

DISCOVERY YACHTS

47° 37' 59" North — 122° 20' 25" West



48 ft 2009 Malo 46 Classic

- Year: 2009
- Price: SEK 4,999,950
- Location: Sweden
- Hull Material: Fiberglass
- Fuel Type: Diesel
- YachtWorld ID: 2424918
- Condition: Used



NADA

The second Malö yacht built for author Nigel Calder, 'NADA' is arguably one of the finest 3-cabin 48-foot offshore cruising boats in the world. This Malo 46 was used in Sweden by Nigel for the European 'HYMAR' hybrid testing project. Built with the discerning sailor in mind, she has the finest fit and finish in her class. Equipped with a Water Maker, Gen Set and so much more. She is ready to go anywhere in the world! She is now for sale as the Calder's have ordered the first of a standard production model Hybrid Malö, incorporating the results of Nigel's research over the past several years!

Basic Details

Make:	Malo	Boat Name:	NADA
Model:	46 Classic	Hull Material:	Fiberglass
Length:	48 ft	Draft:	6 ft
Price:	SEK 4,999,950	Number of Engines:	1

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Year: 2009
Condition: Used
Location: Sweden

Fuel Type: Diesel
Number: 3807839

Measurements

Cruising Speed:	8 kn	Ballast:	12236 lb
Max Speed:	9 kn	Displacement:	31000 lb
LOA:	48 ft	Fuel Tanks Capacity:	131 gal
LWL:	38 ft 3 in	Fresh Water Tanks Capacity:	120 gal
Beam:	13 ft 6 in	Holding Tanks #:	2
Max Bridge Clearance:	65 ft	Holding Tank Capacity:	20 gal
Max Draft:	6 ft	Number of double berths:	3
		Number of Cabins:	3

Power

Number of Engines:	1		
Primary Engines:	Inboard	Propeller Type:	Folding
Engine Make:	Volvo-Penta		
Engine Model:	D2-75		

Features

Sails

- Asymmetric Spinnaker - Kevlar reinforced, cruising 'string' sails

Rigging

- Electric Winch - (3)

Inside Equipment

- Bow Thruster
- Fresh Water Maker

Electrical Equipment

- Generator - Generator TBD

Accommodations

The interior features a three-cabin lay-out, with plenty of stowage space for two people in each cabin, plus heads and showers forward and aft.

Salon

The saloon area features Malo's beautifully designed, trademark saloon table. The starboard side settee is set on slides that enable it to be drawn up to the table so that up to eight people can sit comfortably for a meal. The saloon settees have been modified to create two full-length, exceptionally comfortable sea berths, for which lee cloths are provided. There are loose covers for all the saloon cushions to make it easy to keep them clean. An additional grab rail has been added all around the cabin side at shoulder height, which is the optimum height for hanging on in rough weather.

The 'standard' boat gives up much of the prime stowage space under the port saloon settee to the ship's batteries and a third water tank (there are two more large tanks under the cabin sole). On 'NADA', the water tank has been eliminated (it is not necessary with the watermaker), and the batteries have been moved to the far less accessible and useful space under the galley and the aft port berth. Access to the saloon stowage has been upgraded by adding drop front hatches in the face of the lockers, and breaking up the cushions into easier-to-lift sections.

All overhead hatches in the boat have OceanAir blinds and bug screens.

Galley

'Nada' has what is quite likely the finest galley on any 48-foot boat in the world. It represents the biggest change over a standard interior. It includes a large fridge, with a front-opening door, and a large freezer, with a top opening lid: together they provide sufficient refrigerated stowage for 6-weeks of gourmet cruising in the tropics. Both fridge and freezer are well insulated, supplemented with a considerable amount of extra foam around the freezer, to produce exceptionally efficient iceboxes with a low energy drain in spite of their volume. The two (for redundancy) independent Frigoboat refrigeration units each have a keel-cooled condensing unit. These provide the benefits of water cooling without the energy load of a water pump, and without the need to winterize the systems. The control units incorporate the latest in microprocessor-based efficiency improvements.

To make space for the iceboxes and their insulation, the sinks have been moved to the center line (which is, in any case, the best place for them), and the stove (a powerful four-burner stove with large oven and grill from Force 10) moved aft. This creates a secure place in front of the sinks that is offset from the stove for someone to get wedged into during rough weather, placing the cook out of the 'firing line' should something hot get spilled from the stove. The added insulation around the iceboxes results in an extra wide counter top, which is ideal for preparing more elaborate meals, or cooking for larger groups of people. A microwave completes the kitchen equipment. There is a great deal of readily accessible and customized stowage space for both large and small items, including a unique custom stowage for chopping boards and an additional 'spice' locker close to the stove.

Aft Head and Navigation Station

The aft head compartment has been modified to include a wet locker for foul weather gear, sea boots, harnesses and inflatable life vests. The head and shower compartment doors are lined with white laminate to make them easy to clean. The two head compartments, the forward cabin, and the galley have solar-powered ventilators to remove odors from the boat, and to keep air moving through the boat when it is not in use.

The navigation station is the operational hub of the boat. It features a large customizable fascia panel. The chart table and a drawer lower down provide stowage, with a minimum of folding, for a large number of paper charts.

The navigation station is optimized to provide the maximum possible working surface in the event paper charts are needed. It is assumed the navigator will normally be standing at sea. A fold-out chair provides comfortable seating in harbor, when the function changes to that of a home office.

Owner's Suite

The owner's suite is standard, except for some minor modifications to the forward bulkhead to create the space for the asymmetric spinnaker locker (which has now become standard on the new Malo 47); the addition of white laminate on some surfaces to lighten the décor; the addition of a dedicated battery bank for the bow thruster, windlass and watermaker; and the addition of a second diesel tank beneath the forward end of the berth in what is normally a hard-to-access space. This tank is typically not filled, except on long passages. It can be used as a trimming tank if too much weight is placed in the stern lockers. The powerful bow thruster and its batteries are under the center part of the berth, with the Spectra 'Newport II' watermaker under the aft part and installed in a manner that makes maintenance easy.

Electronics

There is a full suite of Raymarine navigational electronics, with GPS; wind, depth and speed instruments; a VHF radio with Remotely Operated Mic (RAM) at the helm; an autopilot, with controls at both the helm and a wireless control; and a 15" cockpit display. Independent electronic charts (Nobeltec, C-Map, MapTech, and others) can also be run on the laptop PC computer. There is space in the fascia panel for a SSB radio, Navtex, or other additions.

The entertainment system includes a CD/DVD/AM/FM stereo system with a drop-down 20" flat screen monitor. There are speakers in both the saloon and the cockpit.

Electrical - DC

The electrical system, which is the biggest single source of problems on contemporary cruising boats, was built to Nigel Calder's exacting specifications. These are based upon the well-tested concepts outlined in his best-selling 'Boatowner's Mechanical and Electrical Manual', and have provided years of trouble free cruising in his previous three boats.

'NADA' is a DC-based boat, which is to say all systems, including all AC systems, can be run off the batteries. The boat has a fully international capability, which means 'NADA' can be plugged into both 115 volt/60 Hz and 230 volt/50 Hz shore power anywhere in the world. All equipment is first class and installed to the highest standards. Electric cables are tinned, for maximum corrosion resistance, sized for minimum voltage drop, and rated for 105 degrees centigrade. The power distribution system uses a state-of-the-art 'distributed' power system from Capi2.

An expanded battery box holds a 250 Ah, 24-volt (6 kWh) house battery bank. A separate 125 Ah, 24v (3 kWh) battery bank adjacent to the bow thruster powers the bow thruster, the windlass and the watermaker, isolating these high loads from the 'house' bank. In addition, there are 100 Ah, 12v starting and electronics batteries. All batteries are Thin Plate Pure Lead (TPPL) for very high recharge rates, optimizing system efficiency with a high cycle life. The batteries are charged at sea either via a 120-amp, 24-volt, alternator on the main engine, or the DC generator (TBD). A 24v Balmar DuoCharge provides charge to the forward battery bank. An 80-amp, 12 volt alternator on the main engine charges the 100 Ah, 12v starting and electronics batteries. A 24v-12v DC-to-DC converter provides redundant charging for the 12v batteries, and a Balmar DuoCharge between the 12v batteries provides another layer of redundancy. A Powernet 60-amp, 24 volt battery charger with universal AC input can be plugged in anywhere in the world when shore power is available. A 24-volt wind generator will keep up with the ship's load in trade wind conditions. The cockpit bimini is a solid structure on which are mounted four 85-watt, solid crystal solar panels (for a total rated output of 340 watts), which keep up with the boat's house load at anchor (it is

possible to go for days without cranking the engine). A 15-watt solar panel mounted on the companionway hatch cover keeps the cranking batteries topped up when the boat is left on a mooring.

Aside from optimizing the efficiency of the refrigeration systems, 'NADA' also has low-energy Alpenglow overhead fluorescent lighting for a warm 'color temperature' (in place of the standard halogen lighting) with LED reading lighting, and seven low-energy fans strategically located over each berth and in the galley. The watermaker is a low energy DC unit with approximately one third the energy consumption of a typical watermaker. The TBD DC generator will optimize battery charging at anchor (as opposed to running the boat's main engine). The goal is to limit fossil-fuel-based energy production to no more than one hour a day when there is no solar or wind output. When the generator is running, it also provides hot water.

Deck & Hull

The first thing most people notice is the absence of Malo's traditional teak decks! The non-skid surface on 'NADA' provides just as good a grip when wet, is easy to clean, and will never need replacing. The weight saved has been put into improved electrical systems (more batteries, larger alternators, and a DC generator TBD). The traditional teak handrails have been replaced with stainless steel handrails. The emphasis is on traditional good looks without the maintenance.

The standard keel, with its 2.1 meter (6' 9") draft, has been replaced with a somewhat heavier bulb that maintains the same center of gravity with a 1.8 meter (6') draft. This is to enable 'NADA' to be taken into some of the favorite anchorages in the Caribbean and the Bahamas.

Classic 'Transom'

At 'NADA' stern, a 'classic' transom results in a spacious after deck and a huge lazarette, solving the perennial lack of stowage space found on almost all long-distance cruising boats. The transom provides a perfect mounting platform for a Monitor wind vane, which eliminates the (not inconsiderable) power drain of the autopilot when on long passages (the autopilot drain is one of the primary reasons for electrical systems problems on long-distance boats). There is stowage for two outboard motors, and a lifting crane for both of them built into a pole that also provides a mount for a radar, a wind generator, two GPS's, and the stern light (which gets the light up high enough to not interfere with the helmsperson's night vision when looking astern, and also makes the light more visible to shipping). Two seats are built into the stern rail. A gas line for a propane-fueled barbecue has been provided. A boarding ladder mounts at the stern, as well as to port and starboard. A Malo stern anchor arrangement can be easily added. Set into the lazarette is a propane locker sealed to the interior of the boat and vented overboard. It is large enough to take two 8 kg (20 lb) propane cylinders (adequate for a family of four to cook aboard full-time for two months), and also to store outboard motor gasoline safely (for which there is typically no appropriate stowage on a cruising boat).

Cockpit Area

Malo's cockpit arrangement with the custom FRG hard top is the best seagoing cockpit on any cruising boat built today, and also works extremely well in harbor. Three electric winches take the work out of raising the mainsail and sheet trimming. The mainsheet traveler trimming lines have been brought down into the cockpit where they are easy to adjust. There is extra stowage for all the sail trimming lines brought back to the cockpit. Two custom inserts enable the cockpit seats to be converted to full-length berths for those who like to sleep out under the stars in the tropics. An additional insert provides a secure, protected seat in the companionway when watch-keeping in rough weather. An extension to the standard cockpit table enables six to sit down comfortably for a meal (seven with the companionway seat in place). An opening window in the windshield provides added ventilation in hot climates. The large locker under the helmsperson's seat holds the hydronic central heating system, and customized stowage for fenders, dock lines, the companionway drop board, and other fittings and equipment.

Sails & Rigging

The standard 19.8 meter (65') mast height has been reduced to 19.3 meters (63'6") and the boom extended to compensate for the loss of sail area, so that 'NADA' can sail under the bridges on the Intracoastal Waterway (ICW) in the United States. (The ICW runs the full length of the United States east and south coasts, enabling the 'inside' route around treacherous Cape Hatteras to be taken in the wintertime).

Trade wind cruising involves a good deal of downwind sailing. The optimum short-handed cruising sailplan includes either two poled out genoas, or else a poled out genoa with the main let all the way out and secured with a preventer. In order to do the latter, the standard swept-back spreaders have been replaced with in-line spreaders so that the boom can be let well out on a run without risk of damaging the full-length mainsail battens on the shrouds. A longer-than-normal pole is stowed on the face of the mast for winging out the genoa to the maximum extent possible. An innovative sheet lead arrangement eliminates the need to re-route the genoa sheets (which is otherwise necessary to avoid fouling the life lines). Mast steps have been added up to the first spreaders for navigating through poorly charted coral (sitting on the lower spreaders is the perfect place to be). Additional steps at the masthead enable the masthead light and fittings to be easily serviced. A tri-color masthead light has been added to the standard navigation lights.

The mainsail is fully-battened, using Selden's excellent in-the-mast cars (they never seem to jam). A trysail track has been added to the outside of the mast so that a trysail can be set in extreme conditions.

The primary sails are all Kevlar-based laminated 'string' sails, with additional taffeta on both sides for UV protection. They set beautifully and hold their shape in all wind speeds. Nigel estimates he can sail 5 degrees closer to the wind than on a sister ship with conventional Dacron sails.

Asymmetric Spinnaker

In the tropics and many other parts of the world, light wind conditions are frequently more of a problem than heavy winds. The foredeck arrangement includes a second locker large enough to hold an asymmetric spinnaker. This is hoisted out of the locker in a sock and then dropped back in after use: it makes setting and dousing the spinnaker easy for a short-handed crew, and enables 'NADA' to be sailed long after most cruising boats have cranked the engine to motor sail.

Mechanical Equipment & Engine Details

The ground tackle facilities have been substantially re-designed over those on a 'standard' boat. 'NADA' ground tackle facilities are based on decades of anchoring experience in hundreds of anchorages with highly variable bottom and setting conditions. The facilities make it possible to stow two anchors at the stem-head, and to launch and retrieve either without disturbing the other.

The primary 30 kg (66 lb) Rocna anchor has an all-chain rode that is self-stowing, with the weight significantly further aft than on the 'standard' boat. Setting the anchor, and retrieving it, is just a matter of standing on the appropriate foot switch. An extra cleat in line with the bow rollers enables a snubbing line to be easily added with a chafe-free lead over the bow. The secondary anchor has a rope rode that is tailed into a deck locker large enough to hold 150 meters (500 feet) of 16mm (5/8") line.

A salt-water hose knocks the mud off the rodes as they come aboard. Any residual mud is trapped in a well on the foredeck and exits down side drains, instead of running back down the side decks.

Construction

Malo hulls and decks use superior construction methods. They feature Malo's standard cored construction, which includes bonding the two skins down to a single layer wherever a through hull passes through, thus eliminating the possibility of water ingress into the core. Solid aluminum inserts are used beneath all deck hardware (as opposed to the plywood or plastic used by many boat builders). The hull to deck join utilizes a triple approach of closely-spaced fasteners, polyurethane bedding compound, and bonding with a layer of fiberglass. All bulkheads are firmly bonded to the hull.

Exclusions

Personal effects (including but not limited to books, tools, dishes, cutlery, pans, etc.).

Disclaimer

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