to Galapagos where we celebrated Christmas. The long dreaded 3000+ nautical mile sail to Marquesas in French Polynesia went almost too smooth and even sailing outside the normal sail period. We used the gennaker 80% of the time and after 23 days we arrived in Nuku Hiva. On this long voyage we had only used 400L of fresh water which was possible because of the saltwater tap rinsing dishes, using alcohol gel for washing hands most of the time (now with Covid this is the best new thing) and a good stock of juice. Throughout our journey we have not felt the need for a water maker but if desired, it is easy to install using the seacock for the saltwater tap and there is plenty of space under the floor for the membrane close to the engine and sink.

Anyways, due to Covid we discussed the possible options like sailing back to Denmark, cruising in the Caribbean for another season, but luckily we decided to continue into the Pacific. And French Polynesia is true paradise in so many ways. The mix of landscape above and under the water in Marquesas, Tuamotus and Society islands combined with close sailing distances is ideal.

## Why we sell Amarillo?

Our plan from the beginning was a 2-year adventure sailing from Denmark to Australia. Covid changed the end destination but ending up in FP just means we have an excuse to come back and finish the rest of the circumnavigation. And we have had lots of time on Bonaire which has given us friends for life not to mention all the memories. We are sad to let her go because she has been our home and she has taken good care of us, but we knew this from the start so it is ok. And ending in FP the new owners get to sail the majestic route to Australia.

## Potential projects on Amarillo

We have maintained Amarillo throughout our journey but if we should continue to sail for another 2 years, the below would be the projects we would focus on. This way the new owners can also decide exactly how they wish to do this:

- Take out old instruments at navigation table and create small cabinets or "sliders"
- Replace current vindex with NMEA 2000 and add new displays in cockpit for depth, speed, and wind
- Heighten or move the waterline up by 5cm next time hauling out for antifouling
- Put in an open/close possibility for each water tank as a safety precaution
- Put in small round peep hole window at the galley which can open. Possibly to add in existing window

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Would we do it again?

The short answer is YES FOR SURE! One thing is the break from "normal" life but more important spending time together with the kids exploring the world and see them grow and develop along the way has been truly amazing. We have had so many experiences, met so many nice people so we will be back for more. And finishing in FP means we need to start here to complete the around the world sail. Besides starting in lovely FP it means we get to sail the rest of the Pacific to Australia which is paradise all the way.

And when we do it again, we would definitely go for a Moody 425 again. Amarillo has been the perfect world cruising boat fitting all our needs.

#### LAYOUT & ACCOMODATIONS:

- Dark quality teak woodwork throughout the inside of the boat given it a proper feel
- Headroom 1,9m (6ft 2in) in salon, galley, both toilets and all 3 cabins
- Floor made of glazed teak plates which are easy to remove to use the extra storage space
- Each room has escape hatch or access to stairs for emergency exit (not toilets)
- Saltwater pump manual for cleaning dishes and freshwater tap with manual foot pump conserving energy
- Engine accessible from 3 sides making service and maintenance easy
- All lights inside and outside the boat are LED

#### GENERAL INTERIOR FINISHING:

- Dark quality teak woodwork throughout the inside of the boat
- Dark quality teak doors limiting noise and ensures privacy
- Floor made of glazed teak plates which are easy to remove to use the extra storage space
- Ceiling leather-look covered plates in cream color
- Top mattress in all berths
- Salon sofa material easy to wash down (not washable in machine)
- 4 fire extinguishers in various places and 1 inside motor set to start automatically
- Headroom 1,9m (6ft 2in) in salon, galley, both toilets and all 3 cabins

#### SALON:

- U and I shaped sofa seating arrangement with hidden storage behind backrest on both sides
- Foldable table with hidden storage seating 6 people for dinner
- Large 32" TV with USB, RCA HDMI access (2019). Marine version meant for 12v
- 2 loudspeakers
- 2 ceiling LED lights and 2 wall LED lights
- 4 bookshelves with safety wood bar so books cannot slide out in bad weather
- 2 bigger cupboards with lots of storage
- 2 bigger closable shelves behind bow cabin door
- 2 overhead hatches

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- 2 vent holes going to deck for fresh air flow
- 2 windows with curtains in same material as mattresses (cannot open)
- Glazed teak floor with storage for provisioning
- Stairs can be removed for easy access to engine room
- 2 EPIRBs by TV and stairs
- NICE FEATURE - In 'I' shaped sofa, the cushion can be removed creating an extra 2m berth. With the bad weather net and rope installed this makes a good place to sleep at night (currently used for blankets and pillows)

### NAVIGATION:

- Navigation table to control on/off for boat lights inside and outside, Seawolf windlass, Raymarine autopilot, 3 bilges, shore power, freshwater system, Eberspracher heating system (needs service), fridge, shower discharges,
- Battery monitor for usage bank capacity and charging from solar, wind generator and shore power
- AIS type B with Wi-Fi connection (2019) behind radar
- VHF stationary
- Several 220v plugs usable when sailing
- Inverter 1000w easy accessed under navigation table (2013)
- Pioneer CD player
- Furuno radar with display
- Navtex display, Navtex print and AIS radar all older instruments we have not used. Possible project to remove and turn into slider storage
- Drawer in navigation table
- Shelf storage around navigation table and under seat
- 2 LED lights on movable arm
- Vent hole to deck for fresh air flow
- LED light in ceiling
- Window with curtains in same material as mattresses (cannot open)
- Glazed teak floor with storage for provisioning

### GALLEY:

- Stove with 2 burners and oven with grill (2012) with backsplash area for fire protection and easy to clean
- Isotherm fridge in stainless steel with small freezer, 49L capacity (2013)
- Saltwater pump manual
- Fresh water tap with electric pump
- Fresh water tap with manual foot pump
- 2 stainless steel sinks
- Vent hole to deck for fresh air flow
- 2 LED lights in ceiling
- Window with curtains in same material as mattresses (cannot open)
- Glazed teak floor with storage for provisioning
- Drawer cabinet with cutlery by the stove (2019)
- Drawer under sink with cutlery
- Cupboard by stove with plates, cups, glasses

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- Cupboard under sink with pots, pans, plastic boxes etc.
- Trash compartment with lid
- Big cupboard where old fridge was with shelves in 2 layers
- Shelves in wall for cans, spices, and food storage easy accessed with sliding doors
- Storage with hatch under stove
- 220v plug usable when hooked to shore power
- NICE FEATURE – hidden small compartment in old fridge for passports and money

### AFT CABIN:

- Master cabin with bed sized 2,0x1,5m. Quality mattress with extra top mattress
- Big, closed compartment under couch with lots of spare parts, tools and boat / equipment manuals.
- Spares: new water pump, bilge pump, 2x gallons of new antifouling (the one used currently on boat), fuses, anodes, sandpaper, tape, gelcoat, paint (engine, dinghy, shaft bridge etc.), shackles, electric spares, hoses, clamps, electric wire, big box with screws, bolts, anchor markers etc. Many spare part to fix issues arise when sailing long distance on the engine, rigging, hull or electric parts
- Tools: electric drill, wire cutter, polishing machine, 2 boxes of tools like pliers, screwdrivers etc. to ensure everything can be fixed from taking off the propeller, cut wire or paint
- Stainless steel fuel tank (290L) under star port side of mattress
- Compartment under port mattress for easy access to battery bank (4x115amps, total 460 amps from 2019), water heater (20L) and engine spare parts like filter, oil, coolant fluid, gear box oil and engine tools
- Big hatch window which can be used to access / leave cabin. Facing backwards so it can stay open when raining at anchor
- 2 windows with curtains in same material as mattresses (can open)
- 2 LED ceiling lights
- 2 LED wall lights by bed
- 220v plug usable when hooked to shore power
- Full body mirror on star board side by room entry
- Cabinet with mirror for storage
- Big and deep cupboards in both corners of room for cloth
- Big cabinet for cloth storing
- Access to engine
- Floor on carpet

### TOILET PORT SIDE:

- Jabsco toilet using salt water (2013). Hoses and seacock changed in 2020
- Holding tank, 35L (2012)
- Window (can open)
- Freshwater tap with electric pump
- Teak floor plate with electric drain in floor
- Shower head for hot / cold water installed (dismounted but can be added again)
- Cabinet under sink for storage and easy access to seacocks
- Small cabinet above sink and sliding room for smaller items underneath

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- Storage area behind door to aft cabin
  - LED light in ceiling
  - Mirror above toilet

#### TWIN BUNK PASSAGE CABIN:

- 2 bunk beds with extra top mattress. Currently used by the kids but also meant for bad weather sailing where wooden bar ensures you do not fall out
- 2 windows with curtains in same material as mattresses (one can open)
- 220v plug when hooked to shore power
- Glazed teak floor with storage for provisioning
- 2 LED wall lights by each bunk bed
- Stove away place close by the bunk beds for books, glasses etc.
- Storage underneath the bunk beds
- Access to engine
- NICE FEATURE - upper bunk bed can be securely folded down creating extra space in cabin
- NICE FEATURE - besides cloth storage, the hang up closet behind door can be used to dry cloth during or after engine use

#### FORWARD CABIN:

- Double cabin with space for 2 adults. Quality mattress with extra top mattress
- ig hatch window which can be used to access / leave cabin. Facing forward creating nice breeze when at anchor
- 2 LED wall lights by bed
- 220v plug when hooked to shore power
- Glazed teak floor for storage
- Storage compartments in ceiling for cloth or food
- Lot of storage under the bed and in cabinet on port side close to door
- Easy access to windlass electrics and chain compartment
- Big hatch window which can be used to access / leave cabin

#### TOILET STARBOARD:

- Jabasco toilet using salt water (2013). Hoses and seacock changed in 2020
- Overhead hatch
- Teak floor plate with electric drain in floor
- 220v plug when hooked to shore power
- Freshwater tab with electric pump
- Cabinet above toilet for storage
- LED light on wall above sink

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#### COCKPIT:

- Nice and safe cockpit area which seats 4 adults (self-draining)
- Foldable table in front of helm which can be used when sailing
- Spare foldable table added when not sailing, creating space for total of 6 eating people
- Bimini with sides which are easy to remove (2019)
- Sprayhood (2012)
- Mattress and pillows
- Standing plateau (8cm) when helming in quality wood meant for outside use. Easy to remove (2019)
- Teak floor which is only place where teak is used outside
- Large tarp which covers area from mast all the way to hatch window in aft cabin. Nice for rain, wind and sun protection when not sailing
- Cockpit tent with windows which closes the cockpit totally of and creates an outdoor room. Especially nice in colder climates
- Cockpit tent for wind and rain protection in off season

#### HELM & NAVIGATION:

- Full engine monitor and ignition key. Plastic glass which covers area from rain
- Raymarine S6000+ autopilot
- Raymarine Element 9" chart plotter (2019), hooked into NMEA 2000 backbone displaying AIS, depths, speed, temperature etc.
- 6 self-tailing winches, 3 on each side to handle boom for main sail, genoa and gennaker
- Throttle and transmission cable (2020)
- 1 winch to set the main sail from the cockpit
- Easy to solo sail where main sail and genoa are set and trimmed from cockpit
- Kicking-strap and boom adjustment possible from cockpit
- VHF 'slave' connector possible for the stationary long reaching VHF
- Large leather-covered steering wheel
- Ship's compass
- Wind, speed, depth and Navman displays above stairs when going down is a possibly project for replacement (see section "A word from the owner")

#### HULL, KEEL & RUDDERS:

- Hull was sandblasted down to gel coat 2019 removing all off the old paint and resealed with 5 layers of quality primer and 2 layers of quality antifouling
- In Panama (September 2020) the 2 layers of antifouling were sanded off to ensure limited layers of paint and 2 new layers were added
- Boat de-masted and taken out of the water every winter and kept in a cradle
- Boat prepared and antifouled before every season
- All anodes changed in September 2020. Replacement for all anodes on boat
- Semi-keel in led ensure stable sailing (needs sanding to remove rust before adding new antifouling)
- Rudder on semi-partial skeg

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#### DECK EQUIPMENT:

- Spacious, "flat" and secure describes the deck design well
- Deck surface is safe to maneuver on, does not get slippery and does not get hot in the sun
- Stainless steel pulpit, push pit and together with the railing creates safe feeling
- Bathing platform with ladder
- 2 large storage lockers aft for sails, spare anchor, fenders, propane bottles, rope etc.
- 2 closed storage lockers in stairs of bathing platform
- Sturdy targa beam in 25mm stainless steel
- Deck crane for dinghy engine
- Separate propane gas room with drain for deck water
- 7 mooring cleats for docking, 3 in each side and 1 aft in the middle
- Vent holes to ensure fresh air flowing into boat
- 2 genoa tracks with cars, blocks, and end stops
- 1 mainsail boom track with car, block, and end-stops
- Electrical windlass in the front nicely hidden away
- 3 boards mounted to scepters for water, diesel, and gasoline cans
- 4 winch handles
- 8-10 yellow diesel jugs 25L
- 8 blue water jugs 25L
- 3 red gasoline jugs between 10-20L
- NICE FEATURE - protection cover for dinghy when placed on front deck offshore sailing. Also cover for dinghy engine when placed on aft rail

#### SAFETY EQUIPMENT & OTHER SAFETY:

- Boat is "underrigged" with sail area / displacement ratio of 16,3 (16-20 good performance). Meaning just another safety precaution!
- Center cockpit, superstructure, bolted semi-keel, rudder setup and rigging are all build to ensure safe sailing
- Manual rudder steering arm in rear port locker for use in the event of steering system failure
- Jacklines all through along the deck on each side making it easy to click in lifeline from cockpit
- Life raft Transocean for 6 people, ISO 9650 (serviced July 2019)
- 4 preventer blocks mounted on metal rail
- 2 EPIRBS functioning and tested
- Extra boom rope and block in mast as precaution
- Grab bag with flairs
- 4 fire extinguishers in various places and 1 inside motor set to start automatically
- 2 fire carpets, 1 from 2014 and 1 from 2019
- 11 inflatable safety vests, 6 adult, 3 kids (2 needs service) and 2 orange, non inflatable
- 8 fenders and dock lines
- Masthead chair
- NICE FEATURE - metal rail with holes mounted to deck
- NICE FEATURE - wooden bar on hull for protection

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### ELECTRONICS & NAVIGATION:

- Raymarine Element 9" chart plotter, NMEA 2000 (2019)
- Airmar Smart Tri Multisensor, NMEA 2000 (2019)
- EasyTRX2 with Wi-Fi, NMEA 2Raymarine Autohelm ST 6000+
- Furuno 1632 radar
- VHF Vertex VM.3500E
- VHF in cockpit Vertex CMP 25B
- EPIRB Rescue Me (2019)
- EPIRB backup Erip MC Murdo 406 (2015)
- Older equipment for possible replacement as mentioned previously
- Windex - Clipper
- AIS receiver - Nasa Marine
- Navtex - Nasa Marine
- Navtex printer - N-Receiver Navtex 4 Plus
- Navman chart plotter in cockpit
- Depth, speed, and wind displays in cockpit

### ELECTRICAL, POWER & PLUMBING:

- Battery charger - Morningstar MPPT 30A (2019)
- 75amp start battery engine (2020)
- 4x115amp AGM battery bank for usage, 460amps in total (2019)
- 1000w inverter (2013)
- 2x170 watt solar, 340 watt total, Solara E680M48 (2019)
- Superwind generator SW 350 (2012)
- Eberspracher heating system (2015, needs service)
- Isotherm fridge in stainless steel with small freezer, 49L capacity (2013)
- 220v shore power plug
- 50m shore power line
- LED throughout inside and outside the boat also navigation lights
- 3 bilge pumps, 1 manual engine aft, 1 automatic bilge engine front, 1 automatic salon
- 1 manual bilge pump in cockpit with handle
- 1 hot water tank heated by engine
- 2x200L stainless steel freshwater tank, total of 400L. Easy access from salon under sofa

### ENGINE AND MECHANICAL:

- Thornycroft T105 inboard engine, 42,5hp from 2005
- Engine low hours with 1900 in total
- Hurth gearbox (2020)
- 2 engine generators, 75amp generator for usage and 1 generator for start battery
- 290L stainless steel diesel tank
- Varioprop 3 blade folding propeller
- Shaft (2019) mounted with bridge on engine

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- PS Shaft seal (2019)
  - Engine can be accessed from 3 sides - aft cabin, salon, and twin bunk cabin
  - NICE FEATURE - Varioprop is a CLOSED 3 blade propeller so nothing can get inside and limit the folding process like barnacle growth

#### DINGHY AND GROUND TACKLE:

- Windlass Seawolf 520 EL
- 75m galvanized 10mm chain (first 40m from 2019). Chain marked every 10m
- Rockna 25kg anchor
- Spare 25kg main anchor, 10kg bruce anchor, 10kg umbrella anchor, 2kg umbrella anchor
- 2 anchor snappers on rope
- Avon 2,7m dinghy
- NS Marine 9,8hp (2020)
- NICE FEATURE - Anchor chain end is rope so in an emergency the rope can be cut

#### RIGGING:

- Kemp roller in mast (2003) designed as masthead sloop with genoa furler (2008)
- Boat "underrigged" with sail area / displacement ratio of 16,3 (16-20 good performance). Meaning just another safety precaution!
- 10 mm standing rigging from 2014 consisting of 10 shrouds making the sturdy and able to handle tough weather
- 1 forestay shroud
- 1 aft shroud nonadjustable
- 2 top shrouds midships star port
- 2 lower shrouds midships star port
- 2 top shrouds midships port side
- 2 lower shrouds midships port side
- Forestay and lower shroud replaced 2020
- 2 spreaders on mast
- 2 poles for spiler or genoa. 1 on mast permanently and 1 on scepter / rail

#### RUNNING RIGGING:

- 1 main sail halyard rope
- 1 genoa halyard rope
- 2 gennaker halyard rope. 1 on each side
- 3-4 blocks in mast pointing front and aft
- 1 furling rope back to cockpit setting genoa (2020)
- 1 main sail endless rope in cockpit for setting sail (2019)
- 1 boom rope on tracker with car, block, and end-stopper (2019)

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**SAILS:**

- Main sail as roller in mast and genoa as furling setup
- 1 new main sail, 32,88 square meters (353 square feet) from 2019 (not fully sure on measurements)
- 1 additional new main sail, 32,88 square meters (353 square feet) from 2019 stoved away in sail bag, never been used (not fully sure on measurements)
- Elvstrøm genoa reconditioned by sail maker and UV protection added in 2019 (currently on furler). genoa sail 39,6 square meter (426 square feet, not fully sure on measurements)
- Genoa in ok condition also with UV protection but needs reconditioned by sailmaker. Stoved away in sail bag. Genoa sail 39,6 square meter (426 square feet, not fully sure on measurements)
- Asymmetrical gennaker on sock in great condition, 114 square meters (1227 square feet, not fully sure on the measurements)
- NICE FEATURE - Furling system can take 2 genoas simultaneously and with 2 poles sailing downwind becomes smooth, easy to reef and safe because boom is not in play. Used to cross the Atlantic or Pacific

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