

46 ft 1986 Moody 471 Custom, Lyra Of Bristol
US\$140,000 (A\$222,176)
 Port Vila, Vanuatu



Boat Details

Make:	Moody	Class:	Center Cockpit	Cabins:	2
Model:	471 Custom	Hull Material:	Fiberglass	Berths:	10
Year:	1986	Drive Type:	Shaft Drive	Heads:	2
Length:	46 ft 6 in	Beam:	14 ft 8 in	Fuel Type:	Diesel
Price:	US\$140,000 (A\$222,176)	Boat Location:	Port Vila, Vanuatu	Max Speed:	8.5 kn
Condition:	Used	Name:	Lyra Of Bristol	Max Draft:	5 ft 3 in



Anna Manach | Nautilus Yacht Management

Australia

Tel: +61(0) 420 882 296

info@nautilusyachtmanagement.com

www.nautilusyachtmanagement.com

Description

HIGHLIGHTS:

ALMOST ENTIRELY REFITTED: (2017/2018) IN THE UK IN PREPARATION FOR WORLD CRUISE, THEN AGAIN (2021/2023) IN NZ BY HER CURRENT OWNER. (READ BELOW FOR FULL DETAILS).

REGRETTABLY OFFERED FOR SALE AS THIS FAMILY FROM THE UK MUST RETURN HOME AVAILABLE NOW IN VANUATU, OR CAN BE DELIVERED BY HER SELLERS TO AUSTRALIA OR NZ AS PART OF A SALE AGREEMENT. OR OPTION TO KEEP THE BOAT IN DRY STORAGE IN FIJI FOR THE NOVEMBER TO MAY PERIOD AS THE OWNERS HAVE RESERVED A SPOT.

EQUIPPED FOR UNLIMITED OFFSHORE TRAVEL AND INDEPENDENT LIVE-ABOARD.

FULL SET OF SAILS INCLUDING GENOA, JIB AND MAINSAIL (ALL ON FURLERS), CODE ZERO, STAYSAIL, STORM JIB AND CUSTOM TRYSAIL

NEW STANDING RIGGING 2021-2023

ALL NEW WIRING (12V AND 240V)

SOLAR POWER AND WIND GENERATOR

SHORE POWER (240V)

COMPREHENSIVE RANGE OF CRUISING ELECTRONICS RECENTLY UPGRADED

BOW THRUSTER

FISHER PANDA GENERATOR

SPECTRA VENTURA VT-150-D-12V WATERMAKER

EBERSPAECHER 12kW HYDRONIC MII DIESEL HEATER

STARLINK

ALL SAILS FURLING FOR EASY SAIL HANDLING SHORT HANDED OR SOLO

THE BOAT IS OFFERED FOR SALE READY TO CONTINUE CRUISING FOR MANY MORE YEARS TO COME WITHOUT ANYTHING MORE TO SPEND.

.....

'**Lyra Of Bristol**' is a **Moody 471 Custom**. She was built by the U.K.'s leading boat builder **A.H. Moody and Sons**. The designer, **Bill Dixon**, made her to be a premium blue water cruiser ideally suited to taking a family or a couple round the world and living at anchor. **The Moody 471 Custom** has the added benefit of the bathing platform, which the Moody 471 Classic doesn't. Lyra is one of the rare **Moody 471 Custom** which doesn't have a teak deck, which is a great advantage (cleaner, less heat in the cabin, less maintenance, no heavy replacement cost).

'**Lyra of Bristol**' is a rock-solid blue water cruiser presented in excellent condition, with two recent, extensive refits ensuring years of cruising with no additional costs. Her only signs of age is a teak and holly cabin floor which could do with a sand and re-varnish, likewise some historical watermarking around saloon window-lights could be addressed.

Lyra comes fully loaded and with everything on board to just move on today and sail away, including a comprehensive set of spares, all bedding, crockery and galley equipment, maintenance kits, ect. Her owners have to fly back home to the UK and can only take what will fit in their luggage.

Built as a demonstration boat for **Moody Yachts** in 1986 and launched in 1987, she is a particularly great example of the quality of workmanship expected from the **Moody** yard or that era. Since her launch, '**Lyra of Bristol**' has been well looked after with continuous maintenance and upgrades. She is UK-flagged, which is easily canceled to allow for a new owner's preferred choice of registration.

Following her most recent **survey in November 2019**, the surveyor commented that **Lyra of Bristol** is 'a *Moody 471 yacht of very good pedigree, which is both practical and functional in its design. She will be an ideal cruising yacht, perfectly suited for extended offshore cruising.*'

She is 14.17m long. 4.48m wide and has a draft of 1.61m. She has an 82hp Perkins diesel and can easily achieve over 7 knots. Her tanks will accommodate 550L of water (supplemented by a water maker), and 620L of fuel. She also has a black water tank for both heads for use at protected anchorages or in docks.

UPGRADES AND MODERNISATION HIGHLIGHTS FROM 2017-2023 EXTENSIVE REFIT:

Since 2017, Lyra has had several major upgrades and refits.

2017 – Extensive Refit

- NEW epoxy coat and Coppercoat antifoul application.
- NEW Seldon 404S foresail furling drums.
- NEW mast steps.
- NEW Shore Sails Code Zero, staysail, storm jib and custom tri-sail.
- NEW Vetus bow thruster.
- NEW 40kg Rocna and 39kg Mantus anchors, anchor chains and rodes.
- NEW Lewmar VX3 vertical windlass.
- NEW Raymarine Axiom Pro chart plotter and Quantum Radar.
- NEW Raymarine Autopilot (EV1, ACU400, p70, Type 2 ram).
- NEW ICOM main VHF and Handheld.
- NEW Redbox boat Wi-Fi network.
- Steering refurbishment: cables, conduits, rudder bearings etc.
- NEW Bruntons AutoProp and brake lock, prop shaft and bearings.
- NEW Fischer Panda i5000-nea generator and PGMI generator inverter.
- NEW Mastervolt Mass Combi Ultra 12/3000 Inverter Charger.
- NEW AGM house battery bank, engine starter battery and bow thruster/windlass batteries.
- NEW D400 Eclectic energy wind generator.
- NEW ENO 3-burner stove.
- NEW Spectra Watermaker.
- NEW Seagull IV filtration system.
- NEW Jabsco manual toilets.
- NEW life rafts, Danbuoy, Jon Buoy and horseshoe buoys, EPIRB serviced.

2020/2021 – Continuous Upgrades

- NEW keel bolts/nuts/steel plates - keel removed, keel joint machined.
- NEW standing rigging, mast serviced and re-stepped.
- Rudder rebuild.
- NEW Evolution Expedition headsails.
- NEW TruDesign seacocks and through-hulls throughout.
- NEW Chatfield Blue Water prop shaft seal
- NEW belly tanks (secondary diesel and black water tanks).
- NEW fuel hosing throughout.

- NEW black water hose and fittings.
- NEW fire extinguishers and smoke detectors.

2022 – Systems Refit

- NEW wiring through – full electrical refit of 12V and 240V systems, including new busbars, distribution blocks, and fuses.
- NEW pumps, strip lighting etc.
- NEW solar panels, charge controllers and solar disconnects.
- NEW Eberspaecher 12kW Hydronic MII diesel heater, controller, and heating hoses.
- NEW LPG install and gas locker rebuild.
- NEW Isotemp 40L calorifier, shower and fresh, grey, and salt-water plumbing.

2023 – Continuous Upgrades

- NEW Starlink Installation.
- Mainsail furling system overhaul including new furling lines and strengthened mandrel.
- NEW mast wiring.

OWNER'S INTRODUCTION:

"Lyra became our family cruising home in 2021. She is well kitted out for both warm and cold climates, enabling us to explore the striking coastline of New Zealand's North and South Islands, and onwards to the Pacific Islands in spacious security. We are currently exploring the unbelievably beautiful islands of Vanuatu. However, it is now time for us to prepare for the next chapter of our lives and for Lyra to find new owner(s) with whom to have further amazing adventures from an enviable starting point.

Lyra is available from October 2023 and is truly cruising ready, well stocked with equipment and with all systems meticulously maintained and working well. From Vanuatu, her new October owner(s) could sail her immediately northeast to the Solomon Islands, Papua New Guinea and onward to Indonesia...or across to Australia's Gold Coast and down to Brisbane...or return her to New Zealand's beautiful Bay of Islands and Hauraki Gulf - we are available to assist with delivery and/or thorough handover during this time with her new owner(s) at the start of their adventure.

From November, Lyra has a cyclone pit reserved in Fiji, where she can be kept safe until April when the South Pacific opens up for extended cruising in all directions.

Lyra is a joy to sail. Her combined Solent/cutter rig and furling main provide a range of sail plans that are easy to set and manage, even single-handed, with furling lines, sheets and guys led back to her centre cockpit. As we have found ourselves, this setup enables crew with less experience to get actively involved in sailing her, gain confidence and 'learn the ropes' very quickly.

With her classic hull and Scheel keel, Lyra sits comfortably in all conditions and at all points of sail. Her robustness creates a smooth experience in the cockpit and down below even in more challenging weather conditions, significantly contributing to a lack of sea sickness on board!

*Under power, Lyra is easy to manoeuvre, turning in her own length and reversing in a straight line. Her powerful bow thruster makes mooring simpler in even in the most challenging conditions. Her **82hp Perkins**, combined with **self-feathering Bruntons AutoProp** provides good cruising speed with excellent fuel economy.*

*Below, Lyra is spacious and airy, ideal for extended offshore cruising for a couple or family in all climates. As a **Moody Yachts** demonstration boat, the craftsmanship is incredible, with nearly every corner accessible and utilised for storage. No expense was spared when it came to the build quality and the attention to detail in the custom interior is exceptional - subsequent owners have maintained these high standards when updating and upgrading Lyra over the years, and, even after 36 years of general wear and tear, she still looks great all-round!*

*We wish the new owners of **Lyra of Bristol** the fairest of winds and following seas for many adventures to come!"*

Broker's Comment:

We have known 'Lyra of Bristol' (ex Banyu Aman) for many years, as we represented her previous owners when they sold the boat to her current owners after completing their cruise from the UK.

Lyra has been extensively refitted, refined and improved continuously before and during her half circumnavigation, by two successive cruising families, with her last big do-over in NZ just earlier this year, as she prepared for a South Pacific cruise. She is now regrettably sold due to a change of circumstances, and is competitively priced. Other than a few cosmetic blemishes (minor timber varnishing in traffic areas inside the cabin), she represents a wonderful opportunity to purchase a sturdy, comfortable, go-anywhere vessel of pedigree, at an affordable price, and which would be perfect for a couple or live-aboard cruising family, no matter their level of experience.

The Moody 471 is an immensely strong, sea-kindly and stable yacht, built at a time where price-point was never an issue. Solid timber fit-out as opposed to laminate (which doesn't last and is impossible to re-varnish), stainless steel (simply too expensive and impossible to find in today's production lines), solid GRP hull, yet the modern comfort of a transom scoop for easy access and all the latest mod-cons for communication and today's power needs, all combine to make this yacht a solid investment, which is affordable to maintain, and will continue to provide you with decades of sailing freedom.

For more info please contact our friendly team at Nautilus Yacht Management. We are cruisers and cruising yacht specialists and will be delighted to help answer all your questions about 'Lyra Of Bristol', anything to do with cruising, cruising with kids, registering the boat in your home country, import process when necessary, planning your trip, insurance etc.

Information & Features

1996 Perkins M90 range (Engine 1)

Type:	Inboard	Drive Type:	Shaft Drive	Propeller Material:	Bronze
Fuel Type:	Diesel	Power:	82 hp		
Hours:	5540	Propeller Type:	3 Blade		

Dimensions

LOA:	46 ft 6 in	Max Draft:	5 ft 3 in
LWL:	42 ft 11 in		
Beam:	14 ft 8 in		

Weights

Dry Weight:	22,610 kg
Displacement:	12,475 kg

Speed

Cruising Speed:	7.5 kn
Max Speed:	8.5 kn

Seating

Liferaft Capacity: **8**

Tanks

Fuel: **620 l**

Fresh Water: **550 l**

Accommodations

Single Berths: **6** Heads: **2**

Double Berths: **2**

Cabins: **2**

Other

Hull Shape: **Semi Displacement** Builder: **A.H. Moody and Sons.**

Flag Of Registry: **United Kingdom**

Designer: **Bill Dixon**

Lyra of Bristol History

This **Moody 471 Custom** was designed by **Angus S Primrose and Bill Dixon** in the mid-1980s, based closely on the earlier design of the Moody 47 by Bill Dixon. Lyra was moulded and built by **A.H.Moody & Son Ltd** at the Moody boatyard in Swanwick, Southampton in 1986, and launched early 1987 (the 5098th hull to leave the Moody yard) as *Serendipity of Swanwick*.

In 2017, her then owners re-named her *Banyu Aman*, before setting sail south from the UK to the Azores, across the Atlantic to the Caribbean, through the Panama Canal and across the South Pacific, arriving in New Zealand in 2019 where she was sold to her current owners and renamed *Lyra of Bristol*.

Hull & Rig

Lyra is a medium displacement vessel with a classic hull design. At just over 14m total length, her waterline length is 13m with a beam of 4.5m. She weighs approximately fifteen tonnes unladen.

Her hull is solid GRP from the toe-rail down, giving her incredible strength and resistance to collision damage. To reduce weight whilst maintaining strength, her deck, gunwales, and coach roof are a mix of solid GRP and sandwiched foam/plywood.

Lyra's aluminium alloy mast is keel-stepped with in-mast furling. Mast steps were added in 2017 making for safer work aloft at sea. Her standing rigging was replaced in Apr 2020 (inner forestay replaced Jun 2023).

Below The Waterline

Lyra has a **Scheel Keel**, designed by Mr Henry Scheel (who coincidentally, designed all the watercraft at Disney World!). Scheel patented this design in 1974 – at the time, it was seen as revolutionary, allowing for a shallower draft with a lowest possible ballast for maximum stability, and the fastest possible boat speed. The keel is bolted to the hull with thirteen stainless keel bolts - **all keel bolts and backing plates were replaced in 2020**.

Her **partial-skeg hung rudder** was completely **rebuilt in 2020** from the stock outwards. The refurbishment included new stock bearings and a refurbished knee. Her steering quadrant and steel lines (new 2017) were also serviced at that time.

Lyra's Coppercoat antifoul is in fair condition. All underwater **through-hulls and seacocks were replaced in 2020**. She was hauled out in Dec 2022 for complete bottom maintenance – anodes changed, Coppercoat re-activated, propeller serviced and PropSpeed applied. **Most recent haul out and bottom clean Apr 2023**.

Above Deck

GRP/Kiwigrip non-slip.

Lifelines run from the pulpit to pushpit on stainless stanchions. Both the foredeck and coach roof are clear and spacious with granny bars around the mast for safe working. The stem houses two bow rollers, attachment points for both furling headsails, tack point for Code 0 and navigation lights.

Her **centre cockpit** with sprayhood, strong retractable bimini, teak decking, winches within easy reach, winch handle pockets and clip-on points, and easy-to-read chart plotter and primary instruments makes passage-making safe and secure for on watch crew in all sea conditions, whilst providing a comfortable relaxation space when in harbour or at anchor. The existing sprayhood, bimini, and cockpit cushions are serviceable, however new owners may consider replacing the canvas and/or building a hardtop to create a more enclosed living space - blueprints for this addition to the Moody 471 are available.

Mounted on the pushpit: five fender pockets with all fenders in good repair, heaving line, Jon Buoy Recovery System, two horseshoe buoys, GPS antenna, outboard, primary life raft and two rod holders.

Stand-alone **davits** provide easy stowage, lowering, and retrieval of **Lyra's 3.8m dinghy**.

Above the aft rail and **davits**, a stainless solar arch supports **400W of solar**, a **hoist** for lowering the outboard, **WIFI** Booster, **4G antenna**, **Iridium** antenna, **emergency VHF** aerial, **Starlink** satellite dish, stern navigation light, and **wind generator** on standalone tower.

To stern, **Lyra** has an easily accessible teak-decked **sugar scoop swim platform** with ladder and **hot/cold deck shower**.

Accommodation

With her wide beam and excellent headroom, **Lyra** feels very spacious throughout her accommodation.

The **SALOON** is large, open, and airy. In the centre, the double drop-leaf table provides a flexible dining space (seating up to ten adults). The starboard seating converts into a double daybed for when on passage or when more crew/guests are aboard. We regularly hold 'cinema nights' with 'double tiered' seating with up to ten kids watching the show! Above the table, there is a large, lockable Lewmar overhead hatch with removable security bars. Fixed coach-roof windows either side providing additional light. Large lockers behind the seating, bookshelves, drawers, and under floor lockable lockers provide a ton of secure stowage space for several months' supply of dry and canned provisions and other equipment. 240V outlets available to port and starboard. There is also a concealed bilge-mounted safe.

The **NAVIGATION STATION** sits aft of the saloon area to port. With a full-size chart desk, plenty of stowage shelves and cuddies for manuals, documents and charts, a comfortable captain's swivel chair, chart light, USB charging points, 12V auto and 240V outlets, and ready access to both VHF and SSB radios, you will have everything you need for comfortable passage planning, monitoring and communication close at hand. Beside the navigation desk, the ship's instruments and a well-designed 12V distribution board provides ready access to navigational information and management of 12V systems.

The **GALLEY**, leading back from the saloon to the aft cabin on the starboard side is larger than many other boats of similar proportions yet everything is well laid out and within reach – double sinks, three-burner LPG oven, a large chest fridge, ample stowage for pots, pans and everyday food stuffs, and easily accessed 240V sockets. The galley comes well-equipped for extended offshore cruising...it even has a well-stocked spice rack!

Lyra has two cabins, an owner's cabin aft and crew quarters forward. (Together with the saloon double and single daybeds, **Lyra** has nine berths).

The **OWNER'S CABIN** is well-proportioned with a large, comfortable central bed, accessible from both sides. There are twin fans and reading lights, with USB charging points and 240V outlet to port. The cabin has a large Lewmar lockable overhead hatch with removable security bars, and two fixed windows port and starboard. Heating is provided at the foot of the bed, creating a cosy space on colder nights. There is ample storage, including a large wardrobe with hanging space and deep fitted shelves, two generous stowage bins either side of the bed, and cupboards and drawers along the port side of the cabin, in all making for an uncluttered and peaceful space. The owner's cabin is ensuite, with access to the **AFT HEAD** to port.

The **FORWARD CABIN** is light and spacious with 2 x 2 bunk-berths with fans and reading lights. Between the berths, there is enough floor space to allow for in-door yoga and/or building a Lego metropolis on wetter days! USB charging points to starboard and 240V outlets on each side. Two Lewmar lockable overhead hatches with security bars provide light and ventilation. As with the aft cabin, there is a heater below the lower port berth and ample cupboard and hanging locker storage.

Further forward is the **FORWARD HEAD** with an excellent and well-ventilated shower and extensive storage cupboards for spares and tools. Further forward still, the large sail and anchor lockers.

The **ENGINE ROOM** is situated below the cockpit and is accessible on three sides. The space is compact yet well thought out, comfortably housing **Lyra's** propulsion, power, electrical and water systems whilst providing easy access to all systems for servicing and maintenance.

Lyra is fully kitted out for offshore cruising in line with the **World Sailing Offshore Special Regulations and New Zealand Category One Safety Inspection.**

- **LIFE RAFTS:** Two ocean-rated 4-person life rafts (last serviced Dec 2021), equipped with >24hour service packs and additional water pouches. Waypoint ISO-9650-1 OCEAN 4-PERSON canister mounted to starboard rail. SEAGO SEA MASTER ISO 9650-1 4-PERSON valise stowed in sail locker, deployed to aft deck when more than four persons aboard.
- **GRAB BAGS:** Two grab bags stowed at the foot of the companionway steps containing First Aid Kit, Sat Phone, Thermal Protective Aids, Water, Food Rations, LED Flare, Red Handheld Flares, Signalling Torch, Medicines, Boat Documentation plus general supplies.
- **LIFE JACKETS/TETHERS:** Seven self-inflating Crewsaver 150N life-jackets, with crotch straps, whistles, and tethers last serviced Nov 2022. Extensive life-jacket service kit with arming cylinders, whistles, and lights.
- **TOE RAILS, STANCHIONS, LIFELINES AND SAFETY RAILS:** Aluminium toe rails run the entire length of the vessel with stainless stanchions supporting 6mm wire-strand lifelines. Lifelines hard-secured to the pulpit and pushpit. Access gates and fold-down steps aft of midships on both sides as well as at the centre of the pushpit providing access to the swim step.
- **JACKSTAYS AND STRONG POINTS:** Custom jackstays (new 2018) attached to Wichard folding pad-eyes at the bow and the stern, run inside of the shrouds and outside of the granny bars reducing the need to clip/unclip when moving forward whilst providing access to all areas of the deck. Four strong points provided in the cockpit for 'clipping in' whilst climbing the companionway steps and at the helm.
- **GRANNY BARS AND HANDRAILS:** Stainless steel granny bars mounted either side of the mast. Deck handrails provided on the front edge of the cockpit coaming, along the coach-roof and along the aft cabin roof.
- **ROPE KNIVES:** Two rope knives, stowed at the mast and in the cockpit.
- **ANGLE GRINDER, HACKSAW AND AXE:** Angle grinder and hacksaw, for cutting away rigging in the event of a dismasting. An axe, for breaking the hull in the event of a permanent inversion.
- **MOB RECOVERY EQUIPMENT:** Dan Buoy (with horseshoe), Jon Buoy Recovery Module, Horseshoe Buoy with drogue and light, Throwing/Heaving Line, Recovery Lifting Tackle, Safety Ladder
- **EPIRB - McMurdo Smartfind** registered with the United Kingdom MCA
- **EMERGENCY NAVIGATION LIGHTS AND EMERGENCY VHF AERIAL:** Battery powered navigation lights and two emergency VHF aerial, one permanently mounted on arch.
- **FLARES, FLASHLIGHTS AND AIR HORNS:** Offshore flare pack (3 x red handheld, 3 x red parachute, 2 x orange smoke, gloves). Aqua Signal Bremen searchlight, 550 lumen rechargeable searchlight, hand torch, Navisafe Navi 360 all-round dinghy light, 12V auto strobe light, ECOBLAST air horn (and bicycle pump for priming the air horn), and a plastic mouth fog horn.
- **FIRST AID KIT:** Comprehensive offshore kit with dressings, antibiotics, painkillers, and fluids.
- **FIRE:** Six fire extinguishers, including ABE Powder and Water Mist (accommodation), HFC automatic (engine room), FM200 (gas locker). Three smoke alarms and two carbon monoxide detectors mounted throughout the accommodation. Fire blanket in galley.
- **FLOOD:** Two powered bilge pumps, a Johnsons Viking 32, and a Johnsons L450-600 set to automatic with Ultima Switches set to trigger the pumps if the water accumulated reaches 2-3 inches deep. Combined, these pumps can remove approx. 2,600L of water per hour from the bilge. Two manual bilge pumps, both Henderson/Whale MK5 pumps located in the cockpit and in the galley. Engine-driven bilge pump for use in emergency only, capable of pumping 10,000L/hour. 12mm polycarbonate companionway washboards and

hatch cover. Wooden bungs attached to all through-hull fittings. Assorted sizes of ply, GRP and polycarbonate sheets for sealing hull breaches, damaged hatches/windows etc.

Construction

- **HULL:** Below the toe rail, **Lyra's** hull is inch thick solid GRP making her extremely robust. Her deck is a mix of solid GRP (gunwales, foredeck) and balsa/foam core (coach roof) to maximize strength whilst optimising upper weight. The topsides, deck and coach roof are painted white, with the original two-stripe Moody markings and boot stripe. Much of Lyra's strength comes from her eight bulkheads which are directly glassed to the stringers/cross-members that form the shape of the boat below the waterline.
- **ANTIFOUL:** The hull was antifouled in 2017 with **Coppercoat** which has been reactivated yearly. In December 2022, the **stainless-steel keel** was sanded back and repainted with **International Ultra2**.
- **KEEL:** Scheel keel makes 1.8m draft, enabling Lyra to get into anchorages other boats cannot. Keel removed 2020, top of the keel grinded back and hull-to-keel join re-faired and sealed. All keel bolts, backing plates and nuts replaced.
- **RUDDER:** Partial skeg rudder **completely rebuilt from the stock outwards in 2020** and the **upper bearing replaced**. The bronze gudgeon is in good condition with minimal pitting. The stock runs up through the steering quadrant located below the removable floor in the aft lazarette. 6mm 19-strand steering cables run forward from the quadrant to the couplings at the binnacle. Both autopilot rams, one on each side connect directly to the quadrant.
- **SEACOCKS:** All below the waterline seacocks and through-hulls replaced with non-metallic TruDesign in 2021.

Rig

- **MAST AND BOOM:** Lyra's aluminium alloy mast and boom upgraded in 1989 with a Kemp/Selden In-Mast Furlin' system. In 2020, the mast was de-stepped for a full service of both mast and boom, including replacing the mast-step and gooseneck. The mast was de-stepped again in 2023 to upgrade the furling mandrel, as well as a full service of the main furling system, replacement of all in-mast wiring, new halyard and boom sheaves, and new masthead light and VHF antenna and coax.
- **MAST STEPS:** Added in 2017, making climbing **Lyra's** mast safe in most conditions.
- **STANDING RIGGING: Replaced 2020 (inner forestay new 2023).** The rig comprises of outer and inner Solent forestays (both with 404S Seldon furling drums and foils), backstay, cap shrouds, forward/aft lowers (all 19x12mm), intermediate shrouds (19x10mm) and removable inner stay (19x8mm). Additionally, to counteract the forces on the mid-mast when the removable inner stay is in use, the upper two thirds of the mast is strengthened with diamond stays (19x10mm). All rigging has swage fittings with turnbuckles locked with seizing wire. Two full length spare stays with fittings (forestay/cap shroud), along with various Sta-Lok swageless fittings for offshore repairs stowed aboard.
- **CHAINPLATES:** 10mm stainless bolted horizontally to the bulkheads. Chainplates inspected as part of the re-rigging in 2020 and again in 2023 and found to be in good condition.
- **RIG INSPECTION:** Most recent rigging inspection carried out in **July 2023** and was seen to be '*in excellent condition and totally fit for purpose*'.

Sail Wardrobe

- **MAINSAIL:** Sanders (new 2015) with Kemp/Selden in-mast furling operated from the cockpit or at the mast making it extremely easy to manage single handed. Partial vertical batons provide decent shape to the upper part of the sail. Good condition.
- **HEADSAILS:** Two Evolution Sails Expedition (**new 2021**) in excellent condition set on Solent rig. Both sails are white Taffeta 50/50 with 70/30 carbon/Technora membrane, fitted with tell tails, Weathermax 80 UV protection and twin tapered rope flatteners. No 1 is a mid-cut 135% genoa (74m²) with sail number set on outer furler,

ideal for fast downwind sailing in 10+ knots or upwind in lighter breezes. No 2 is a high-cut jib (49m²) set on inner furler, great for working to wind or going downwind in up to gale conditions. Both headsails can be poled out for dead downwind sailing.

- **STAYSAILS/STORM JIB:** Set on quick release removable inner stay. Two hank-on staysails (**new 2017**), both in excellent condition. No 1 is reefable providing an ideal storm jib. No 2 is higher cut, making for an ideal cutter rig setup.
- **CODE 0:** 6oz furling Code 0 (**new 2017**) provides a great mid to light winds gennaker-style setup without the need for poles, giving excellent performance anywhere between 60 and 180 degrees off the wind. Set using a Selden CX45 furling system, with permanent furling lines rigged along the port rail. Setting the furling mechanism to the tack plate above the anchor is straightforward, as is hoisting and setting the sail.
- **TRYSAIL:** Fleuro-Orange/White Storm Trysail (**new 2017**), set on a separate mast track, sheets fed through blocks and run back to winches in the cockpit. Excellent condition. When rigged along with the reefed staysail, **Lyra** will hove-to well in storm conditions.
- **SAIL REPAIR:** A complete sail repair kit with high quality sail needles and sailmakers palms, along with plenteous sheets and strips of sail fabric stowed aboard.

Deck Hardware

- **WINCHES:** Eight two-speed self-tailing winches in the cockpit and two at the mast: 2x Lewmar 30 ST halyard winches, 2x Lewmar 55 ST primary winches, 2x Lewmar 42 ST secondary winches, 2x Lewmar 30 ST spinnaker winches, Lewmar 43 ST winch and Lewmar 16 ST winch at mast. Last serviced in 2023. Comprehensive service kit carried.
- **SPINNAKER POLES:** Two spinnaker poles for poling out both headsails for downwind trade wind sailing. Primary aluminium pole stowed against the mast; secondary carbon pole stowed on the starboard rail. Both poles can be set and stowed easily by one person, even in rough conditions.
- **PREVENTER:** Boomlock Two preventer system provides a braking mechanism for controlled gybes. The system rapidly slows the boom in the event of an accidental gybe, preventing damage to the boom and rig.
- **RUNNING RIGGING:** **Lyra's** running rigging, a mix of polyester braid and Dyneema (completely **replaced 2017, with further upgrades in 2021 and 2023**). Sheets and halyards have chafe protection sewn into the clew end to reduce wear. Spare halyards are pre-rigged up the mast. Numerous spare sheets, halyards and guys stowed in the sail locker.
- **TRAVELLERS, CARS, AND BLOCKS:** The Lewmar boom traveller car and genoa/jib traveller cars were replaced in 2018 and last serviced 2022. There are many spare blocks and shackles, and servicing kits for cars and blocks onboard.

Anchoring, Mooring and Towing

- **PRIMARY ANCHOR:** 40kg Rocna with Mantus swivel and shackle, attached to 100m 10mm Maggi Catena Aqua7 grade 70 chain – an oversized combination providing exceptional holding power. Anchor is set on the starboard bow roller with the chain leading back to a Lewmar VX3 Vertical windlass and down into the primary and secondary anchor lockers, located forward of and below the sail locker respectively. The chain is marked with rubber chain markers up to 70m.
- **SECONDARY ANCHOR:** 39kg Mantus with 30m Maggi Catena Aqua7 grade 70 chain spliced to 70m multi-plait anchor rode.
- **ADDITIONAL ANCHORING EQUIPMENT:** Stern anchor roller and hoist fitted to the starboard quarter. 10m of 10mm Aqua7 chain with shackles to join the Rocna and Mantus anchors together for anchoring in very extreme weather. Saltwater deck/anchor wash pump is fitted inside the sail locker. Various chain snubbers are stowed

for use in different situations – the primary snubber consists of a 13m multi-plaid rode with a centred 10mm chain claw, spliced tails, and chafe protection provides a robust bridle set-up.

- **MOORING AND TOWING:** Various heavy mooring lines are available for securing Lyra in all mooring and towing situations - these include: bow/stern and spring lines, pre-equipped with rubber snubbers and chafe protection; over 150m white lightweight three-plaid rope and 4mm wire strops for securing the boat to shore; five fenders stored in stainless steel fender pockets on the aft deck; two boat hooks for picking up mooring lines/fending off and vermin protectors.
- **BOW THRUSTER:** Powerful Vetus 95kgf bow thruster making marina mooring manageable, even single-handed.

Communications

- **VHF RADIO:** Icom IC-M323G VHF mounted at the companionway, easily accessible from both the cockpit and down below at the navigation desk. Masthead Pacific Aerials VHF antenna with RG-213 coax - larger antenna cable extends VHF range to over 20Nm.
- **SSB RADIO:** professionally installed Icom IC-M700PRO with AT-130 tuner utilising isolated backstay as an antenna and grounded with 100mm copper strap to a Dynaplate – excellent transmit and receive. Icom IC-M710 with AT-130E and Pactor III modem available for installation.
- **HANDHELD VHF:** Standard Horizon HX870 mounted in its charging cable to port of the companionway steps.
- **SATELLITE COMMS:** Two Iridium 9555 Satellite Phones
- **STARLINK: New 2023.** Primarily for work purposes and entertainment, but, with exceptional coverage on land and across oceans. Contract can be transferred to new owner(s).
- **4G ANTENNA:** RoamFree 4G Gateway accepts standard sim cards. External antenna mounted on arch.
- **WIFI EXTENDER:** WifiBat external Wi-Fi Booster, mounted on the arch.
- **REDBOX ROUTER:** Iridium, Starlink, RoamFree AND WifiBat traffic routed to Redbox Wi-Fi router, providing a single access point for all onboard devices with connectivity rules managed via web interface.

Instruments and Navigation Tools

- **NETWORK:** Lyra's electronics setup consists of several generations of instruments which use different protocols to transmit and receive messages, namely **SeaTalk, SeaTalkNG and NMEA0183**. Conversion between the different protocols is achieved through a **SeaTalkNG-SeaTalk Converter and a ShipModul Miniplex Multiplexer**, enabling all instruments and navigation tools to 'talk' the same language and share the same information. The multiplexer is joined to **Lyra's Redbox Wi-Fi** network enabling any device connected to the **Wi-Fi** to receive (and transmit) **NMEA0183 messages** - for use with charting software etc.
- **CHART PLOTTER:** Raymarine Axiom Pro 9 Hybrid-Touch with internal GNSS receiver can either be mounted in the cockpit or at the navigation desk. The plotter has two SD card slots for installing charts – currently the charts installed are Navionics Australia and New Zealand and Pacific Islands.
- **WIND TRANSDUCER:** Raymarine short-arm wind transducer, mounted forward at the masthead leads to ST60 wind and close-hauled wind instruments in the cockpit. The wind direction and speed are repeated over the SeaTalk/NMEA backbone to an ST60 wind instrument and NASA Meteoman mounted at the navigation desk.
- **LOG TRANSDUCER:** **Airmar** log/temperature transducer, located forward of the keel, accessed through a sole hatch in the forward cabin, leading back to ST60 speed instrument in the cockpit, and repeated over the **SeaTalk** backbone to the **ST60 Tridata instrument at the navigation desk**. Water temperature displayed on **ST60 Multi instrument** in the cockpit.
- **DEPTH TRANSDUCER:** **Airmar** depth transducer, located forward of the keel, accessed through a sole hatch in the forward cabin, leading back to **ST60 depth** instrument in the cockpit, and repeated over the **SeaTalk**

backbone to the **ST60 Tridata** instrument at the navigation desk.

- **CLOCK/BAROMETER: NASA Meteoman** barometer/thermometer/clock instrument is located at the navigation desk beside the distribution panel and is powered directly from the house bank busbar (independently fused, bypassing the house isolator switch) to ensure continuous power to the unit. The unit is integrated into the **SeaTalk backbone via the ShipModul MiniPlex-3Wi-N2K Multiplexer**, enabling wind speed and direction to also be displayed. The barometer was last calibrated 16/10/2022. The **Meteoman** stores several hours of history of barometric pressure and wind speed, providing graphical analysis at different timescales.
- **GPS: three independent sources - Raymarine Axiom Pro internal GNSS Receiver; Garmin GPS128; ICOM IC-M323G VHF Radio Internal GPS**
- **RADAR AND ACTIVE/PASSIVE RADAR REFLECTORS: Raymarine Quantum Q24C Radome**, integrated with the chart plotter via **Bluetooth**, installed forward-facing on the mast just above the lower spreaders. Passive radar reflector mounted to the forward-face of the mast above the radar. **Echomax Active-XS-Dual Band Target Enhancer** boosts **Lyra's** radar footprint, making **Lyra** more visible to other vessels.
- **AIS: Raymarine AIS 650 Class B Transceiver** enabling nearby vessels to see **Lyra** and display other vessel details on the chart plotter and other navigation devices.
- **NON-ELECTRONIC NAVIGATION AIDS: Plastimo Olypic 135** steering compass mounted on the binnacle, last swung 07/08/2018. **Plastimo Iris 50** hand bearing compass, kept in teak pocket to port of the companionway, **Davis Mk25 Sextant**, dividers, parallel rule, Portland plotter, logbook, and other charting equipment, including numerous charts for Atlantic, Caribbean, Pacific Islands, NZ, Australia etc, Fujinon 7x50 Mariner binoculars, anchor day shape.

Engine, Propulsion and Steering

- **ENGINE: Perkins Sabre M90 Series 4** with **Newage PRM 160D gearbox** (installed 1996), **5540 hours**, regularly serviced (**last serviced Jan 2023** - all maintenance documented). Good condition, trouble free with good fuel consumption. Engine controls to starboard of the helm, with the throttle mounted on the binnacle for in-reach control. Excellent access on all sides.
- **PROPULSION: Self-feathering Bruntons H6 AutoProp** propeller provides excellent efficiency at low engine speed, 1.5" prop shaft, **cutlass bearing and coupling (all new 2019)**. Water-cooled **Chatfield Blue Water Prop Seal (new 2021)**. Propulsion gear serviced, anodes replaced and PropSpeed applied **Dec 2022**. **Bruntons AutoLock** brake system forces the prop to feather when the engine is not running. **Ambassador Stripper rope cutter (serviced Mar 2023)**.
- **STEERING: Whitlock Constellation 100** binnacle with wire steering system (**serviced 2020**). Two independent autopilots, **Raymarine EV-1 Course Computer/ACU 400 with P70 control head** and **Raymarine Autohelm 100/300 with ST6000+ control head** (needs replacing). Both autopilots have **Raymarine Type 2 rams** and rudder transducers bolted directly to the quadrant.

Power

- **BATTERIES: 6 x 100Ah AGM house battery bank** (new 2017), **2 x 100Ah AGM engine start and generator start batteries** (new 2017/2022), **2 x 100Ah AGM bow thruster/windlass battery bank** (new 2017).
- **12V SYSTEM** - complete rewire 2022, installation of new distribution bars, relays, breakers, and isolators (schematic available).
- **240V RING MAIN** (complete rewire 2022) with distribution box and mix of UK and NZ/AUS sockets throughout the boat. 240V at 50Hz provided via Mastervolt Mass Combi Ultra 12/3000 inverter/charger.

Battery charging:

- **ENGINE:** Two engine-mounted **Lucas A127** alternators charge the house battery bank and engine/generator start and bow thruster/windlass batteries respectively.
- **INVERTER/CHARGER:** **Mastervolt Mass Combi Ultra 12-3000** inverter/charger (new 2017) which manages charging of the house bank and trickle charges the engine battery when using generator or on shore power.
- **GENERATOR:** **Fischer Panda 5000i-neo** generator (850 hours) with **Panda iControl** control panel (new 2017), fitted with a 240V AC alternator and independent inverter (**Fischer Panda PMGI 5000**) to regulate 240V AC output.
- **SOLAR:** Four 100W 12V **Renogy photovoltaic** panels mounted on the arch with **Suntree SISO-40** solar disconnects and two **40A Renogy MPPT** solar regulators (all new 2022) to manage the solar charging of the house bank directly.
- **WIND:** **Eclectic Energy D400** wind generator (new 2017) sited above the arch connected directly to house bank with **Xantrex C35** load controller and dump resistors.
- **SHORE POWER:** **16A Marinco** shore power connection and cables.

Fuel and LPG

- **DIESEL TANKAGE:** three tanks - primary fuel tank plus two secondary 'belly' tanks (new 2020) – **total capacity 620L**. Deck fill port quarter. Secondary tanks are gravity fed from the primary tank, with Marco pump to return diesel to the primary tank. Primary tank level monitored via electronic tank monitor. Secondary tank level monitored via the Tank Tender system. 10 x 20L yellow fuel canisters, secured to the port and/or starboard rail at midships take **Lyra's** total diesel carrying capacity to **over eight hundred litres**.
- **DIESEL SYSTEM:** Independent fuel lines (replaced 2022) with shut-off valves on main tank provide diesel to engine, generator, and diesel heater.
- **PETROL:** **4-stroke 20HP Suzuki outboard motor** – 25L red tank with quick connect outlet, secured to the grp base of the dinghy. Additional 12L red tank with quick connect and a 20L red fuel canister in the aft lazarette – a **total petrol capacity of 57L**.
- **LPG:** Three **9kg NZ/AUS LPG** cylinders (approx. 3 months cruising) in starboard quarter gas locker drained through a 1¼ inch hole through the transom. LPG system (replaced 2022) consists of two pigtails and a cross over valve (enabling two cylinders to be connected at once), regulator, test-point, **12V shut-off solenoid** controlled by a switch in the galley, solenoid by-pass and plastic covered 10mm copper pipe leading to galley stove.

Refrigeration, Heating and Ventilation

- **REFRIGERATION:** Large top-loading, keel/plate-cooled (**Frigoboat K50F** compressor) fridge located in the galley.
- **HEATING:** **Eberspaecher M12 12kW Hydronic II diesel heater** (new 2022) sited in the aft lazarette. Coolant circuit runs the length of the boat via the **40L Isotemp double-coil calorifier** (new 2022) and **matrix heaters** in both the forward and aft cabins - matrix heaters can be isolated for summer use.
- **VENTILATION:** Well-ventilated boat throughout, with six hatches, two opening portholes (galley/aft heads) and Dorade vents in both cabins and the saloon. Two wind scoops to funnel air through the boat. All hatches have removeable security bars fitted. Stainless-steel security grill 'washboard' can be set instead of the main companionway washboards for secure ventilation when at anchor/in port.

Plumbing

- **FRESH WATER TANKAGE:** Two fresh water tanks **total capacity 550L** sited under saloon sofas leading to manifold in main bilge to isolate tanks. Tank levels monitored via **Tank Tender** system. Water inlet deck fitting amidships portside.

- **FRESH WATER SYSTEM:** Pressurised water throughout the boat – forward and aft heads' sinks, galley sinks, forward head shower and deck shower. Filtered drinking water available in the galley via **Seagull IV Drinking Water System** (serviced 2023). Additionally, non-pressurised **Whale MK6 V-pump** provides fresh water to the galley via an **AquaSource water filter** (serviced 2023). All fresh water plumbing replaced 2022.
- **WATERMAKER:** **Spectra Ventura VT-150-D-12V** watermaker (new 2017) provides approximately twenty-four litres of desalinated water per hour (serviced Aug 2023).
- **HOT WATER SYSTEM:** 40L **Isotemp** twin-coil calorifier (new 2022), heated by engine, **Eberspaecher diesel heater** (NEW 2022), or **750W 240V** immersion coil.
- **SALT WATER SYSTEM:** Heads are salt water flush. Manual **Whale MK6 V-pump** provides salt water to the galley for rinsing dishes etc. **Salt water deck wash** pump/hose in the sail locker for rinsing down anchor chain and washing the deck.
- **GREY WATER:** Grey water outlets from forward and aft head sinks and both galley sinks are emptied by gravity, with through-hulls just below the water line. Shower trays emptied via **Whale Gulper 220** (new 2022) waste pump.
- **BLACK WATER:** **Jabsco Twist'n'Lock toilets** (serviced Jul 2023). Black water discharged directly overboard (when offshore), or to **80L holding tank** (new 2020), emptied manually by pump-out (**Henderson/Whale MK5**) or suck-out (deck fitting midships to port) where facilities are available. All black water hosing replaced 2021.

Dinghy, Outboard and Davits

- **DINGHY:** **F-RIB folding 3.8m 4-person** dinghy (new 2017) - fibreglass hull with PVC tubes, removable sprayhood, Mantus dinghy anchor on 10m stainless steel chain and rode, beach wheels, bailer, foot pump, davit lifting points and cover – tubes professionally repaired and seams reglued Sep 2023, but new owner(s) may wish to replace.
- **OUTBOARD:** **Suzuki DF20A four-stroke** outboard (serviced Dec 2022) with 25L fuel tank.
- **DAVITS:** **Coney Marine Simpson** davits (serviced Sep 2023) mounted at the transom and outboard crane mounted on the arch to stow and lower dinghy and outboard respectively.

Spares

Lyra has extensive spare and repair equipment on board, meticulously logged in an Excel spreadsheet with stowage locations to enable parts to be reached quickly and efficiently. Consequently, her new owners can feel confident in immediately setting sail for extended blue water cruising.

Disclaimer

The Company offers the details of this vessel in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel is offered subject to prior sale, price change, or withdrawal without notice.