

Malua

Adams Bluewater 42 ft World Cruising Yacht

This Adams Bluewater 42 has cruised the world, been rejuvenated on its return, and is ready to set sail into the sunrise tomorrow. Constructed and approved into 2C survey (2004) it has a unique layout with an exceptional fit-out and a best-in-class inventory. It will suit a single sailor or a couple to cruise the Australian coast or to return to distant international shores.



Key Features

Designer:	Joe Adams
Builder:	Bluewater Yachts - Cardiff
Fit out & Systems:	Camrod Marine - Canberra
Dimensions:	LOA 42ft (12.75m) Beam 4m Draft 1.99 Disp app 13,110 kgs
Yacht Type:	Sloop rigged cutter with furling headsail and staysail. Removable staysail
Launched:	2004
Layout:	Large saloon, forward cabin with ensuite/workshop, double aft, quarter berth, navigation area, lateral galley
Sails:	North (1 season old) Main, Genoa, Staysail, Spinnaker, MPS, Storm trisail, second genoa
Standing rigging:	Replaced 2017
Winches:	Two 2 speed Anderson, Three power 2 speed Anderson, one 2 speed Anderson
Engine:	Yanmar 50 Hp 4JH2E
Generator:	12 hp Kubota diesel 150 amp DC with smart regulator
Liquid Capacity:	Two Diesel approx 440L, Three Drinking approx , Black water approx
Power:	All Sonnenshein AGM in two house 400 amp hour each plus smart regulator plus AGM starting battery. Two solar panels, D400 wind generator.

Malua has been sailed single-handed all around the world. Joe Adams, the Australian designer, produced a fast, sea kindly hull with moderate beam and sufficient volume to provide ample stowage for extended cruising without compromising performance. The raised saloon and the internal layout gives her a spacious, open, airy and light interior which is remarked upon by all who come aboard. The Myrtle wood work is exceptional as are all the electrical and sailing systems.



Interior Layout

The interior layout is unique to Malua with openness and functionality in mind. There are strategic stainless steel handholds to move about the vessel in any sea state. The lateral galley and adjacent dining area are open and together. The saloon is part of the navigation area yet separated so that the skipper can sit at the chart table while others are around the dining table. The main toilet doubles as the wet area and is next to the companionway while the second head is off the main cabin which is part of the workshop. A double cabin in the stern, perfect for family or crew and a separate quarter berth completes the layout. All bunks have European styled inner spring mattresses.

- **Main Cabin:** Double bed with European styled inner spring mattress with storage underneath. Lee cloth. Bookshelves, large drawers with adjacent spacious cupboards.
- **Rear Cabin:** Double bed with European styled inner spring mattress with storage underneath. Cupboards and lockers. No 1 Battery bank under berth.
- **Quarter berth:** Full length berth with European styled inner spring mattress. Lee cloth. No 2 Battery bank plus starter battery underneath with inspection lid.
- **Head:** Aeroplane style vacuum toilet into holding tank. Pressurised hot and cold water for shower and basin. Adequate storage and hanging locker. Adjacent to the companionway.
- **Saloon:** Opposite to the lateral galley with room for six or more. Table may be lower to form large berth. Storage under and behind seats. Three large cupboards used for daily stores.
- **Galley:** Gimbled Broadwater stove with oven and grill. Eight cupboards for stores, plates, glasses and microwave. Additional cupboards for cups. Two s/s sinks with fresh, drinking and sea water taps.
- **Navigation area:** The centre of operations of the vessel with a comfortable reclining Captain' chair. Large navigation table with storage underneath. Chartplotter/Radar, wind instruments and additional screen/TV on pod above chart table. All electrical switches and relays next to instruments. Cupboards contains all electrical systems.
- **Additional storage:** Along side the Galley is purpose built storage which holds 10 or more food grade plastic bins for long term storage. Pots and pan store next to stove.
- **Lighting:** LED warm white throughout, with 12 volt and 240 volt outlets strategically located.





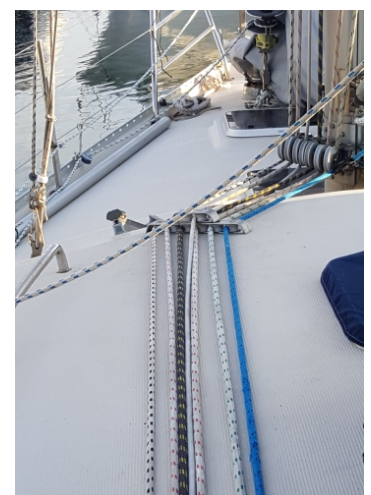
The cabins are light with very good cross ventilation via two portlights on either side. These may be open and insect screens are installed. The overhead hatches are 500 by 500 mm opening. They also have insect screens plus blinds to shut out the sun or day light. Mattresses on all bunks are inner spring.



Hull and Deck

The hull is solid GRP built to Australian survey standard (approved for charter 2004), with an integrated keel and skeg, and one piece, cast lead ballast which is encapsulated within the keel. The raised saloon and aft cockpit keep the weight down low for an easy and safe motion. The sugar scoop provides ideal swimming and safe boarding characteristics. The cockpit layout is ideal for

- **Deck:** Fiberglass integrated with hull in cream non-slip – practical, cool, no leaks and no maintenance
- **Blocks and deck gear:** Lewmar with adjustments lead aft to cockpit
- **Pulpit:** Polished 316 stainless steel with three wire lifelines. Integrated seat and navigation lights.
- **Hallyards:** Donaghys double braid polyester – main spectra which are lead aft to jammers into tide bags.
- **Pushpit:** Polished 316 stainless steel with integrated bimini, granny seats and arch for solar panels plus removable davits for tender.
- **Bow Cap:** Self-launch anchor setup – (Starboard) plus large roller for snubber or bow spit for MPS - (Port)
- **Stations:** Robust s/s mounted on base and bulwark with three lifelines to meet survey requirements.
- **Anchors:** Regalvinised Rochna look alike, SQR, Bruce and for extreme events a large fishermans. 70 meters of 10 mm Australian tested chain with 30 meter backup. 100 m nylon rode attached. Lightweight Fortress 230 with chain and warp.
- **Bulwark:** Discrete bulwark topped with aluminium toerail and holes for attachments plus adequate water vents.
- **Boarding gates:** Port and starboard. Six large cleats for securing vessel – bow, amidships and stern.
- **Windlass:** Muir Atlantic 1200 with capston into large self draining anchor locker.
- **Handrails:** Full length on saloon top plus hard dogger for secure movement forward.
- Fresh and saltwater deck wash and shower outlets at bow and stern.
- **Hard dodger:** Puposes built with curved polycarbonate windows, integrated handrails and tracks for canvas attachments.
- Full length Sunbrella (new) bimini cover on secure s/s structure. Weather cloths and line tidy bags
- **Cockpit:** Teak lined with high comfortable backrests and Sunbrella covered cushions. New fold away table with extention.
- **Wide sugar scoop** integrated into hull with walk through onto swim platform. Secure s/s handholds and innovative boarding ladder which fits under windvane and may be used as ancillary outboard engine mount.
- **Whitlock steering pedestall** with large wheel and replaceable small wheel for harbour use – more room.



Sails and Rigging

With single handed passage making as a primary design goal, Malua has been set up to achieve this without the necessity to leave the cockpit either to raise or lower sails or to reef while under way. All halyards are led aft from turning blocks at the base of the All-Yacht Spar mast to a two-speed power winch with Lewmar jammers. The genoa winches are two-speed Anderson 50 while the stay-sail winches are powered Anderson 40.

- **Cutter rig** with genoa and stay-sail on Profurl twintrack roller furling. Furling lines lead to power winches.
- **Stay-sail:** Highfield lever for relocation during harbour racing.
- **Mainsail:** North Sails Dacron installed in 2018. Fully battened with 3 reef points on Antil teflon batten cars. Reefing is single line Selden reefing back to power winch.
- **Genoa:** North Sails Dacron installed in 2018, 150% furling with Sunbrella UV suncover. Second original identical genoa for wing to wing downwind sailing.
- **Stay-sail:** North Sails Dacron installed 2018 with Sunbrella UV suncover. Sheets lead to power winch. Most used sail on Malua.
- **Spinnaker:** North Sails ???oz and area with North snuffer. Easily flown by single person via power winches and snuffer.
- **Reacher:** Asymmetric North Sails ??? oz and area with North snuffer flown from detachable bowsprit
- **Sail Cover:** New 2017 Sunbrella Captain Navy with lazy jacks and wraparound fore-piece.
- **Bimini Cover** plus weather sheets replaced 2019 Sunbrella Captain Navy.
- **Mast:** All-Yacht Spars. Anodised after construction. Tapered top with sturdy two spreaders set. Designed to Camrod Marine specifications. Deck stepped.
- **Boom:** Selden with 3 single line reefing. Boom brake by BoomMaster.
- **Spinnaker poles:** Two full length, One on mast track while other on deck when used on long passages.
- **Standing rigging:** Replaced in 2017 by Brieryley Marine Tasmania.
- **Storm trysail:** On own halyards and separate track.
- **Running back-stays:** Removable anchor point and blocks.
- **Andersen winches:** Stainless steel self-tailing. Main, Genoa - 52 two speed. Stay-sail and spinnaker Andersen powered 40 self-tailing.
- **Halyard winches:** Under dodger, Anderson 40 two speed powered plus standard Andersen 40 for less used halyards.
- **Back stays:** Twin backstay, starboard has integrated HF radio antenna with isolators.



Main shown is original not new North set of sails

Cockpit

A major feature of a cruising vessel is a safe cockpit – close to centre of gravity, high sides, wide enough to step from one side to the other and a stern walk through to make easy boarding when Med moored or boarding from a RIB. The integrated sugar scoop is a practical and safety extension. The coamings are high for good back support and the seats is long enough for a day or night berth.

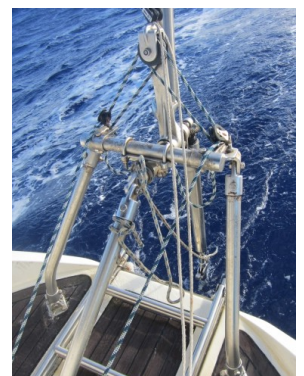
- The puposed built hard dodger is light with curved polycarbonate windows to give great protection from spay, waves and rain.
- Full wind, speed and multi instrumentation in pod above companion way.
- Custom teak floor, seats and coamings in good condition.
- Ability to see chart table and plotter from cockpit gives safe and complete control.
- Whitlock steering pedestal with autopilot instrumentation and anchor controls.
- Custom cushions in Sunbrella are cleverly designed to be used as mix and match in cockpit or bunk.
- New custom fold up table with extension and drink holder.
- Halyards stored aft of jammer in system plus protective Sunbrella bags.
- Weather cloths with clears and bags for sheet storage.
- Bimini cover plus weather sheets replaced 2019 Sunbrella Captain Navy.
- Very large cockpit locker to hold outboard engine, extra fuel, lines and fenders.
- New washboards with mosquito proof vents to give good ventilation. Alternate polycarbonate infill for added saloon light and storm visibility.
- Two small cockpit lockers for lines and extras.
- Two large lazaret lockers. One self draining for two s/s gaz bottles the other for steering access
- Extra Granny seats with new varnished timber integrated into stern pushpit and davit arch.



Steering and Controls

Too many yachts have experienced difficulty with chain and wire steering systems so Malua is fitted with a direct connected drag link system from Whitlock pedestal to rudder quadrant. The two autopilot systems are also directly connected.

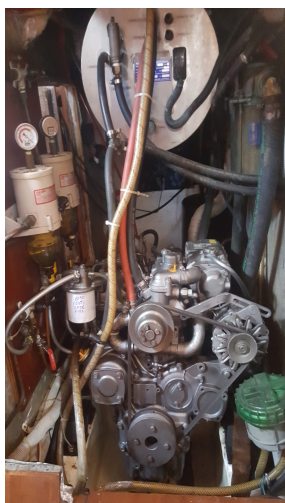
- **Whitlock Cobra** rack and pinion direct drive system from wheel to rudder.
- Two steering wheels: Large leather covered Whitlock and small harbour wheel to give better cockpit access. Wind-vane steering drum attached.
- Robust, functional and effective emergency tiller.
- Whitlock Morse single lever engine/gear controls.
- **Autopilot:** Whitlock ¼ Hp drive unit with rudder feed back directly connected to rudder quadrant.
- **Autopilot:** Course Master Hydrive hydraulic ram steering unit directly connected to rudder quadrant.
- Autopilots controlled by two Simrad AP20/21 interlinked units. One at wheel, the other handheld. Both linked to chartplotter.



Mechanical

While Malua is a sailing yacht there are times that you have to move forward using the engine. The reliable naturally aspirated Yanmar 4JH2E was fitted with a flexible coupling to a 1 ½ inch drive shaft with a PSS dripless stern gland.

- **Engine:** Yanmar 4JH2E naturally aspirated diesel, 50 HP with fresh water cooling system, fastidiously maintained and serviced.
- **Propeller:** Bruntons Autoprop feathering – currently back with UK manufacturer for servicing – may not return so using Porters 18 inch fixed blade propeller.
- Custom raw water inlet filter with anode. Custom designed and built water muffler and exhaust system.
- **Engine room** accessible behind hinged companionway steps and via starboard climb in door. Easy access to engine, diesel generator and both autopilots.
- **Dual Racor 500 filters:** Switchable between fore and aft tanks and between either filter. Vacuum gauge to indicate filter clogging.
- **Engine shut-off:** Engine and generator fuel shutoff from outside engine room – survey.
- **Generator:** 13HP Kubota diesel motor water cooled and separate exhaust system. A direct connected 150Amp DC Leese Neville alternator with smart regulator.
- High output engine room blower venting in cockpit.



Tankage and Plumbing

To improve righting ability the tankage is built-in below the floor. Survey regulations required pressure testing of tanks with adequate inspection hatches. Copper supply lines with shutoff valves at all points. The aeroplane vacuum toilet system by Dometic Sealand uses fresh water directly into holding tank.

- **Diesel:** 440 litres in 2 s/s tanks. One under sole the other under port cabin berth with foam insulation. All baffled with large inspection hatches. Both emptied and cleaned 2018
- **Hotwater system:** Pressurised from Woody 50 litre reservoir system heated by engine, element or generator. Almost continuous hot water.
- **Water:** Approx 1000 litres in three tanks. Two integrated into keel with baffles and large inspection hatches. Stainless steel drinking water tank below sole. Emptied and cleaned 2018.
- All pipes and pumps housed in one locker under settee seat. Hoses run in PVC pipes on port side.
- Water intake controlled with three valves to any tank. Water to any tap can be drawn from any tank and closed from this locker
- **Holding Tank:** approx 250 litres located under floor with Vetus no-smell filter vented to stern. Electric tank capacity indicator.
- Food grade hoses used for drinking water with in-line filter. All sea water hoses can be flushed with fresh when vessel is prepared for winter/cyclone season.
- Large piston pump is connected for the discharge overboard or suck-out system fitted.
- **Galley taps:** Three taps – drinking, fresh (hot and cold) and salt, all pressurised with accumulator tanks.
- All through-hull fittings are bronze with large lever valves and attached tapered wooden plugs.
- All inlet and bilge hoses are real rubber re-enforced hose to survey requirement.

Galley and Refrigeration

The design concept for the galley is that most food is prepared while at anchor in the presence of crew and guests, therefore a lateral galley opposite the saloon table was built. With an L shaped washing up area with two sinks, the chef can be secure if at sea. The large fridge freezer is alongside the stove.

- Broadwater LPG stove with two burners, separate grill and oven.
- Opening portlight above stove plus dorade vent to ensure good ventilation
- Two deep round stainless steel sinks with pressurised water taps: Drinking, fresh and sea water.
- More than adequate food preparation area on cream coloured laminex surface.
- Purpose built fridge freezer adjacent to stove with two hatch top opening into four compartments.
- Six inch of purpose fitted insulation with reflective silver foil layers ensures great performance in the hottest of conditions.
- Water cooled Isotherm Danfoss compressor with eutectic holding plate either automatic or manual control.
- Three cupboards for stores, plates, glasses and microwave. Smaller cupboards for cups, booze and large pan locker.
- Adjacent to galley is a purpose built storage which holds 10 or more food grade plastic bins for long term storage. Pots and pan store behind stove.





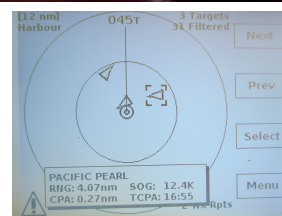
The Galley is easy to use at anchor or at sea with adequate close at hand storage. Long term storage in tubs adjacent to stove.



Navigation and Radio Equipment

Visiting distant lands requires that navigation and communication equipment are accessible by the skipper at all times. The captain's reclining seat at the navigation table with the on-passage quarter berth are right where the equipment can be seen and used. This is the nerve centre of Malua.

- **Full size chart table** with navigation pod in front of reclining captain's swivel chair.
- Large storage under table with locker housing equipment.
- Dedicated electrical and switch locker. Switch board easily accessible behind custom switch and relay panel.
- **Chart Plotter:** Simrad CA44 chartplotter with integrated Radar screen and many outputs. C-Map charts of Europe, USA, Atlantic and Pacific plus Australia.
- Simrad IS15 wind/multi screen next to chartplotter.
- **Autopilot:** Simrad (Robinson) AP21 hand held autopilot next to chartplotter. Second AP20 at wheel fully integrated.
- **AIS:** Vesper Marine stand alone AIS transponder with own GPS and VHS antenna with feed into PC or Rpi Additional high volume alarm – will wake any tired sleeping skipper.
- Raspberry Pi Open Plotter navigation and recording system feeding into HDMI screen with TV output. World charts and trip recording AIS.
- Two IS15 wind instruments plus Multi and compass in pod above companion way – fully integrated.
- **HF radio:** ICOM M710 SSB internationalised for Ham frequencies with Icom tuner and backstay antenna. Connected to PTC II Pro PACTOR 2
- **VHF radios:** ICOM M502 with a second commander control unit. Two masthead antenna. Handheld VHF radio in grab bag.
- FM/AM Kenwood with bluetooth and remote control.





Electrical

The electrical equipment and systems are designed for redundancy, backup and fail safe operation with relays, switches and fuses to provide adequate power for long-term isolated cruising in any weather. Large battery banks, solar panels, alternators, regulators and wind generators provide the power to run the vessel.

- **Yanmar high output alternator** through multi switch to the three battery banks.
- **13HP Kubota diesel generator** that has a directly connected 150Amp Leese Neville alternator. Ample Power 3 step regulator to all battery banks.
- **Two 75 watt Siemens solar panels** mounted on a stern arch connected via their own Xantrex smart regulator to all battery banks.
- **Mastervolt 1000 watt charger inverter** controlled by the Heart management system and display panel with full management system – amps, volts, amp-hours etc.
- **Enertec Control Monitor** with circuit breakers, battery condition monitor and bilge pump controls plus navigation lights display.
- **AC earth leakage** into amp usage via Mastervolt to circuit breaker and 240 volt power outlet through out vessel (6 locations).



Arch, Davits and Outboard

The stainless steel work at the rear of Malua is a standout feature. The three lifelines flow into the structure as is the arch to hold the two 75 watt Siemens solar panels, D400 windgenerator and the GPS and VHF antennas. The cleverly designed davets are removable while in a marina and are sturdy enough to hold a 9.8 RIB tender with 8 Hp outboard with fuel.

- Detachable davits which are incorporated into the arch.
- Hard tender with Yanmar outboard.
- 8 Hp Yamaha outboard with tank.
- Navigation, boarding and illumination lights on arch.

Manuals Charts and Operating Procedures

Having passed 2C NSW survey Malua had to have comprehensive documentation and manuals.

- Operating Manual.
- Stability Report.
- Digital copy of website.
- Construction photos for reference.

Extras

The following are offered for sale either as part of the purchase or after delivery.

- Steel hardstand cradle with steel wheels
- Solid Myrtle timber from the same batch as the interior woodwork fit-out. In different lengths and thickness.
- Myrtle veneered plywood sheets to match the fit-out plus sheets of myrtle veneer.



Safety Equipment

From the higher than normal deck lifelines and secure stanchions to the many handholds and bilge pump set-up the safety of the crew and vessel has been designed into the construction. Malua has weathered many severe storms with little impact on the crew and vessel. A testament to the safety features.

- Bilge: Two Johnson 500 litre/m pumps in the main bilge. Activated by pressure sensors with alarm. A third in the engine room. Whale Gusher Titan manual bilge pump operated from cockpit. A portable hand operated emergency pump with flexible output hose is available.
- Stainless steel hand rails throughout the interior of vessel to ensure safe easy movement in any sea conditions.
- RDF 6 person life raft stored in hard container on cabin top Serviced 2012 France.
- Two 406 EPIRB registered, horn, strobe and flares.
- Lifering with strobe and line in Sunbrella bag on rails.
- 8 Survey approved life jackets, some with water activated lights. Old PDFs in locker
- Two web jackstay from bow to stern.
- Four cockpit clip-on points in cockpit.
- Grab bag and flare storage container.
- Fire extinguishers – Main cabin, next to engine compartment and aft cabin. Fire blanket.
- Many round and oblong fenders.
- Two hard orange life rings for survey purposes are available if required.



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