

NICE ONE — MALO YACHTS



Builder: MALO YACHTS

Year Built: 1999

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 37' 2" (11.33m)

Beam: 11' 5" (3.48m)

Min Draft: 5' 10" (1.78m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

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SPECIFICATIONS

Overview

A meticulously well-kept example from the Malo yard with a serious blue water pedigree. Professionally maintained and lightly used she displays all of the usual Scandinavian traits for quality and comfort and is a superb family/couple cruising yacht.

Basic Information

Category: Cruising Sailboat

Model Year: 1999

Year Built: 1999

Country: United Kingdom

Dimensions

LOA: 37' 2" (11.33m)

LWL: 31' 0" (9.45m)

Beam: 11' 5" (3.48m)

Min Draft: 5' 10" (1.78m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 7 Kts. (8 MPH)

Displacement: 15399.2890007 Pounds

Water Capacity: 50.19268988 Gallons

Holding Tank: 13.2086026 Gallons

Fuel Capacity: 62.08043222 Gallons

Accommodations

Total Cabins: 2

Total Berths: 6

Total Heads: 1

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Designer: Leif Angermark

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 3JH2-TBE

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Builder's Comments

The Malö 36 is a large yacht for a thirty-six footer. With her sweet sheer line, medium displacement and well thought-out deck, the Malö Yachts 36 has the hallmark of a purposeful cruising yacht. Practical detailing and superior Swedish craftsmanship merge to give the Malö 36 her striking appearance.

Construction

Overall Measured Length: 38'7" inc. 1'3" davits. Beam 11'5".

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorized A (Offshore).

Hull Construction:

- The hull uses a sandwich construction to maximize strength and insulation properties.
- For impact resistance the outer skin is overbuilt.
- A balsa core is chosen for its superior strength and stiffness.
- To eliminate the possibility of moisture penetration of the core, Malo goes further than most builders – the balsa is removed, and the outer and inner skins are bonded together wherever through-hull fittings are installed.
- The topsides are protected against water penetration by an NGA gel coat that also ensures excellent gloss retention.
- Below the waterline, three layers of epoxy are applied for prevention of osmosis, with anti-fouling on top.
- Substantial rubbing strake molded integral with the hull, protecting the hull sides from damage.
- The rubbing strake is capped with a protective aluminum strip.
- Internally, all stringers and bulkheads are fully laminated in place to create an immensely strong structure.

Deck Construction:

- Malo decks and coach roofs are balsa-cored for maximum strength and insulation.
- The deck is molded with raised sections under all hardware, keeping moisture away from the fasteners, and minimizing the chance of moisture ingress and corrosion.
- Solid aluminum inserts (where many other builders use plastic or plywood) beneath all hardware provide necessary support and additional protection for the core against moisture intrusion.
- The hull to deck joints consist of a bullet proof flanged construction, sealed with polyurethane, bolted and fiber glassed on the inside.
- The cap rails, handrails, and other external woodwork are solid teak.
- The entire deck is laid with 12mm caulked teak to create an excellent, good looking, non-skid surface.
- The decks have scuppers draining to through hulls at the waterline, leaving no dirt streaks down the hull sides.
- All Malo yachts have a large self-draining anchor well in the bow with room not only for windlass and calibrated chain but also fenders and mooring lines.
- The anchor locker bulkhead is watertight to the rest of the hull.

Keel & Rudder:

- The lead ballast keel is attached with multiple stainless steel bolts.
- A Malo rudder is solid fiberglass, as opposed to the more common cored construction that risks moisture penetration and delamination.
- The high tensile stainless steel stock in SIS 2324 (AISI 329) rides in two sets of roller bearings.
- Malo custom made chain plates are bolted to solid fiberglass bulkheads, as opposed to the more common glass-sheathed plywood: this approach eliminates another potential point of water penetration and rot.

Machinery

Engine & Gearboxes:

Engine & Gearbox:

- 1999 47hp Yanmar Diesel Inboard Engine.

Maintenance & Performance:

- Cruising Speed of 6 knots with a top speed of 7 knots.

Propulsion & Steering:

- The propulsion system is comprised the following:
 1. Yanmar Inboard Engine.
 2. Gear drive system.
 3. Propeller and Shaft.
- The steering is controlled via a steering wheel.
- The steering pedestal is glass fiber reinforced polyester and aluminum with a stainless steel hide covered wheel.
- The wheel shaft has an adjustable friction brake.
- Direct rod transmission to the rudder.
- Upper rudder bearing with roller bearings and sealant.
- The emergency steering tiller is located in a bracket close to the pivot arm.

Electrical Systems

Voltage Systems:

- Three main switches for separate power circuits, one of which emergency permitting engine start with service batteries.

Battery Banks:

- One start battery of 75 Ah, two service batteries of 115 Ah (230 Ah in total).
- Ventilated battery boxes of fiberglass-reinforced polyester.

- Good-sized cables are placed in fixed cable ducts.

Battery Chargers:

- Starter battery 12V 1 x70Ah.
- General Consumption 12v 2 x 105Ah.
- Charge regulator with battery charge sensor.
- Double diode system charging the two separate circuits.

Alternators:

- Alternator on engine 12 V 80 A.

Shore Power:

- 220V AC Shore power inlet circuit.
- 10A automatic fuses and earth fault breaker.
- The socket for the shore power cable is placed in the glove compartment on the starboard side of the cockpit.
- 12V Electrical Circuit.

Plumbing Systems

Fresh Water & Water Heating System:

- 20L Water heating tank.

Bilge Pumps:

- Manual bilge pump fitted aft towards helm position.
- Electric bilge pump fitted below engine compartment.

Tankage

Fuel:

- 235L stainless steel Fuel tank with fuel gauge is fitted below the berth on the port side aft.
- Suction pipe to the bottom of the tank for removal of dirt and condensation.

Fresh water:

- 190L Freshwater Tank.
- 20L Water heater tank.

Grey/Blackwater holding tanks:

- 50L Stainless steel holding tanks.

Navigation Equipment

Galley:

- L-shaped galley further aft to port.
- Ample storage in cupboards, lockers and drawers.
- Electric pump with pressure equalization for hot and cold water.
- Ice box with fridge unit.
- Two burner gimbaled gas stove with oven and ignition safety system.
- All doors and drawers have safety stops.

Heads/Showers:

- Mixer tap with shower head.
- Shower drain pump (Pump located in Engine storage compartment).
- Ample storage in lockers.
- Opening porthole.
- Jabsco Manual pump toilet.

Entertainment:

- Audio entertainment system fitted at navigation table.

Accommodation

Summary of Accommodation:

- Lewmar opening skylights are mounted in the cabin top, with opening Lewmar port lights in the cabin sides.
- Dorade vents provide additional ventilation in the roughest conditions.

Description of layout:

Malo 36 has, in addition to a large saloon and an excellent navigation station, two cabins and one toilet.

The OWNER'S/FORWARD CABIN has a large full-length double berth and ample stowing space. Two hanging lockers, two lockers with shelves, upper lockers and two large drawers. There is a seat in front of the port locker. Two opening port lights, a skylight and a Dorade ventilator provide a light and well-ventilated cabin. The skylight also serves as emergency exit. Ceiling light plus two reading lights.

The AFT CABIN consists of a double berth and contains ample stowing space. Hanging locker, locker with shelves and upper locker. Two opening port lights one of which in the cockpit side allowing ventilation even in bad weather. The portside bench lid in the cockpit serves as an emergency exit from the cabin. Ceiling light plus two reading lights.

The HEAD is normally placed in route direction, close to the companionway on the starboard side. The bulkheads in the head compartment are covered with white laminate. The water mixer with hot and cold water is retractable. The shower tray empties via the electric drainage pump. Shower curtain covering the door and mirror on bulkhead.

The toilet connects with a holding tank that can either be emptied directly into the sea or pumped out through a connection on deck.

Opening port light.

Cockpit

- The coamings are deep and angled outboard for comfort, with the seats placed in a manner that enables the crew to get comfortably braced when the boat is heeled.
- There are gaps in the seating beside the steering pedestal for easy access to the front from behind the steering wheel so no more hazardous climbing over them in rough seas.
- Nevertheless, the cockpit is spacious enough for entertaining, with a large table hinged off the forward face of the steering pedestal.
- The seats, coamings and cockpit sole are laid with caulked 12 mm teak to create an attractive non-skid surface.
- There are excellent watch-keeping positions both at the wheel, and under the protection of the dodger. Removable side curtains (standard on all models) attach to the dodger and Bimini, enabling the cockpit to be fully enclosed for all-around protection in inclement weather, and creating another 'cabin' at anchor.
- Three folding pad eyes are provided for clipping on safety harnesses.
- All winches and sail-handling devices are strategically at hand. Stowage for lines and other items is provided in the cockpit coamings.
- Steering is a maintenance-free, solid rod system (no cables to maintain and adjust) that provides excellent positive feedback.
- A single lever engine control is mounted on the side of the pedestal, with a compass on top.
- A stainless steel frame provides a mounting base for electronics.
- The wheel is large and leather clad.
- A separate emergency tiller is provided.
- On the starboard side of the companionway is a bracket mounted Multifunction Navigation (C80 for Malö 36 and 40, C120 for Malö 43 and 46).
- The companionway drop boards are teak with louvered vents, sliding into a stainless steel frame.

- The sliding hatch has a clear top to add light below.
- There is a vented locker for propane.

Deck Equipment

Rig:

- In-mast furling.
- Harken roller-reefing unit is used for the genoa, with heavy-duty Harken hardware for the running rigging.
- The mainsheet traveler has a Harken ball-bearing car with adjustable trim lines. It is mounted on Malo's signature TARGA arch, which gets the mainsheet traveler and lines out of the cockpit, and minimizes the hazard in an accidental gibe.
- All Malö boats, except the Malö 40, have masthead rigs with a double pair of swept-back spreaders, manufactured by Seldén Mast.
- To eliminate potential leaks into the accommodation spaces, the mast is deck-stepped.
- The mast and boom are of silver anodized aluminum.
- The boom has a Selden 'rod-kicker' vang.
- A deck floodlight and a Windex wind indicator come as standard at the masthead.
- To minimize stretch, the shrouds are discontinuous.

Winches:

- The genoa sheets are led to two Andersen self-tailing winches.
- Two additional Andersen winches are used for the mainsheet and other functions.

Sails:

- All Malo boats come with the mainsail and genoa as standard equipment.
- These are made by UK Syversen.
- The main comes with a sail number, battens, a sail bag, a leech line with cleat, telltales and a sail cover (beige colour).

- The 140% genoa has a tri-radial construction and comes with a leech line with cleat, and sail bag.

General:

- The pulpit, pushpit and all stanchions are fashioned from heavy-duty, highly polished, stainless steel
- The TARGA arch is made of solid fiberglass reinforced with threaded stainless steel bars. It provides a mounting base for a full-cockpit bimini (standard on all models) and a dodger that connects with a rigid windshield of hardened glass mounted in an aluminium frame. This dodger is much stronger, and provides better protection and visibility, than a traditional 'soft' dodger and a stronger handhold to step in/out of the cockpit.

Anchoring & Mooring Equipment:

- Stainless steel anchor.
- There are two over-sized cleats up forward, two amidships, and two aft for mooring and spring lines, together with a strong bow roller for the anchor.

Covers, Canvas & Cushions:

- Main cabin cushions with raised outer edge for added sitting comfort.
- Full enclosed sprayhood protecting the cockpit from the elements.

Safety Equipment:

- Life raft located on stern pushpit.
- Horse shoe located on stern pushpit.

Fire-fighting equipment:

- One Fire Extinguisher below deck under the chart table.
- A second Fire Extinguisher on deck below the helm seat.
- Fire blanket at navigation table.
- Emergency Fire exit up in forward cabin via the forward deck hatch.

- In the engine cover under the companionway is an access opening for firefighting in the engine room.

Exclusions

Owner's personal belongings.

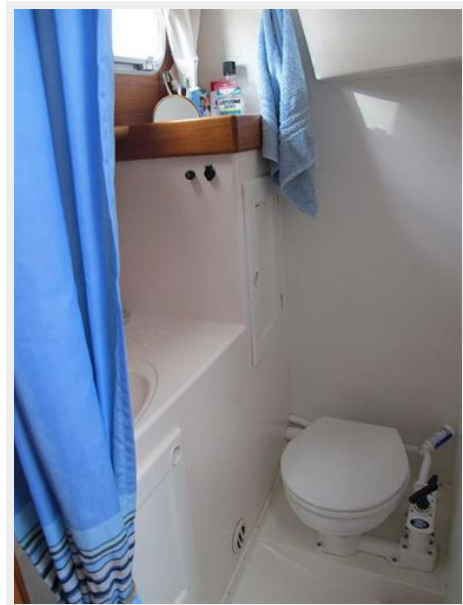
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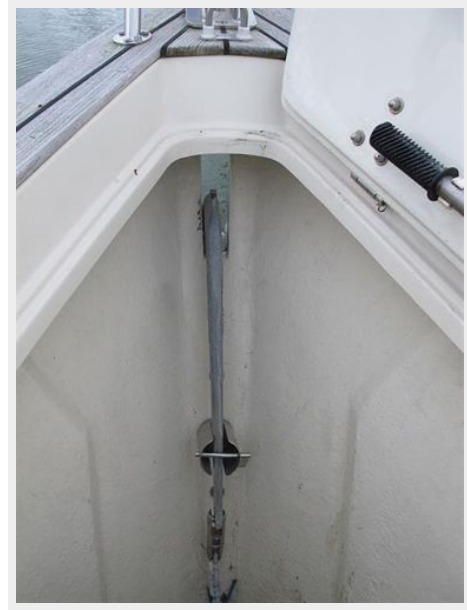
PHOTOS



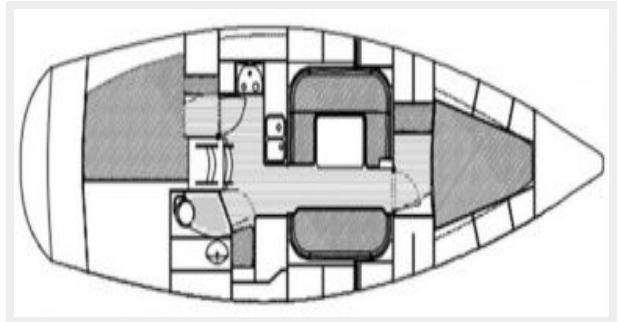












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