

Van de Stadt Madeira 44

Make/Model

Van de Stadt Madeira 44, hull #32 (www.stadtdesign.com), launched 2003. Designed by van de Stadt & Partners B.V., Wormerveer, Netherlands. Built by Jachtbouw Folmer B.V., Netherlands, and finished by Visser Jachtbetimmering B.V.

Description

Hull #32 is a semi-custom aluminium performance cruising boat for shorthanded, minimal maintenance sailing, allowing us to spend our time sailing and enjoying our destinations, not polishing or repairing equipment. Features such as unpainted topsides, reefing from the cockpit, redundant autopilots, self-steering and minimal powered or complicated equipment are plentiful. Wood exposed to the elements exists only in the teak on the seats in the cockpit. It is not varnished, only cleaned periodically. There is no diesel generator, no powered winches, no mast or in-boom furling and no



automatic equipment that would require maintenance and more complication.

We only have equipment that we considered essential for trouble-free, shorthanded sailing - redundant autopilots, self-steering, powered windlass, and storage with room to store two full size touring bicycles, a scuba compressor and two complete sets of scuba equipment and folding kayaks below decks. Not to forget food and stores for months of cruising.

The yacht was built in the Netherlands where aluminium boat building is a well-established industry and an accomplished art. The design includes

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LOA	13.5m	44 ft. 3 in
Beam	4.2 m	13 ft. 9 in
Draft	2.2 m	7 ft. 3 in
SA	105 m ²	1130 sf.
Ballast	5670 kg	12,500 lb.
Disp.(fin)	12.0 t	26,500 lb.
Water	700 l	185 US gal
Fuel	770 l	203 US gal
Mast Height	21.3 m	69 ft. 9 in
Engine	Yanmar 4JH3-TE	



an aluminium doghouse (dodger) with opening centre window, which provides ventilation when required, but total security and protection while underway. We can stand on the roof of the doghouse which provides a vantage point when negotiating shallow waters. The cockpit is large and easy to work in

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as the table folds completely out of the way and the cockpit is unencumbered with drink coolers. The seats are long and wide enough to allow people to sleep there comfortably. Access to the fold-down swim platform is two steps from the cockpit. The bimini shades and provides rain protection to the cockpit under most conditions and incorporates the solar panels.

The deep fin keel ensures unmatched upwind performance and a stiff boat (135° stability), and minimizes the amount of tacking. Any deckwork can be done in complete safety inside the substantial 750 mm high, 35 mm diameter stanchions and lifelines.

While underway only the dinghy rides on the foredeck; everything else – lines, fenders, extra anchors and chains – is belowdecks in the various lockers and lazarettes.

Price:US\$220,000

Location

Nelson, New Zealand

Hull and Deck Material

Aluminium

Engine

- Under companionway
- 75 HP Yanmar 4JH3-TE (modified and isolated for metal boat applications)
- Aquadrive constant velocity anti-vibration shaft connection
- Autoprop H6 Propeller
- PSS dripless shaft seal
- Stripper line cutter

Engine hours

Approx 2,650

Genset

1000W Honda Generator EU1000i (petrol)

Fuel

- 500 l integral main tank (132 US gal)
- 200 l integral auxiliary tank (53 US gal)
- 70 l day tank (18.5 US gal) with transfer pump
- Dual Racor turbine filters (one in transfer line to day tank, one in day tank line to engine)
- 90 l (24 US gal) gasoline in jerry cans in swim platform

Water

- 700 l integral tank (185 USgal)
- EchoTec 240-DML-1-24 watermaker, 24VDC, 44 lph (11 gph)

Dinghy

AB RIB inflatable 9VL with Yamaha 15 HP 2-stroke and Fortress FX-7 anchor with 5 m chains and 15 m rode



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Shower

Included in head. One also at the swim platform.

Toilet

Lavac Popular

Accommodation

The aluminium hull and deck are fully insulated and the interior of the hull remains comfortable at all times. There is a diesel heater and forced air system for high latitude sailing.

There are two double berths, one forward and one aft on starboard. All berths have lights and fans. All berths are ventilated by hatches and portlights, and have blinds to allow sleeping in daylight off-watches. There is one head on starboard which includes a shower.

Space for an extra head is provided adjoining the forward berth. The boat is outfitted for one couple to live aboard, and currently this space is used for storage, although it is finished so that a second head can easily be installed.



There is a full galley with refrigerator, freezer, and a four-burner stove with oven. The galley includes a centerline island with twin sinks, which drain underway regardless of which tack the boat is on. There is ample counter space and storage. The freezer is large enough to ensure meat for several months. The fridge is large enough that we are assured of having tasty fresh food while at anchor or while at sea.

The salon can accommodate two seaberths. The salon table folds out to accommodate up to six persons comfortably. Upholstery is a machine washable ultrasuede (Alcantara) fabric.

The cockpit is large and can accommodate two more berths while at anchor or on a mooring – or while underway, if so desired.

There is a tool room/workshop off the galley in which one can store spares and tools used on a regular basis, as well as perform maintenance tasks.

Last, the storage is everywhere. The undeveloped head provides ample storage

for foodstuffs and scuba gear. More storage exists under the berths and salon seats, and the bilge (above the sump) provides storage for up to three cases of beer as well as a generous wine cellar. Cupboards and hanging closets swallow clothing, while the toolroom/workshop doubles as a wet locker. The large lazarette under the port cockpit seat contains the scuba compressor, two full size bicycles, and five large cupboards for storage of tools, spares, lubricants, etc. Two lazarettes on either side of the rudder hold fenders, spare line, fishing gear, etc.



Galley

- 4-burner stove with oven – Force 10 Model 63451
- Two 20 lb. (9 kg) US style aluminium gas (propane) tanks stored in a self-contained, self-draining locker accessible from the cockpit

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- Centerline island with double sink
- 40 l (10.5 US gal) water heater (electricity or engine heat)
- Eberspacher Diesel Heating system, located transom locker, ducted to saloon

Refrigeration

- Sea Frost 24VDC Danfoss refrigeration unit approx. 4.5 Cubic feet (130 l)
- Sea Frost 24VDC Danfoss freezer unit approx. 2.5 cubic feet (70 l)



Ground Tackle

One 25KG Rocna anchor is kept on deck ready to deploy from the anchor roller. The chain is stored in fully enclosed chain locker that drains directly overboard. Water that enters the locker through the windlass hawse drains immediately. The chain locker is inside a forward storage locker in which are kept spare line, dock lines, spare rode, and the reacher sail and its furler. A watertight bulkhead lies between this storage locker and the rest of the boat. A deckwash system is accessible from a fitting adjacent to the windlass

- One 25 kg (55 lb.) Rocna anchor with 100 m (330 ft.) of 5/16 (8 mm) inch G-4 chain
- Spare 20 kg (44 lb.) Spade anchor with 10 m of 8 mm DIN766 chain and 90 m rode
- Spare FX-23 Fortress anchor with 10m of 8 mm DIN766 chain and 90 m rode

Safety Gear

- 406 EPIRB
- Lifesling
- Throwing horseshoe
- Two 2 kg fire extinguishers
- Complement of flares
- Jacklines
- Handheld GPS (1)

Electrics

The boat is provided with a very large 24VDC battery bank of 545 Ahrs (equivalent to 1100 Ahrs @ 12VDC) which powers virtually all equipment. We selected the Rolls/Surrette lead acid batteries, rather than newer technologies, because they are proven and reliable, and they have not disappointed us. The



boat is self sufficient if there is modest wind and sun, the wind generator and solar panels being able to keep up with most demands, including the watermaker on windy, bright days. We use the Honda generator to run the watermaker only at times when there is insufficient sun and wind. We seldom need extra power even when underway, but we have the option to use the engine driven alternator. We seldom allow the battery bank to operate at less than 90% charge.

The boat is designed to accept shore power at 120VAC, 230VAC, or 240VAC accommodating the different voltages that we find throughout the world with the simple turn of a switch. An isolation transformer ensures isolation from shore power and related current leakages, as well as transforming all incoming electricity to 240VAC which is provided to

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the battery charger and to the water heater (the water heater is used only when shore power is available or the engine is running). There is also a utility outlet for 240VAC. All other power is provided from the batteries.

120VAC is provided from the inverter to the galley, the salon, and the navigation station for galley devices, computers and other chargers. Voltage could be easily changed to 240VAC simply by changing the inverter and utility outlets.

All navigation and other equipment is 24VDC, with the exception of some instrumentation (speed wind depth) which is supplied from a small 24/12 VDC converter.

All equipment is electrically isolated from the hull. The Yanmar diesel has a relay in the negative battery lead to prevent stray currents. The SSB has

isolating capacitors in the ground strap to prevent currents while allowing RF grounding. The VHF antenna is isolated. And there is an Octopus stray current monitor to identify any problems.

- 4 Rolls/Surette 6CS17 lead acid batteries in series with Hydrocaps (2012)
- Air Marine AIR-X 400W wind generator
- 4 x 85W (340W total) Kyocera KC85TS solar panels in series-parallel
- Morningstar Solar Prostar 15 solar controller
- Electrodyne 150A 24VDC alternator mounted on auxiliary diesel
- Balmar MC-624 regulator
- Honda EU1000i 1000W 120VAC portable gasoline generator
- Mastervolt MASS SINE 24/1000 Sine Wave Inverter 1000W
- Mastervolt MASS 24/50 Battery Charger (50A 24VDC)
- Mastervolt C3-RS Standard Remote Panel to control battery charger charge rate
- Mastervolt BTM-1 Battery Monitor
- Mastervolt 8861 24/12 VDC Converter for selected instruments
- Manual 120VAC/240VAC shore power transfer switch
- Mastervolt IVET 3.5 Isolation Transformer
- Blue Sea breakers and panels

Electronics/Navigation

The electronics were selected on the basis that failure of one device should not affect any other device or information. Accordingly all instruments are stand-alone devices. However, all devices share information using either Raymarine SeaTalk or NMEA.

Cockpit information includes only speed, wind and depth, and autopilot controls. The autopilot functions as a repeater so that GPS information is available as well.



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- EasySplit Class B VHF antenna splitter
- ICOM M700Pro SSB
- ICOM AT130 antenna tuner and isolated
- Pactor IIe modem with Pactor III firmware
- SeaLevel Serial optical isolator
- Keyspan 4 port Serial/USB adapter
- Dual MXDM70 AM/FM/CD/MP3
- Laptop based MaxSea 10.2 charting and navigation software
- "Octopus" current leakage monitor
- On board WiFi station (Ubiquiti Networks from WiFi for
- ICOM IC-M34 handheld VHF

Cockpit

- Raymarine ST40 BiData (speed and depth repeater)
- Raymarine ST60 Close Haul Wind (wind repeater)
- Redundant (2 sets) Raymarine S3G/400G autopilot with ST6001 control
- Raymarine SmartController wireless autopilot controller

Sail Inventory

- Full batten (5 battens) conventional main (Hood Sails Vektron 2011) 4 Reef facility
- 100% jib (Hood Sails Vektron 2011)
- Hanked on storm jib (de Vries, Netherlands) unused
- Can serve as a staysail, (pseudo cutter rig)
- Storm trysail (de Vries, Netherlands) with separate track, unused
- Masthead reacher on TopReff wire luff furler (de Vries, Netherlands)
- Masthead V3 Quantum Sails asymmetrical spinnaker with Quantum sock

Mast/Rigging (See attached sketch, mast and rigging supplied by de Vries, Netherlands)

The Madeira has a fractional rig with a large main and 100% non-overlapping jib. The mast is keel stepped and is supported by swept spreaders. The jib sheets tightly inboard (jib track is on the

Communication is by SailMail, WINLINK, VHF, SSB, and WiFi when land based internet service is available. The WiFi includes an onboard network, as well as the ability to pick up shore signals from as far away as one mile.

The nav table opens to allow the access to the computer when not using conventional paper charts.

Navigation station

- Raymarine SL72 radar
- Raymarine ST40 speed, depth
- Raymarine ST60 wind
- Raymarine RayNav 300 GPS
- Simrad AI50 Class B AIS (transmit and
- Raymarine Ray49 VHF



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coachroof) for close-to-the-wind sailing. For off the wind and downwind sailing we have a furling reacher and a large asymmetrical spinnaker with a sock. An Antal mainsail track system is used to reduce the effort to manage the main.

All lines are led to the cockpit with the exception of the jib halyard and halyards for light air sails.

- Keel stepped Sparcraft NG86 mast section, tapered
- Separate trysail track
- Sparcraft hard vang
- Antal mainsail slide system
- Sparcraft F1700 boom section
- Profurl NC 42 foresail furler
- Sparcraft spinnaker pole
- Running backstays Dyneema
- Split portion of backstay is Spectra

Deck Gear

- Monitor Windvane
- Two Andersen ST52 primary winches
- Two Andersen ST46 secondary winches
- One Andersen ST40 winch on mast
- Rutgerson jib track plus spare set of jib cars)
- Rutgerson mainsheet traveler
- EasyLock stoppers
- Lewmar V3 windlass with extra wireless remote control, and gypsies for 8 mm DIN, 5/16 inch G4 and 3/8 inch G4 chain
- Lewmar Cobra 6 steering pedestal
- Anchor roller on transom for stern anchor
- Two forward cleats (400 mm), two midship cleats (300 mm) and two aft cleats (400 mm), all welded.

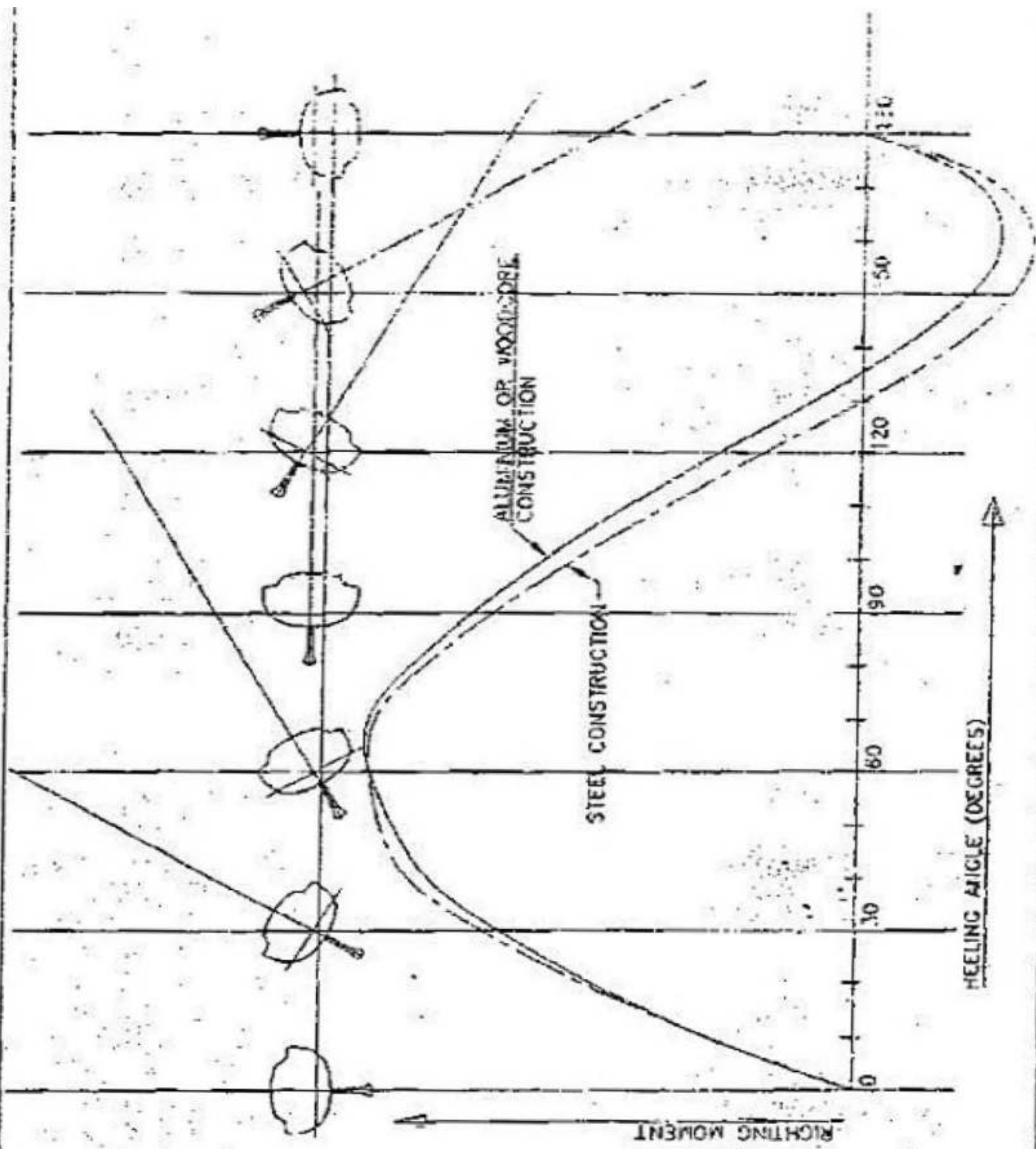


Remarks

Bottom paint due for renewal mid/late 2017.

The boat comes completely equipped with a full complement of spares, tools (hand and power), a well-equipped first aid kit, dishes, cookware, scuba compressor and dive equipment and linens. Everything required to live aboard. All one needs is to bring suitcases and toothbrushes. While the equipment might not be your first choice it permits one to start sailing immediately and replace things at your convenience and as available. Extensive fishing gear, rods and heavy duty hand lines also included

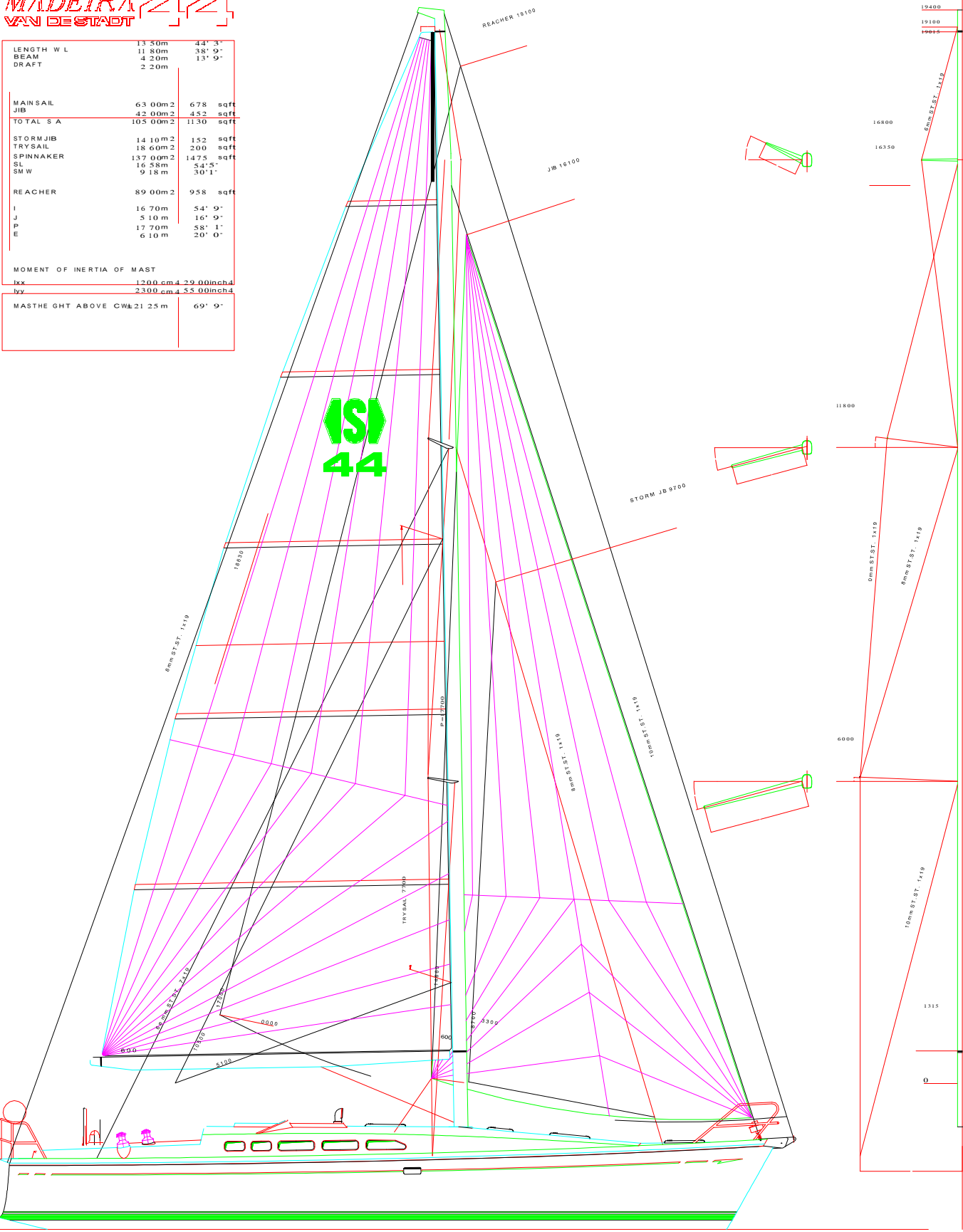
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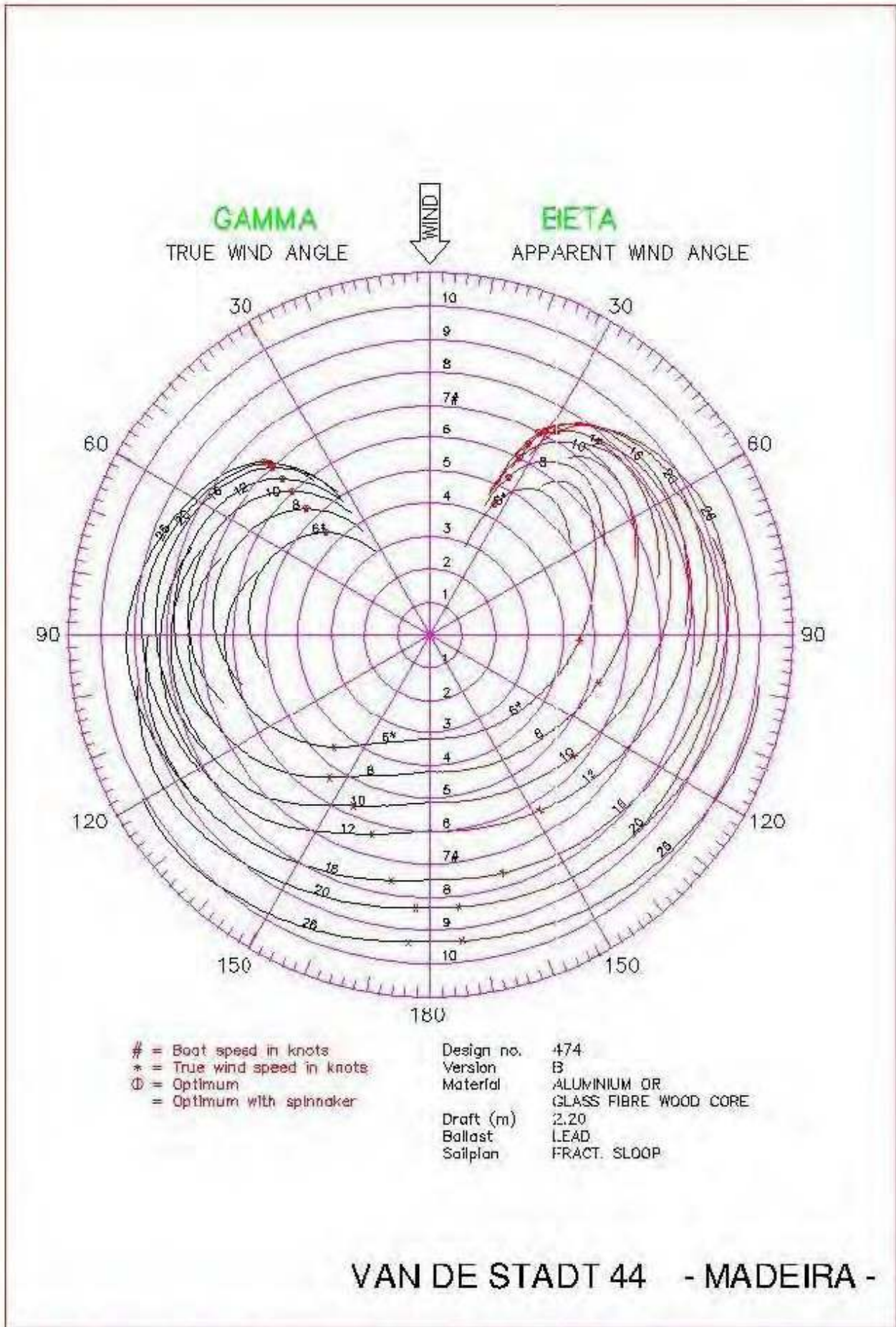


VAN DE STADT 44 - MADEIRA -

MADEIRA VAN DE STADT

LENGTH W L	13.50m	44' 3"
BEAM	11.80m	38' 9"
DRAFT	4.20m	13' 9"
<hr/>		
MAINSAIL	63.00m ²	678 sqft
JIB	42.00m ²	452 sqft
TOTAL S A	105.00m ²	1130 sqft
<hr/>		
STORM JIB	14.10m ²	152 sqft
TRYSAIL	18.60m ²	200 sqft
SPINNAKER	137.00m ²	1475 sqft
SL	16.58m	54' 5"
SMW	9.18m	30' 1"
<hr/>		
REACHER	89.00m ²	958 sqft
I	16.70m	54' 9"
J	5.10m	16' 9"
P	17.70m	58' 1"
E	6.10m	20' 0"
<hr/>		
MOMENT OF INERTIA OF MAST		
ixx	1200 cm ⁴ 29.00inch ⁴	
ivy	2300 cm ⁴ 55.00inch ⁴	
<hr/>		
MASTH GHT ABOVE CWL	21.25m	69' 9"





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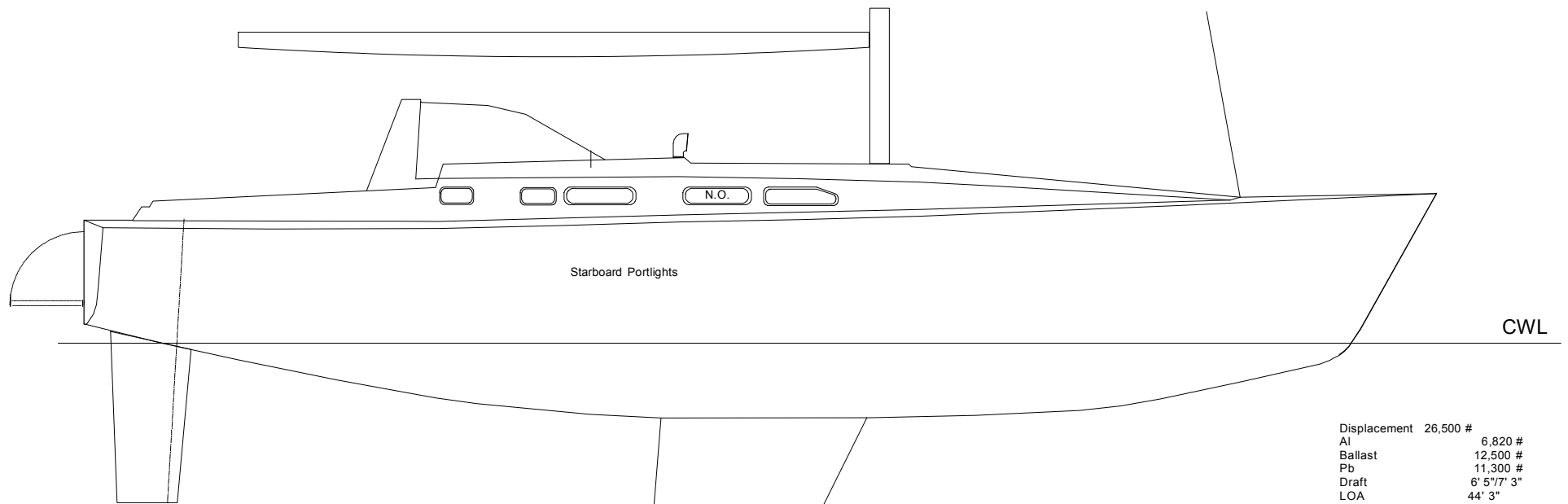
VAN DE STADT DESIGN

E.G. VAN DE STADT & PARTNERS BV
 WORVENNEER

YACHT DESIGNERS
 HOLLAND

POLAR DIAGRAM

Scale: —	Date: NOV. '95	No: 474-13-0
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Displacement	26,500 #
Al	6,820 #
Ballast	12,500 #
Pb	11,300 #
Draft	6' 5" / 7' 3"
LOA	44' 3"
LWL	38' 9"
Beam	13' 10"
Water	155 IG
Fuel	110 IG
Sump	45 IG
Engine	65 - 75 HP
Mast	69' 9" AWL
Main	678 SF
Jib	452 SF
Total	1130 SF
I	54' 9"
J	16' 9"
P	58' 1"
E	20' 0"

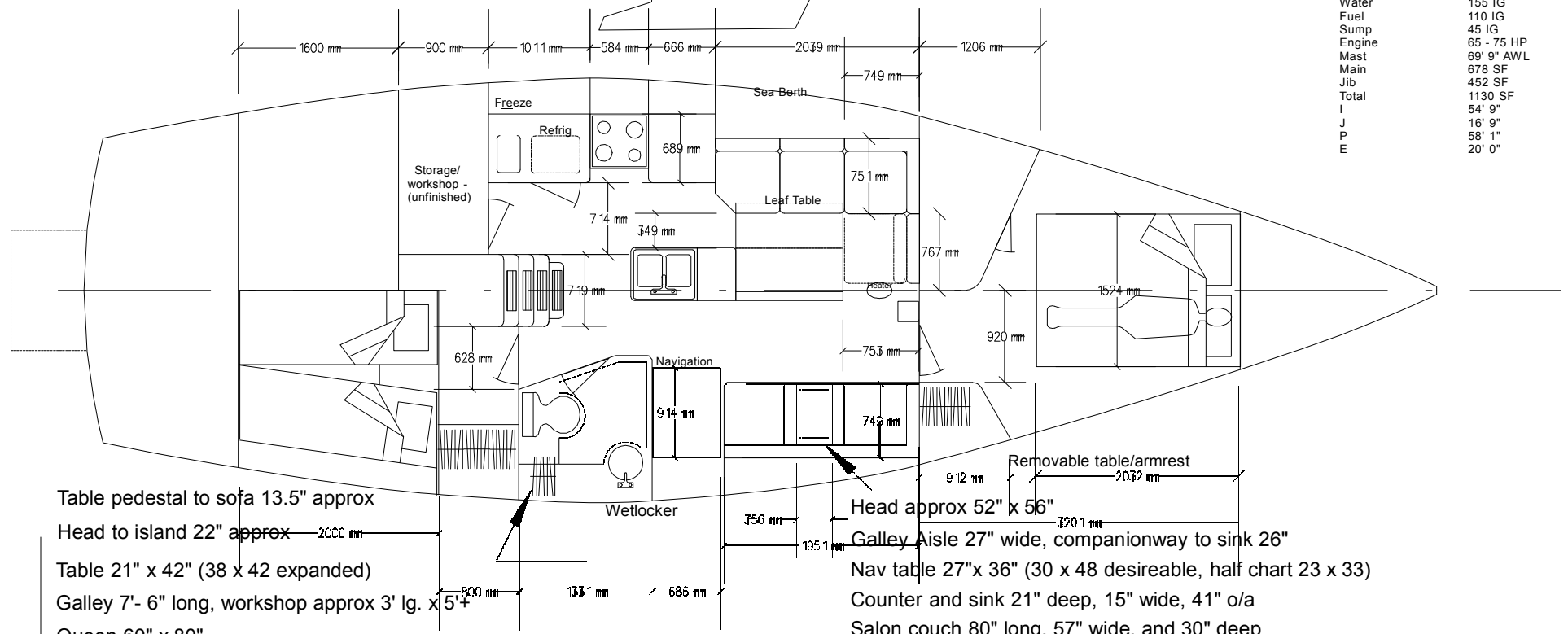


Table pedestal to sofa 13.5" approx

Head to island 22" approx

Table 21" x 42" (38 x 42 expanded)

Galley 7'- 6" long, workshop approx 3' lg. x 5'

Queen 60" x 80"

Head approx 52" x 56"

Galley Aisle 27" wide, companionway to sink 26"

Nav table 27"x 36" (30 x 48 desirable, half chart 23 x 33)

Counter and sink 21" deep, 15" wide, 41" o/a

Salon couch 80" long, 57" wide, and 30" deep