39 - 2000

https://www.yachtadvert.com/3672-malo-yachts-ab---sweden-39.html

199 000 EUR incl vat



General

Year : 2000
Beam : 12.34 Ft
Area : Crosshaven, Ireland
Builder : Malo Yachts AB - Sweden
Length : 40.12 Ft
Life Raft : No
Leasing in progress : No

Engines

Fuel : Diesel
Power Unit. (HP) : 56
Engine Brand : Yanmar
Engine(s) : 1

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Facilities

Berth : 6
Flybridge : No
Sailor Cabin : 2
Helm : No

Electronics

Autopilot : Yes
GPS : Yes
VHF : Yes
Watermaker : No
Radar : Yes
Sounder : Yes
Chartplotter : Yes
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : Yes
Teak cockpit : No
Furling mainsail : No
Gangway : No
Davits : No
Electric windlass : Yes
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : Yes

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No
Bow Thruster : No
Marine Generator : Yes
Hot water : No
Flaps : No
Tender Engine : No

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Household appliances

Fridge : 1
Oven : Yes
Gas stove : No
Heater : Yes
Dishwasher : No
TV : No
IceMaker : No
Freezer : Yes
Microwaves : Yes
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

Various

Broker Remarks
This 2000 Malo 39 is a true blue water cruising yacht and is powered by a well minded shaft driven 56hp Yanmar diesel. Her layout consists of an aft cabin to port, shower and heads to starboard, L-shaped galley, forward facing chart table, large saloon and forward cabin with en-suite shower. Her inventory includes, 2026 U.K. McWilliam mainsail and 2025 U.K. McWilliam furling genoa, cruising chute with snuffer, 2022 standing rigging, bow thruster, radar, chart-plotter, heating, full cockpit enclosure with windscreen, teak decks in excellent condition, electric windlass and much more. She is Irish/E.U. VAT paid and viewing is highly recommended.

Accommodation
1 x Water tank = 245 litres
1 x Water tank = 210 litres

Teak and Holly Sole
2 x sets of removable carpet
Curtains
Ardic hot air heater (4 outlet)

FORWARD CABIN
Large double berth with sprung mattress, shelves, hanging locker, lockers, opening deck hatch with a blind, opening portholes at the side of the coach-roof. Loads of storage space.
En-suite shower in separate compartment.

SALOON
Spacious saloon with contoured seating around extend-able dining table. Stunning wood finish and lighting in the saloon. Large opening deck hatch with blind. Numerous storage cupboards and lockers U-shaped settee to port and a settee/berth to starboard. Two opening portholes giving plenty of ventilation and T.V.
Brass clock and barometer

GALLEY
L-shaped galley aft to port. Corian worktop with twin stainless steel sinks Ample storage in cupboards, lockers and

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drawers Hot Water from engine and shore-power, 12 Volt Fridge (water-cooled), 2 x burner gas cooker with oven and grill,
Opening porthole

NAVIGATION STATION
Forward facing chart table to starboard with chart storage and drawers. Switch panel with circuit breakers and gauges Opening porthole

AFT CABIN
Large aft cabin to port with a double berth (sprung mattress), escape hatch, hanging locker, lockers, two opening portholes and access to the engine.

Shower and Heads
Aft to starboard with marine toilet (with holding tank and 3 way valve), mixer tap with shower head, electric sump pump for the shower, opening porthole, ample storage in lockers and access door to the cockpit locker.

Companionway
Wide companionway steps with handholds and easy access to the engine.

Mechanical and Rigging
Yanmar 4JH3-E
56hp shaft driven
Serviced and winterised every year by it's one owner from new
Diesel tank modified for easy cleaning
3 x Blade Folding prop.
Rope cutter

Inventory
Designer: Leif Angermark
Builder: Malo Yachts AB - Sweden
Hull Number: 145
Built in 1999
Commissioned in 2000
Irish Registered
Irish/E.U. VAT paid.

Builder's Description
The Malö 39 offers plenty of space for a boat of it's size. The layout provides two double berths along with a comfortable dining area, sofa, L-shaped galley, navigation table and two shower rooms. At Malö we pride ourselves on being adaptable to our customer's bespoke requirements. We have kept the deck as clean as possible without compromising any sailing or safety components.

Construction

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The hull is made in hand laid sandwich laminate from glass fibre reinforced ISO and ORTO polyester. The outer surface is NGA gelcoat for better protection from water penetration. Distant material is balsa for strength and insulation.

Off white gelcoat (reduces glare)

Deck and superstructure are built in sandwich laminate from glass fibre reinforced polyester with balsa as distance material.

Hull and deck are laminated together according to Lloyd's instructions, with extra reinforcements below sheet tracks etc.

Encapsulated fin keel with partial skeg hung rudder.

Raised bulwark with teak capping, teak decks and teak coach-roof top.

Integrated boarding/bathing platform aft.

**Rig **
Bermudan Sloop
Selden Double Spreader Rig
Mast un-stepped and checked in summer 2022
2022 Standing rigging
Harken furling forestay
Detachable cutter stay with working jib
**Selden Rod Kicker **
Aluminium rigging screw covers
**2 x Self-tailing halyard winches on the mast **

Sails
2026 In-mast furling mainsail by U.K. McWilliam Sails
**2026 In-mast furling mainsail by U.K. McWilliam Sails (shorter foot) **
2025 Furling genoa by U.K. McWilliam Sails in excellent condition
Original furling mainsail and furling genoa
1 x Cruising spinnaker with snuffer
1 x Working jib that attaches to removable forestay

On Deck
Pulpit, pushpit, stanchions and guardrails with opening gates on both sides
Teak side decks and teak on top of the coach-roof
Teak grab rails on the coachroof
Mooring lines and fenders
6 x Mooring cleats
Bruce anchor with galvanised chain and warp
Kedge anchor
Electric Anchor Windlass
Genoa sheet tracks
Stainless Steel Swim Ladder
Outboard engine bracket on the pushpit

Cockpit
Fixed windscreen with safety glass (gives excellent visibility forward)
Recent Sprayhood and cockpit enclosure
Targa arch with main-sheet traveller over the cockpit
Cockpit lights in targa arch

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Whitlock steering
Leather covered wheel and emergency tiller
2 x Andersen 52 (two speed) self tailing winches
2 x Andersen 28 (single speed) self tailing winches
Numerous clutch jammers
Teak cockpit seats and sole
Large cockpit locker aft
Large cockpit locker to starboard
Cockpit cushions
Folding cockpit table in teak
Double gas locker

**Electrical **
1 x 12v. Engine battery
2 x 12v. Service batteries
1 x 12v. Bow Thruster battery
Shorepower with 3 pin socket
Long shore-power lead
Battery Charger
12 Volt Socket at the chart table
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Navigation
Binnacle Compass
2KW Radar Radome fitted on the mast
Raytheon ST60 Wind speed/angle
Raytheon ST60 Depth
Raytheon ST60 Boat speed
Simrad Robertson AP22 Autopilot
Shipmate RS8400 VHF
Masthead Tri-colour light

LOCATED AT THE CHART TABLE
Raytheon RC630 colour chart-plotter
Raytheon SL70 Pathfinder radar
Shipmate RS8400 VHF
Raytheon ST60 Graphic Multi-display
Furuno Navtex NX-300
Blaupunkt CD/Radio with saloon and cockpit speaker

Safety
XM Liferaft (service due)
3 x Large Harness eyes in the Cockpit
Jackstays (webbing)
Gas alarm
Fire Extinguishers
**Electric and Manual bilge pumps **
Radar reflector on the mast
Rope cutters on the shaft
Lee clothes in the saloon
Stainless steel swim ladder
Horse shoe buoy
Dan buoy

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Other Items
Sidepower Bow Thruster
Flexofold 3 blade folding propeller
Cockpit speakers for the Stereo
Winter Deck Cover
Cover for around the mast to protect the running rigging
Zodiac 260C dinghy with slatted floor and paddles
Yamaha 4hp outboard engine

Owner's Comments

</p> I have had the pleasure of owning this boat from new. I commissioned her build for many reasons including the following:
1 - Fully encapsulated keel: strength and safety
2 - AVS: very high positive stability: safety
3 - Interior-sprung mattresses in fore and aft cabins: comfort
4 - Targa arch: means no main sheet in/over cockpit: safety
5 - Easy to handle short-handed, everything led aft to cockpit,
6 - Build quality and comfort

Broker's Comments
This Malo 39 is a true "Blue Water Cruiser" and is in excellent condition. She has the added advantage of virtually new sails and recent standing rigging. Always kept on a swinging mooring, so no structural strain and no marks from fender rubbing. She is well presented and is worth traveling to view.

Disclaimer
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