

Shadow Moody 336 Mk II

Make: Moody
Model: 336
Length: 33 ft 6in
Price: £55,000
Tax Status: UK VAT Paid
Year: 1994
Draft: 5 ft 7 in
Beam: 11 ft 8 in
Engine Make: Volvo Penta
Engine Model: 2030
Engine Power: 30 hp

We bought *Shadow* in October 1997. She was in good condition with the keel bolts replaced in 2012.

She is currently lying in South Brittany. We are planning to sail her back to the UK in April/May with a view to selling her in mid-July when we have completed the purchase of our new boat.

She is a beautiful boat. The large aft cabin makes her very comfortable to live on. The heads with a separate shower area is a real bonus. We have sailed her from the East Coast to the Scilly Islands and South to Ile d'Oleron. We have decided to sell her to buy a bigger boat (a Moody S38).

She still has the Semi-Battened Mainsail, Genoa and Cruising Chute with Snuffer she had when we bought her. These are all in good condition.

Details of the equipment on board:

Rocna anchor with 32m chain and Lowrance electric windlass.

LED Anchor light and tricolour.

Vertex Standard DSC radio with remote mike in cockpit.

Raymarine instruments - multi display at chart table 2x ST60+ in cockpit for wind, depth and speed.

Phillips GPS Navigator GPS at chart table with remote display in cockpit.

Raymarine EV-1 sensor and autopilot linked to wheel pilot.

Raymarine Axiom 9 Plotter at helm.

Raymarine Quantum Radar.

Solar panel with remote monitor.

NASA BM-1 Battery Monitor.

Target Navtex Pro

Sony AM/FM Stereo

Raymarine AIS650 AIS Transceiver with Vesper Marine splitter.

4 Man Life Raft serviced in Jan 2024.

Techimpex Cooker.
Mikuni Diesel Heater.
Shorepower with Galvanic Isolator and Stirling Battery Charger.
Battery splitter.

Since we bought her we have made the following upgrades:

Replaced standing rigging and Furlex
Replaced main and Genoa halyards with cruising dyneema halyards
New Genoa sheets
Replaced guard wires with black dyneema
Coppercoated
Replace all seacocks with TruDesign plastic seacocks (better for potential electrolysis of copper coat)
Darglow flexofold folding prop, new shaft and volvo shaft seal, new cutlass bearing. New bearings for rope cutter.
New exhaust elbow
Tecsew stackpack, sprayhood and cockpit tent
Recovered saloon cushions
Proper mattress in rear cabin.
New Raymarine Axiom 9 chartplotter at helm, Raymarine AIS transceiver, Raymarine Quantum Radar, Raymarine rudder position sensor, Raymarine EV-1 autopilot.
New splitter unit for AIS, VHF and radio
New Bluetooth CD/Radio
Connected older Raymarine instruments (Depth, Speed, Wind) to N2K backbone so information at Chartplotter and autopilot wind steering works.
New Raymarine wind vane and anemometer.
Added tricolour light with anchor light (LED).
New 35m 8mm chain and Rocna anchor. The original CQR anchor is onboard as a spare with chain and rope rode.
Added liferaft
Added diverter valve for holding tank
Added expansion tank for hot water
Replaced house batteries with Trojan deep cycle traction batteries.
Added small (30W?) solar panel at rear - enough to keep batteries charged when not connected to shore power.
New reading lamps in saloon (LED)
Fridge regassed and fan replaced with quieter more efficient unit.
New fresh water pump.
Fresh water flowmeter fitted (counts liters of water used).
USB chargers in rear cabin and cockpit (waterproof).
New gas regulator and converted to Camping Gaz.

New Smoke and CO2 alarms.

The Main and Genoa have been cleaned and checked over every year. There have been a few minor repairs (new UV strip on Genoa, re-stitching of batten pockets on main, replacement cord between some sliders and the sails. The sails are as we bought them - they are in good condition.

The engine has been regularly serviced by myself. Engine oil, filters, impeller and fan belt are changed every year. I change the gearbox oil and coolant every other year (done this year). Other than that the issues we have dealt with with the engine since we've had her are:

- New engine raw water intake inlet strainer in the engine compartment as we had the inlet seacock replaced with a TruDesign one.
- Raw water pump rebuilt.
- Replaced rubber end and jubilee clips on heat exchanger, and disassembled and cleaned heat exchanger. This was a precaution as a friend of mine had his split half way across Lyme Bay. The heat exchanger should be checked every 2 years - last done fully in 2022, but checked visually after a blocked engine intake in 2023.
- Exhaust elbow replaced (2023). This was coked up. This should be checked every 5 years.
- We had a leak from the gearbox selector. This was fixed by replacing the seal.

Tankage:

- Fuel tank 110 liters
- Holding Tank 50 liters
- Water 200 liters.











