

MALÖ YACHT • 2003

# *Magazine*

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To me, there is no other place in the world where those words could be more true than here at the Malö yard in Kungsviken. Every day when I go to work I remember the sights, sounds, and scents of my grandfather’s workshop, where he built beautiful wooden sailboats.

If I look out the window from my office I can see my father’s house, less than a hundred meters from the boat yard, that he and his brother developed into one of

the world’s most prestigious builders of cruising yachts.

At Malö Yachts our history and heritage are very much part of our everyday life. Still we live very much in the present.

In our workshops we build around 30 yachts every year. Yachts with modern design, built from the very best materials by a group of skilled craftsmen with many years of experience.

Very few of those yachts look exactly the same. At Malö we pride ourselves on



building each yacht the way it’s owner wants it. We never build a yacht; we are always building *someone’s* yacht.

In this magazine we tell the stories of the Malö yachts, the people who build them, and some of those who sail them. Pleasant reading!

*Lars Olsson*  
owner of Malö Yachts AB

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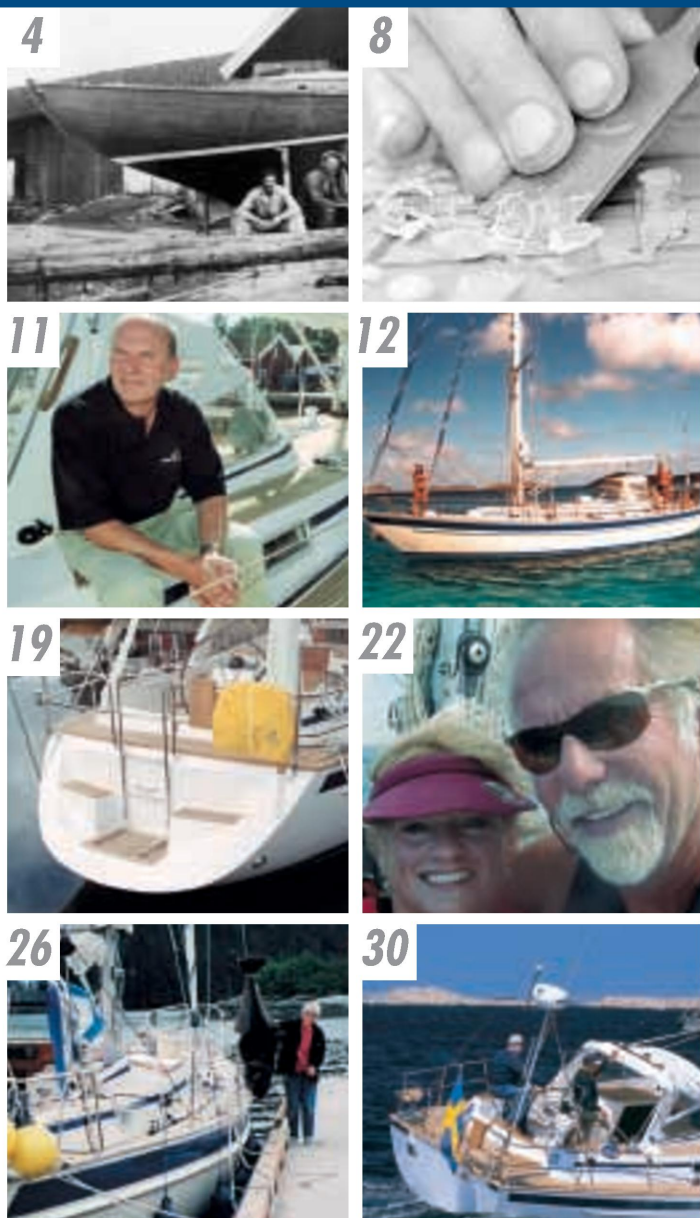
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Photo: Per Andersson

The house where Bo and Orvar Olsson grew up, and to which their father, Johannes Olsson, moved in 1939, today houses the offices of Malö Yachts.

## *The House of Malö*

Malö Yachts has existed for more than 63 years in the same place, Kungsviken. Over these years, three generations of boat builders have, together with their staff, built more than 1200 boats. One of the focus points of this history is – a house.

IF WOODEN WALLS COULD speak, you would only have to sit in the office at the Malö yard for a couple of hours to learn everything about the history of the Malö yard and the Malö yachts. In fact, the building that today houses the office, has been part of every important step in that history.

The house, which was built in 1876, has so far seen three generations of boat builders named Olsson. The first was Johannes Olsson, who moved here with his wife in April 1939.

Johannes was a farmer and a boat builder, well known for his skills. After having built workboats and dinghies of different sizes, he turned to sailing boats. Johannes developed

the ordinary folkboat into carvel-built mahogany boat. To this he added five extra inches of freeboard, and a new boat type was born. This boat, built in the 1950s, was called Flicka (girl in Swedish) and was actually exported in small numbers to the U.S.

### THE SECOND GENERATION

The second generation of boat builders to live in the house in Kungsviken was Johannes' sons, Bo and Orvar. They were born in 1939 and 1943, respectively, and as soon as they were old enough they started helping with the boat building, developing their own skills at woodworking and boat construction.

However, the work relation between the two brothers and their father changed in 1961. That year a group of businessmen from Gothenburg came to Kungsviken to negotiate an order for ten North Sea Cruisers; a very large order for a small boat yard.

The negotiations took place in the living room in the house, and Bo Olsson remembers what took place.

“We were almost finished when my father suddenly said ‘I’m sorry but we can’t take this order, it’s too big for us’. I almost couldn’t believe my ears, because to me the order seemed to be a great opportunity.”



Photo: Privat

Boatbuilding at the Malö yard in Kungsviken at an earlier date. The man in the middle is Johannes Olsson, founder of the Malö yard.

If his father's words had shocked Bo, his own next words probably shocked his father just as much.

"I told him, and the people in the room, that 'If you won't take this order, I'll take it on my own'."

That was the start of Olssöner Båtbyggeri AB, as Bo and Orvar first named their business. That Orvar would be a part of it was as certain as it was necessary, if they were to be able to build the ten cruisers in time.

"It was a fantastic start for us," Bo admits. "These boats became well known on the coast, and many people wanted to know who had built them."

"Our father didn't say much about it afterwards, but he did point out a space where we could build our own workshop. Later on I've understood that he actually was very concerned that Orvar and I wouldn't be able to handle the big order."

But Orvar and Bo didn't only manage to deliver the ten North Sea Cruisers on time; they also built their own reputation as boat builders. They started by building mahogany boats, but soon began thinking about new materials; glass fibre reinforced plastic (GRP).

The first GRP-hulls were imported

from England in 1964 and for the next years the yard produced a number of boats of different models and designs. At the same time requests for a larger sailing boat became more frequent, and Bo and Orvar started working on a design of their own.

#### THE FIRST DESIGN

On December 13 1969, a date that's hardly associated with sailing in Sweden, they began sailing tests of the Malö 50, a 37-foot sailing yacht.

"We were criticised by some people for starting with such a large boat", says Bo, "but we knew that there was a demand for this kind of boat and it did very well."

It most certainly did. In total the Malö yard built 140 Malö 50's between 1969 and 1980.

Four years later, on December 13 1973, sailing tests began with the smaller 32-foot Malö 40. This model was an even greater success, with a total of 350 boats built over 12 years. Many of these were sold to other European countries, where Malö now was a well-known and respected name among those interested in sailing yachts.

The 50 and 40 have been followed by a number of other Malö boats, all of them good, safe, sailing yachts of the highest quality. The level of quality was never an issue with Bo and Orvar, with their background in building wooden boats.

"We knew that our customers expected top quality, and that was what we wanted to give them," they say. "We never even considered building a less expensive boat, that is not what Malö is about."

#### THE THIRD GENERATION

Today the third generation of boat builders has taken over, and Malö Yachts is still very much on course. The new models are as solidly safe and elegant as the old ever were and the present owner of the yard, Bo's son Lars, who took over in 1992, together with his older brother Bengt, is no less a boat builder than his father and grandfather.

And the house is still standing. After a few years when no one in the Olsson family lived there, it was decided to turn the old home into a much-needed office for Malö Yachts. This was done in 1997 and today the house is just as much in the focus of activities at the Malö yard as it ever has been. •

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Shipbuilding has a very long tradition on the island of Orust on the Swedish West Coast. It is known that kings ordered ships to be built for them on the island and legend claims that Ormen Långe, the most famous Viking ship in history, was built in Kungsviken where the Malö yachts are built today.



Photo: National Geographic

## *Viking ships from the bay of Kings?*

ARE YOU THINKING ABOUT ordering a yacht from Malö or some other yard on the island of Orust? You're not the first one; the history of boat building on Orust goes back for more than a thousand years.

Actually, the first documented order for a ship from Orust was placed by a Norwegian king. His name was Håkon Håkonsson and his ship was built in the thirteenth century.

But, by then shipbuilding on Orust had already been going on for centuries. Large forests of oak and protected bays made it ideal for building boats and ships. One such bay was, and is, Kungsviken, Bay of Kings, where Malö Yachts is situated.

It stands to reason that a number of Viking ships must have been built on Orust in the tenth and eleventh century.

The legend even tells us that the most famous of all Viking ships was built in Kungsviken.

### 34 PAIRS OF OARS

The name of this ship was Ormen Långe (The Long Snake). According to the saga Ormen Långe was built in the winter of 999–1000 and is said to have been around 183 feet (55 metres) long with 34 pairs of oars.

Ormen Långe was a King's ship. The King in question was the famous, and much feared, Olav Trygvasson, who ravaged the coasts of the Baltic and the North Sea as well as England.

Sometime in the year 1000, the legend tells us, Olav Trygvason was on board Ormen Långe on the way back to Norway from a raid on northern Germany. In the vicinity of Svolder

Island (which no one today actually knows where it was situated) his enemies were waiting.

They included the Swedish king Olof Skötkonung, the Danish king Sven Tveskägg, and a number of Norwegian chieftains who were opposed to Olav Trygvason.

The battle was fierce, but in the end, Ormen Långe was still under Olav Trygvason's command. It was hard to attack because of its size and high sides, but eventually the attacking Swedes, Danes and Norwegians got a foothold and were fighting their way to the stern, where Olav was standing.

As the last of his men fell, Olaf Trygvason threw himself into the sea with his shield over his head. And, ends the saga, 'after that day he was no more seen in the North'. •

He lives on an island with more than a thousand years of boat building tradition. He is himself a fourth generation boat builder. He owns a boat yard that has been building top quality boats for more than 60 years.

There is no doubt that tradition and heritage plays an important part in the professional life of Lars Olsson, owner of Malö Yachts AB.



*“History and heritage mean a lot to us”*

LARS OLSSON HAS HIS office in the house where his grandfather lived and where his father and uncle grew up. All of them were boat builders, which would make Lars a third generation boat builder. However, Lars knows that his great-grandfather also was a boat builder, even if he primarily was a farmer. That's four generations of boat builders.

“I don't know for sure, but it's quite possible that my great-great-grandfather, and the generations before him, built boats, as it's part of the tradition on this island,” comments Lars. “It's a history and a heritage that means a lot to us even today.”

Part of the tradition is the quality of the boats. Not only are they to be top of

the line when it comes to materials, joinery, and finish; their design and construction must be such that they can 'sail around the world and survive whatever the ocean has to offer'.

“We have to, and want to, offer our customers a quality that fulfils the expectations they have and the trust they show us when they order a Malö yacht. It's as





simple as that, even if it sometimes can be hard to achieve.”

#### THE SECRET:

##### THE MEN AND THE MATERIAL

The primary tools used to attain this level of quality are first class materials and, above all, a very skilled workforce.

“Good materials, for example teak and mahogany, are hard to find, and expensive; the same is true, in an even higher degree, for the people who build the boats.”

“We are fortunate to have a core of craftsmen with extraordinarily skills who have been with us for a number of years.

One of our interior carpenters has been working for Malö for more than 35 years and another for 25 years. Their knowledge and experience are of course invaluable.”

“Another strength is the immense pride in the products and the work they do that everyone who works here share, and rightly so.”

#### EVERYTHING HAS IMPROVED

More than 30 years ago Lars’ father and uncle designed the Malö 50, the first original Malö design to be produced in larger numbers. He is naturally proud of what they achieved, but at the same time comments on the differences between

that yacht and today’s Malö yachts.

“You really can’t compare the quality then and now. Everything has improved, from the raw materials to the design, construction and the equipment on board.”

“At the same time the quality of an old Malö, like the 50, is decidedly higher than that of most other second hand boats and, in my opinion, quite a few new ones. This is proven by the fact that the price of a 25-year-old Malö 50 still is in the \$50,000 to \$60,000 range.”

“As a matter of fact,” he smiles, “no one knows how old a Malö can get.” •



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With a reputation for designing fast sailing boats, Leif Ångermark is pleased with the sailing qualities of the Malö 41.

## *Design: Leif Ångermark*

“He has a lot of experience from designing all types of sailing boats.”

“He has a reputation for designing fast boats with good sailing qualities.”

THESE ARE TWO OPINIONS of one person, and two very good reasons why Malö Yachts have turned design of their boats over to Leif Ångermark.

Leif Ångermark has been working with Malö since the early 1990s. At that time he was already well known for his design of a number of racing yachts as well as a line of yachts built by the Swedish Wasa yard. His design company is very small and consists of himself and Hasse Leander, who works permanently at the Malö yard.

“We started working with Malö in a time of change”, he says. “New rules and regulations demanded proper documentation of the boats, and at the same time the customers wanted better sailing characteristics.”

The first Ångermark-design was the Malö 39 in 1993. Since then they have also designed the 36, 45 and the latest addition, Malö 41.

### WHAT CHARACTERISES A MALÖ YACHT?

“The most important thing is that the customer must always recognise the boat as a Malö yacht. There must never be any doubt about the fact that it is a Malö!”

“Another characteristic is that no compromises are ever allowed when it comes to quality and safety. In this case, the cost is irrelevant.”

“Then there are of course features that must be included in a Malö design, such as the Targa-arch. This is a brilliant solu-

tion to the problems with the main sail boom, sheet and traveller. I wish we had invented it, but it is an idea developed at the Malö yard.”

The basic design is just one part of the work with a sailing yacht. One of Hasse Leander’s jobs is to make sure that the extensive customisation of the yachts, which is another Malö trade mark, doesn’t interfere with the boats safety, structure or sailing qualities.

“Designing a Malö yacht is in a way an on-going process, and one that you can’t, and don’t want to, leave behind you as any other task. It’s much too personal for that and it’s wonderful to see the results,” ends Leif Ångermark. •



Photo: Private

## *A year under sail in Alpina*

To most yacht-owners a long cruise to and in the Caribbean is an ever-present dream. A few manage to make that dream a reality, as did Per Kampman from Denmark in 1996.

He spent a year at sea, a year filled with sailing, sunshine, exotic islands, and egg timers!

WHEN PER KAMPMAN, together with his wife Elsebeth and a couple of friends, left Næstved in Denmark in July 1996 it was no inexperienced sailor who steered 'Alpina' south. This Alpina, a Malö 42, was

the third boat by that name, the two earlier had been a Malö 40 and a Malö 106.

The decision to make a long cruise had been made a few years earlier, and now the time had come. Things were a bit slo-

wer at the family business, a shipping company, and for most of the cruise Elsebeth would be at home taking care of the company and the family's two sons, Kenneth and Daniel.



A very beautiful sailing yacht in a classic setting; Elsebeth and Per Kampman on board their Malö 42 Alpina in the Virgin Islands.

The route chosen for the cruise was one that many yachts from northern Europe have followed: along the European coastline, across the Bay of Biscay to Spain and Portugal, on to Madeira and the Canary Islands. Then across the Atlantic to the Caribbean islands. The return trip went via the Azores to England and on back to Denmark.

#### TIMED TO AVOID HURRICANES

“A trip to the Caribbean and back can’t be made in less than a year,” Per explains. “You start in the westerly wind system in Europe and you have to leave in the summer to avoid the North Atlantic storms the rest of the year. After you’ve reached



Photo: Private

One of the pleasant sides of cruising is that you get a lot of new friends, such as this group which visited Alpina at St. Thomas in the U.S. Virgin Islands.

the Canaries you wait until late November, and the end of the hurricane season, before you cross the Atlantic with the north-easterly trade winds.”

“On the way back you need to leave the Caribbean before the end of May and the start of the hurricane season. You sail with the easterly winds north towards Bermuda to catch the westerly winds before you turn east and normally you will then have favourable winds across to the Azores and on to England.”

What you can’t plan is the unexpected, such as the storm that Per and Elsebeth encountered on the last leg of their Atlantic crossing from the Azores to England.

“It was a force 12 storm with winds of about 65–75 knots. We heard on the radio that other boats were knocked down and damaged by this storm, but we felt thoroughly safe and comfortable in our Malö. The only damage was the genoa, which blew out before we managed to roll it in.”

#### SINGLE-HANDED SAILING

Per had company on board Alpina for most of the cruise to the Caribbean, but once there he frequently sailed his boat single-handed. Out of the twelve months he was away from Denmark, he sailed alone for almost nine months.

“It was no problem, even if the Malö 42 is a fairly large and heavy boat,” he says. “It is easy to handle under sail and it has a bow propeller, which is useful for manoeuvres in ports.”

“Then, of course, in the Caribbean

you don’t go into very many ports. Instead you go to a place you like, find a nice bay and drop your anchor. For this you of course need a good anchor with a long and strong chain, and an electric windlass.”

“The water is very clear so you can see to drop the anchor in sand and not among the corals. Then the first thing you do is to jump into the water and dive down to check the anchor. The water temperature is always around 28 degrees Celsius, so it’s quite pleasant.”

#### NO TIME TO GET BORED

Most of the time Per sailed alone between the Caribbean islands, but he also sailed single-handed from the Virgin Islands to the Azores, which meant 20 days totally without company.

“It might sound boring, but it wasn’t,” he assures. “There is always something to do. You need to keep the boat in top condition, clean and with everything in order. I also had a lot of books, even if I never read more than half of them.”

“Sailing alone, you start to enjoy things in life that you haven’t noticed before. In the morning you can spend a couple of hours just enjoying the sunrise, with a cup of tea and a sandwich. You have time to think about life and you get completely relaxed.”

“I admit that when I was alone I spoke to myself and to the boat, but I think that’s good. It only gets dangerous the moment you think that the boat is speaking to you...”



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Even if he has the most modern navigation equipment on board, the cautious sailor practises position-finding with the help of the sextant.

*A year under sail in Alpina*

**TIMED SLEEP**

Sleeping when sailing alone is a special problem. Per solved this with a number of egg timers!

“You can never sleep for long periods, which means that you have to keep up with your sleep. I made a rule to always take a nap when I felt tired.”

“In the nights I would set two egg timers a few minutes apart and go to sleep. The timers woke me after 30 minutes or an hour, depending on where I was sailing. Then I would go up on deck, check the horizon for other traffic or bad weather, check the radar and the sails. If everything was OK I would go back to sleep for another hour.”

“This worked very well for me and I got used to sleeping in short periods. The only problem was when I came back to Denmark and our house. I would wake up in the

night, look through the window at our garden and think: ‘Oh no, I’m aground!’”

**FOR SALE**

Alpina is now up for sale while Elsebeth and Per consider buying a new Malö.

“I am sure that the new owner will find the boat exceptionally well maintained and equipped, ready to cast off for a long bluewater cruise, or just for the week-end. I consider it the most safe and sea-kind yacht that I have ever sailed.” •

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## *Malö 41 sweet-sails the magazines*

The fine sailing qualities, the strong construction, the exquisite interior with superior craftsmanship, and the possibilities for customisation are some of the characteristics of the Malö 41 that have impressed the international yachting press.



Yachting World test-sailed the 41 outside Poole in England and was very pleased by the look of the boat: “she retains a classic appearance, but under the skin she is a very modern boat”.

As for the sailing qualities of the Malö 41, Yachting World comments that “she surprised me with her performance, hitting 8 knots at just past 50° to the true wind and accelerating to nearly 10 knots on occasions with the wind just abaft the beam.”

“Her pace was amply demonstrated several times when she slowed in the lulls because as soon as a small gust came through she quickly gained a couple of knots, almost throwing us off balance with her sudden surge.”



Richard Hazelton from the American sailing magazine 48 North was also impressed by the sailing abilities of the 41 and the possibilities for customising the interior. He noted that “custom modifications are easily incorporated and Malö encourages customer input during the building process”.



Commenting on the looks of the boat Hazelton writes: "Going below is a delight. The mahogany interior furnishings are sealed with six layers of a satin varnish, then hand-polished. The result is a rich interior that, combined with all the light from the Lewmar portlights, produce a well lit, warm feeling".

Another American magazine, Blue Water Sailing, is just as impressed by the

way the Malö 41 sails, the customising options, the design, and the looks. Quentin Warren writes:

"Clearly this is a solid well-thought-out vessel designed for oceangoing service and we would consider it under-utilized were it confined to inshore use."

Taking all this into account, Warren concludes that the Malö 41 gives good value for the money.

"That flexibility, plus the quality of the work and the success of the design, make this boat particularly attractive, especially if your upcoming cruising plans include a European component. Pricing is quoted in Swedish krona FOB Sweden, which at press time converted in the US\$300,000 range. That, for one of these, is a deal." •





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Malö Yachts are renowned for their high level of customisation of the interior, which is made possible by the way the yachts are designed and built, and the skilled workforce of the Malö yard.

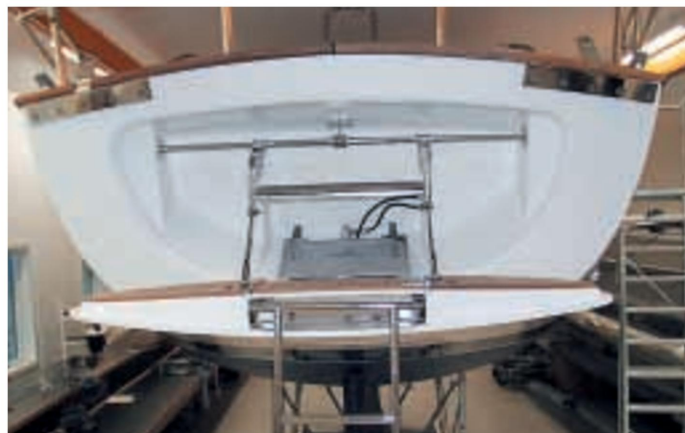
Another decision to be made by the buyer of a Malö yacht is which of three different sterns to choose. In addition to the reverse standard transom stern, with or without an integrated bathing platform, there is also the extended classic transom stern of Malö's Classic line. These three variations are available for all Malö yachts.

Finally there is also the possibility to order a higher or lower Targa-arch, which of course will affect the headroom under the cockpit canopy. •

→  
This is the extended classic transom.



→  
The classic transom is available with a bathing platform that folds out of the transom.



The integrated bathing platform of this standard reverse transom gives easy access to the water for swimming and bathing.



This is the standard reverse transom with a folding ladder for access to the water.



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# “We’re sailing for Japan”

This summer a Japanese family came to Malö Yachts to take delivery of a Malö 39 that they intend to sail around the world, all the way back to Japan.

IT DOESN'T MATTER that the rain is beating down on the cockpit canopy. To Masahiro, Ryoshun, and Shoryu Tada this is still the most exciting adventure of their young lives, and it's about to get even better.

By the end of June the Tada boys, 5, 3, and 1 years old, and their parents Kazumasa and Sachiko Tada are getting ready for a long sailing cruise. Starting in Kungsviken, Sweden, it will eventually end near Osaka in Japan.

Their boat, 'Kukka', is a brand new Malö 39 Classic, which will be one of the first Malö yachts in Japan. Mr Tada makes a long story short when he tells how he found the yacht he wanted such a long way from Japan:

“I came across Malö in a yachting magazine and through the Malö Yacht website. Then I went to Sweden and visited the yard and talked to the people there. That convinced me that this was a boat builder I could trust would build me a safe, high-quality yacht.”

Sailing from Sweden to Japan with three young boys would be an ambitious undertaking for most people, and Mr Tada agrees:

“It would, but my wife and the boys will not sail all the way, and the cruise will be made in stages since I can't be away from my work for more than six months at a time.

“This summer we plan to sail from Sweden to the Mediterranean, where we

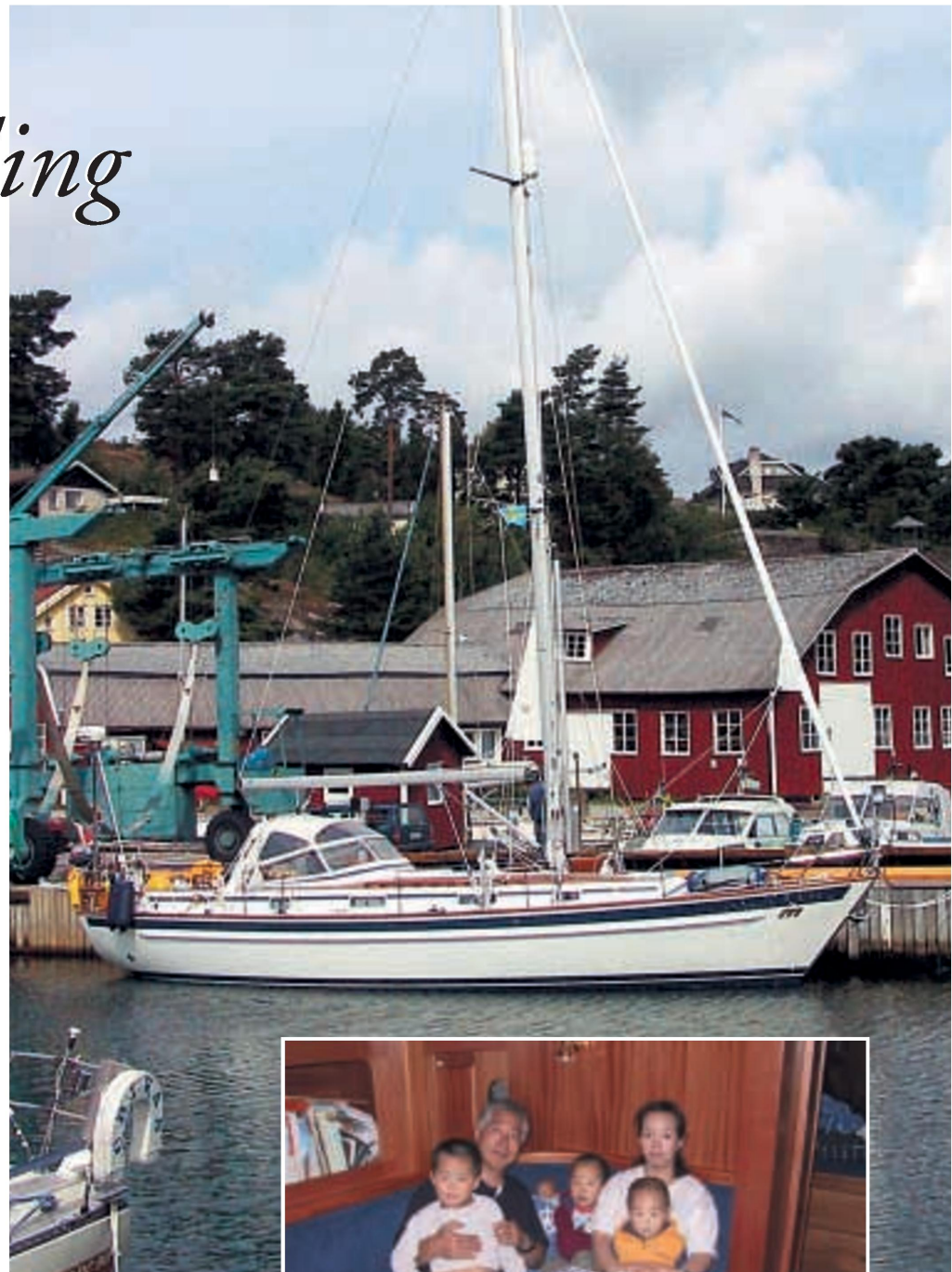


Photo: Per Andersson

'Kukka' left the Malö marina in Kungsviken in early July for a cruise which is planned to end in Japan in a few years time. Masahiro, 5, Ryoshun, 3, and Shoryu, 1, will cruise with their parents Sachiko and Kazumasa Tada when school and work permit it.

will be cruising for a couple of months. In the late autumn we will leave 'Kukka' at a yard in Turkey and fly back to Japan.”

“Next year a couple of friends will help me to sail the yacht from Turkey to Gibraltar. Then we will cross the Atlantic to the Caribbean, and from there the plan is to go through the Panama Canal into the Pacific and on to Tahiti and New Zealand. Then, maybe three years from now, 'Kukka' will arrive in Japan.”

The Tada boys are of course too young to appreciate what lies ahead of

them, but at least the oldest are looking forward to two ports their father has promised to visit; Vejle in Denmark and Le Havre in France. Why? Because they are the nearest ports to Legoland and Eurodisney!

## WHY THE NAME 'KUKKA'?

“Kukka is a word my children use when they want to be hugged, and we felt it would be nice name for the boat. It symbolises something warm, friendly, and safe, says Kazumasa Tada.” •

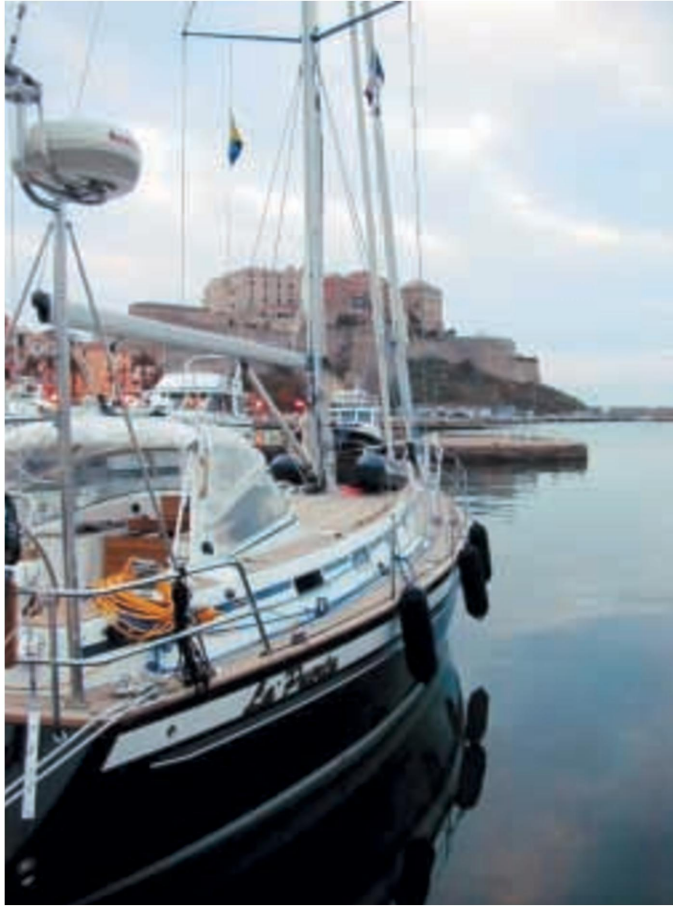


Photo: Private

Kareena Hamilton and Richard Stone plan to stay on board 'La Puerta' for the few next years. Their cruise has started with six months sailing in the Mediterranean.

## *La Puerta* – *the gateway to a new life*

A new, exciting life, adventurous situations, and the realisation of a dream. That was what Richard Stone and his partner Kareena Hamilton were looking and hoping for when they decided to buy their sailing yacht, a Malö 41. So far their hopes have been fulfilled and they are living a 'new' and very different life.

Two years ago Richard Stone was a successful businessman. He owned and operated a rapidly growing environmental consulting business. At the same time he, like so many others, had a dream of cruising the world in a sailboat.

Today, all that has changed. Richard has sold his business, retired, bought a new sailing yacht, and now he and Kareena are in the middle of fulfilling the dream. At present they are cruising in the

Mediterranean and later this year they will cross the Atlantic to the West Indies.

That their yacht is a Malö 41 is the result of a Malö agent, coincidence, and the impressive quality of the Malö yachts.

"A broker in Seattle introduced us to the Malö yachts and we immediately felt that they were very close to what we wanted," says Richard.

By coincidence another Malö buyer at the same time wanted to change his order,

which meant that the yard could offer a Malö 41 to be delivered within a year.

"I flew to Sweden with my son, who knows about boat building, and after we had seen the yard he said 'This is the best constructed boat I have ever seen'. After that it was a simple decision."

### DELIVERY IN THE MED

In February 2002 Kareena and Richard's yacht was delivered to them in Port



Photo: Private

La Puerta in Mallorca. The words 'la puerta' is Spanish for 'the opening', which to Richard and Kareena symbolises the opening to a new life and new exciting experiences.

Grimaud on the French Mediterranean coast.

They are both impressed by the possibilities for customisation that Malö offers.

"We knew that we will live on board our yacht for a number of years so we felt that it needed to be just right, just the way we want our home, and the people at Malö really gave us the opportunity to get that. We could also sense that they were not just building a boat; they were building our boat."

#### A MAJOR CHANGE

The name of the yacht is La Puerta, which has a special meaning to Richard and Kareena and symbolises a major change in their life.

"La Puerta is Spanish for the opening, and we believe that this boat will be the opening or the gateway to some really wonderful adventures. We expect to have both beautiful and difficult experiences that will stay in our minds and souls."





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*La Puerta –  
the gateway to a new life*

“La Puerta has also meant a totally different way of life for us,” comments Richard. “After having lived on board for six months I no longer care very much which day of the week it is or what the time is. We have dialled into the cruising tempo, I guess.”

GOING WEST, AND WEST,  
AND WEST...

The ‘new’ life has started with a six-month cruise in the western Mediterranean, and

now La Puerta will sail westwards. The route is fixed as far as Gibraltar, the Canary Islands, and the West Indies. Then the possibilities include places like the Caribbean, the Panama Canal, Tahiti, New Zealand, Australia, the Red Sea, and the Mediterranean ... again.

“We don’t know how long we’ll be cruising. People we’ve met have told us that a circumnavigation might take four of five years. We will go on as long as we feel that is what we want to do.”

A SPECIAL MOMENT

Richard and Kareena keep in touch with their family and friends through their



Photo: Private



Photo: Private

The centrepiece in the main cabin of La Puerta is a beautiful oil painting of a latino woman in traditional clothing. The painting, made by an artist in Tucson, Arizona, has been specially prepared for life on board La Puerta.

website, [www.lapuerta.net](http://www.lapuerta.net), where they also keep a journal. In this they write of everyday things and special moments. One such moment occurred on their first overnight cruise, from Port Grimaud to Corsica:

“One of the most amazing sights I saw during this passage happened about 2:00



Photo: Private



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AM. While Judy (a visiting friend and sailing instructor) was on watch, I was far too fired up to be sleeping. She asked me to come out and take a look at a bright red object that seemed so close that one could touch it. It looked as though it was a huge phosphorescent whale. It didn’t show on radar, and there was nothing to indicate another vessel or land mass. It was the reflection of the moon just coming up over the horizon! Beautiful.

Now how else could one get that kind of a thrill? We reached Calvi at 10:00 AM, greeted by the Citadel on the starboard side. Up with the Corsican flag and up with the champagne glasses in honour of our first overnight passage and a new area to explore.” •



Photo: Private

Not every part of the Inland Passage, like the Grenville Channel, had enough wind for sailing, but with views like this, who's complaining?

## *To the North in Lucia*

The majority of all blue-water cruises take place in warm, southern waters. This, however, is not the style of Bob Charlson and his wife Pat. Having spent the summer of 2000 cruising through the fields (!) of Sweden, they spent the early summer of this year off the northwest coast of America.



ONE DAY IN FEBRUARY 1999 Professor Robert Charlson in Seattle received a very special letter. He was invited by the Swedish king to hold the King Carl XVI Gustaf's Professorship in Environmental Science at the University of Stockholm for the year 1999–2000.

Having received the good news Bob Charlson went home and said to his wife Pat: 'You know, maybe we should buy a new boat?' to which she answered: 'Malö?'

Bob had at that time been involved with Sweden for almost 35 years. Not only was his grandmother from Sweden, he himself had visited the country more than 30 times and he had taught at the universities of both Stockholm and Göteborg.

#### THE DETAILS DECIDED

On one of the visits to Göteborg a friend had taken him on a tour of the boat yards on Orust, ending up at the Malö yard.

"There I started noticing details that I hadn't found in the other boats I had seen that day," says Bob. "For example the Malö boats had better rigging details for a short person, as I am. Then there was the arch, the cockpit canopy, and other details that I liked."

At the end of his royal professorship Bob and Pat picked up their new Malö 36 in Kungsviken. They spent the summer cruising in Sweden and Finland, which included two trips on Göta Kanal, a 19th century canal stretching through the wheat fields of southern Sweden.

"After our cruise we went back to the Malö yard and asked them to ship our boat to Seattle, and six weeks later, 'Lucia' was at our local marina."

#### THE INLAND PASSAGE

This year Bob and his wife went north again, to one of their favourite areas; the northwest coast of America from Seattle



Photo: Private

Lifting 45 kilos of halibut with the jib halyard and the winch on the mast.

to Alaska. In three months they sailed about 1,200 nautical miles along the famous 'Inland Passage'.

"It's a very sparsely populated area, and very beautiful. A large part of it runs

through narrow fjords, where the sailing isn't very good, and there are complex tidal passages. But just north of Vancouver Island the passage goes



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*To the North in the Lucia*

through an open part of the Pacific Ocean. There we had somewhat stormy conditions and large waves, 3–5 metres.”

“Here the Malö 36 showed what a very good sailing boat it is, and how well it’s suited to the variable weather along this coast. We were sailing at nine knots, with the cockpit canopy completely up, keeping us dry in the rain.”

**A REALLY BIG CATCH**

Pat and Bob had a succession of crew-members and guests who were for the most part flown out to small villages along the coast by seaplane. A couple from Finland got to share a special moment with the Charlsons, a really big catch.

“The fishing was very good all the way, and we caught a number of very large crabs. Some days we actually had to eat crab twice daily,” Bob complains with a smile.

Photo: Privote



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Photo: Private

The major catch came when Bob hooked an unusually large halibut. He managed to get the fish next to the boat, but getting it on board demanded the cooperation of the entire crew.

“Our guests were holding the fishing pole as I leaned over the side and hit the fish on the nose with a hammer. This stunned it for a moment and my wife put the gaff-hook into its jaw. I then managed to get a rope through the halibut’s gills and tied it up. Finally I tied the rope to the spare jib halyard and used the winch on the mast to pull the fish into the boat.”

Once on board the halibut was measured to be 150 centimetres long with an estimated weight of 45 kilos.

“Fresh halibut is absolutely wonderful but of course we couldn’t eat it all, so we gave about half of the fish to a nearby Indian village.”

#### WHY LUCIA?

The Malö 36 is named “Lucia”, which is a Sicilian saint that is celebrated in Sweden on the 13th of December each year. Why this name?

“I was discussing names with a colleague in Stockholm,” says Bob, “and he told me that I must give the new boat a woman’s name. The name must have three syllables and it must end with an ‘a’. As it was in early December it was getting near the Lucia-celebrations, and I had my name!”

“As far as I’m concerned she is the boat that brings the light and the warmth of spring and summer!” •

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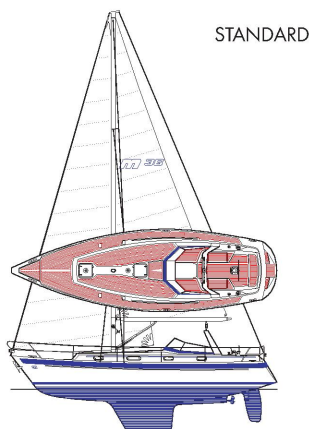
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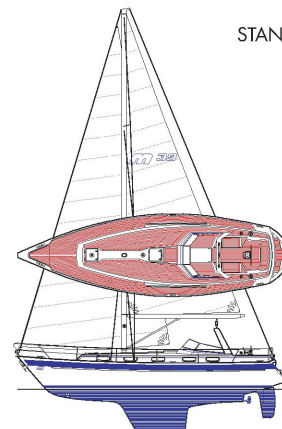


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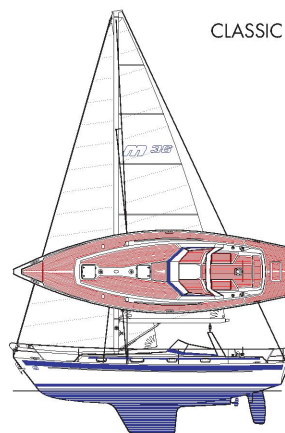
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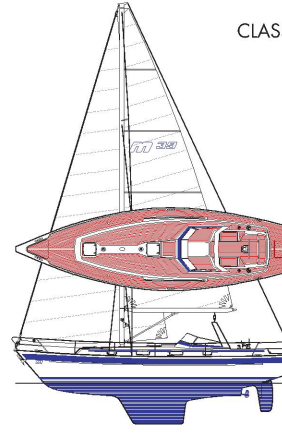
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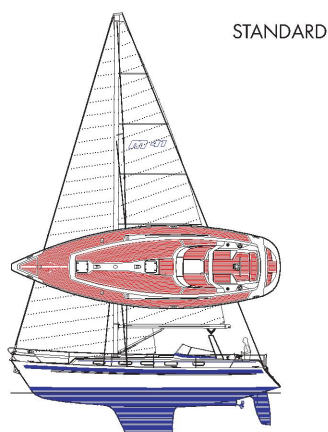
### Malö 36 Specifications

	STANDARD/CLASSIC
Designer	Leif Ängemark
Length over all	11,35 m/11,75 m (classic)
Hull length	11,18 m/11,58 m (classic)
Length water line	9,45 m
Beam	3,48 m
Draught	1,79 m
Displacement	7,7 ton
Ballast	3,1 ton
Sail area, standard	73 m <sup>2</sup>
Engine	Yanmar 3 JH 3(B)E 29,4 kW/40HP
Fuel capacity	235 l
Water capacity	400 l

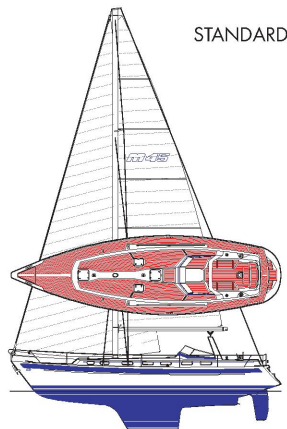
### Malö 39 Specifications

	STANDARD/CLASSIC
Designer	Leif Ängemark
Length over all	12,24 m/12,65 m (classic)
Hull length	11,99 m/12,40 m (classic)
Length water line	9,80 m
Beam	3,76 m
Draught	1,83 m *
Displacement	8,9 ton
Ballast (encapsulated lead keel)	3,5 ton
Sail area, standard	86 m <sup>2</sup>
Engine	Yanmar 4 JH 3 (B)E 41,2 kW/56HP
Fuel capacity	280 l
Water capacity	455 l

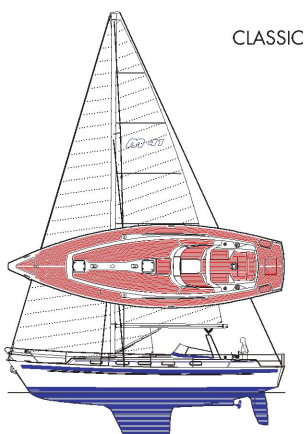




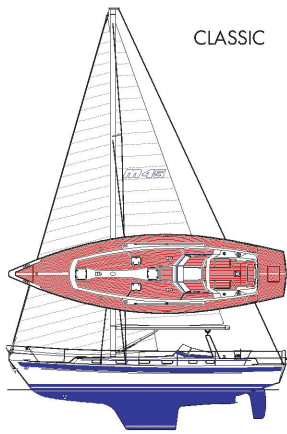
STANDARD



STANDARD



CLASSIC



CLASSIC

### Malö 41 Specifications

	STANDARD/CLASSIC
Designer	Leif Ångemark
Lenght over all	13,04/13,39 m (classic)
Hull length	12,82 m/13,17 m (classic)
Lenght water line	10,80 m
Beam	3,97 m
Draught	1,97 m
Displacement	11 ton
Ballast (encapsulated lead keel)	4,2 ton
Sail area, standard	99 m <sup>2</sup>
Engine	Yanmar 4 JH 3T(B)E 55,2 kW/75 HP
Fuel capacity	370 l
Water capacity	550 l



### Malö 45 Specifications

	STANDARD/CLASSIC
Designer	Leif Ångemark
Lenght over all	14,20 m/14,65 m (classic)
Hull length	13,95 m/14,40 m (classic)
Lenght water line	11,65 m
Beam	4,12 m
Draught	2,08 m
Displacement	14,1 ton
Ballast	5,55 ton
Sail area, standard	117 m <sup>2</sup>
Engine	Yanmar 4 JH3HT (B)E 73,6W/100HP
Fuel capacity	495 l
Water capacity	725 l



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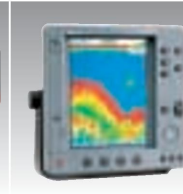
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