



Malö Yachts

Magazine 2004

An expert's
choice

Four years
at sea

S w e d i s h S a i l i n g P e r f e c t i o n

Shift into cruise control, kick back and relax. Strong, lightweight, MKIII jib furling lets you reef and furl in a heartbeat and makes light work of the heaviest going. Two-speed electric winches install easily, operate with the push of a button and supply horsepower to spare. Free-rolling ball bearing Battcars raise, reef and douse the main with turbo speed—even when the boat is not head-to-wind.

Wherever you're heading, Harken gear gets you there—faster, safer, and with astonishing ease. Save your energy for the fun stuff. Sail smarter, not harder.



Harken recommends McLube Sailkote™ to keep hardware running freely

HARKEN®

USA
1251 E. Wisconsin Ave, Pewaukee, WI 53072
Tel: (262) 691-3320, Fax: (262) 691-3008
E-Mail: harken@harken.com, Web: www.harken.com

France
ZA, Port des Minimes, BP 3064
17032 La Rochelle Cedex 1
Tel: (33) 05.46.44.51.20, Fax: (33) 05.46.44.25.70
E-Mail: harken@harken.fr

Italy S.p.A.
Via Della Cerca 12/14, 22070 Lurago, Marinone, Como
Tel: (39) 031.3523511, Fax: (39) 3520031
E-Mail: italy@harken.it, Web: www.harken.it

Sweden AB
Mjölkekilsgatan 6, 440 30 Marstrand,
Tel: (46) 0303 618 75, Fax: (46) 0303 618 76
E-Mail: harken@harken.se, Web: www.harken.se

UK Ltd.
Anchor House, The Shipyard, Bath Road,
Lymington, Hampshire S041 3YL
Tel: (44) 01590-689122, Fax: (44) 01590-610274
E-Mail: enquiries@harken.co.uk, Web: www.harken.co.uk

Contents



6
An expert's choice
— the famous boating journalist Nigel Calder, tells why it had to be a Malö.

11
Our new website
— sail into www.maloyacht.se



12
Malö in America
— the club is gathering



22
Safety on board
— what makes Malö such a safe boat.



14
Dreamboat
— the new 39



16
Four years at sea
— meet Boris and Lisbeth Lindvall and their adventure.

26
Pictures
— take a look in the private Malö photo album

Denmark Buhl Både I/S, Gammel Havn 1-5, DK-8700 Horsens, Tel: +45-8871 90 40, Fax: +45-7561 49 02, E-mail: salg@buhlboats.dk, www.buhlboats.dk **Norway** Morberg Båt, Leangbukta 31, N-1392 Vettre, Tel: (47)-66 79 1303, Fax: (47)-66 79 12 81, E-mail: espen@morberg.no, www.morberg.no **Finland** Grevia Marin, Sjöäkersvägen 11 C, 00910 Helsingfors, Tel +358 9 2516 8760, Fax: +358 9 2516 8779, E-mail niklas.ronnberg@grevia.fi, www.grevia.fi **United Kingdom** Nordic Marine, Saltens Marina, Lilliput, Poole, Dorset BH 14 8JR, Tel: +44-01202-70 00 89, Fax: +44-01202-70 90 72, E-mail: nordicmarine@btclick.com **Germany** Malö Yachts Deutschland, Jürgen Ehlers, Meisenweg 37, 22926 Ahrensburg, Tel: +49-04102-5231 1/18, Fax: +49-04102-1651, E-mail: maloyachts@aol.com, www.marina-brodersby.de **Holland** Malö Yachts Holland B.V., Pekelharinghaven 50 A, 1671 HM MEDEMBLIK, Tel: +227-57-07-00, Fax: +227-57-07-02, E-mail: info@maloyachtsholland.nl, www.maloyachtsholland.nl **Italy** Pino Yachts International, Porto Turistico Internazionale 9, I-16035 Rappallo (GE), Tel: +39-185-273840, Fax: +39-185-273841, E-mail: piyachts@promix.it, www.pinoyachts.com **Slovenia** ADRI-BALTI d.o.o, Ul. Cankarjeve brigade 81, 1000 Ljubljana, Tel: +386-1-428-3530, Fax: +386-1-428-3535, E-mail: adri.balti@siol.net **North America West** Discovery Yachts, 1530 Westlake Ave N, Suite 100, Seattle, WA 98109, Tel: 206-301-9104, Fax: 206-301-9291, E-mail: yachtinfo@aol.com, www.discoveryyachts.com **North America NE** R.B Rodgers Yacht Sales, Noank Ship Yard, PO Box 9204, Noank, CT 06340, Tel: 860.536.7776, Fax: 860.572.1233, E-mail: sailinfo@roddgersyachtsales.com, www.roddgersyachtsales.com **North America SE** Boat Sales International USA, 303 Second Street, Suite B, Annapolis MD 21403, Tel: +1 410 269 6229, Fax: +1 410 269 6241, E-mail: jennifer@boatsalesus.com, www.boatsalesus.com

Navman, something is changing and it's not just our course.



Pilot with rate gyro as standard, for highest precision.

The new intuitive 3100 G-Pilot has been designed to offer outstanding performance with no compromise on quality.

The Navman core pack comes with a single, compact and intelligent course computer that fits most boat requirements. G-Pilot 3100 includes a rate gyro which corrects the yaw and offers the highest precision whatever the conditions.

Free Navman catalogue on request by e-mail info@navimo.se



PLASTIMO
European distributor

NAVMAN

A new day – a new Malö-adventure



It's early morning in Kungsviken. The warm summer air is crystal clear and a light breeze is blowing in from the open sea beyond the archipelago. I'm the first one to arrive, a peaceful calm lies over the yard but in an hour or so the place will be buzzing again with hands toiling, creative minds at work and telephones ringing from all corners of the world. I feel lucky to be part of this hive of creation, to carry on what my grandfather, father and uncle built up. As I sit here I can feel their presence and almost touch their founding spirit, which is still in the building despite all the modernisation and efficiency programmes.

History, that inexhaustible source of knowledge and inspiration, can weigh heavy on the shoulders but it mainly spurs us on. There is an abundance of creative power and resource at hand for new tasks that lie ahead. Orust has been a centre of shipbuilding since the Vikings ruled the seas so it is a long tradition we have been entrusted with and a hugely enjoyable one at that. But Malö Yachts should not allow itself to wallow in nostalgia and get stuck in a historic time warp. We must always be one step ahead and build the boats of tomorrow, not the ones of yesterday.

It is always a great pleasure to present a new issue of our magazine, a stimulating mixture of old and new, of adventure and inspiration, but above all, plenty of sailing delights.

I can hear the first car pulling up in the yard and it's soon time to start work. A new day begins at Malö Yachts.

Have a pleasant read!

Lars Olsson



Malö Yachts Magazine 2004: Malö Yachts AB, Kungsviken, SE-473 99 Henån, SWEDEN, Tel: +46 (0) 304 596 00, Fax: +46 (0) 304 59 145, www.maloyachts.com
Responsible Publisher: Ulf Mattsson **Art Director:** Caroline Adolffsson **Layout:** Roxx Eyemix Reklambyrå **Photo:** Marcus Nilsson, Peter Szamer, Anders Kämppe **Writer in this issue:** Mattias Ahlén **Print:** VTT-Grafiska, aug. 2004. Malö Yachts Magazine is published by Malö Yachts AB in cooperation with Roxx Eyemix Reklambyrå, P.O. Box 164, SE-598 23 Vimmerby, SWEDEN, Phone: +46 (0)492 751 00, Fax: +46 (0)492 793 45.

Photo: B. Leglain © PUBLICIS ATLANTIQUE RC Lorient B 863 500 237 00012 - 40204

Malö Yachts

— an expert's choice

When Nigel Calder, one of America's most respected boating journalists, walked into Malö's factory in Kungsviken on Orust, he knew that he had found the right place; it was here that he would build his new boat. A Malö 45 will be ready in the spring of 2005 and new book projects await.

Many years ago, he borrowed his big brother's boat, took his new girlfriend and other friends with him and some home-made beer, took off from England and set a course for Holland. Nobody on board actually knew how to navigate but nevertheless, they finally reached Amsterdam. The American girl that Nigel wanted to impress soon went off with a Dutchman. Fortunately, she discovered that the Dutchman was a bore, and Nigel got his chance. Today, they have been married for 29 years!

On the way back from Holland, the boat collided with a ship and was a hair's breadth from sinking without trace, but that is another story.

It was appropriate that Nigel Calder and his wife were brought together by a sailing voyage, because boats and sailing have become his life. Today, the 56 year-old Englishman is one of America's most respected boating journalists:

"I began writing when we built our first boat. I documented the entire process. It became a book that I never managed to get published. But it led to my getting in contact with a publisher who liked my way of writing. He gave me the assignment of writing a book on diesel motors, and ever since I have been able to live on my writing."

At the beginning, he wrote in order to continue sailing. However, slowly but surely his writing changed from a hobby

to a profession, and today Nigel is a highly respected all-round boating journalist.

He writes everything from cruising guides to complicated technical books about boat systems, and he laughs a little apologetically, but nevertheless with pride in his voice, when he says:

"Today, I can choose my assignments on the basis of what interests me, and I earn enough to be able to buy this fine boat."

"Actually, I had decided to build a boat in New Zealand, a boat that I had designed myself, but then I saw the Malö 45 and realised that this was the boat I wanted, it had everything I had designed in my own boat and a few extras as well."

I met him in the coffee room at Malö Yacht's office. He is taking a short working break from going through the details of the boat he has ordered. He feels at home with Malö, and explains that it was love at first sight:

"Work brought me to Sweden.

I was going to write about Swedish boat building and Swedish boatyards. When I walked into the cosy factory in Kungsviken I knew immediately that I had found what I

was looking for."

Quite quickly he decided to change his plans:

"Actually, I had decided to build a boat in New Zealand, a boat for which I had worked up the design brief myself, but then work brought me to Sweden. I was writing about Swedish boat building and Swedish boatyards. When I walked into the cosy factory in Kungsviken I saw the Malö 45 and realised that this was the boat I wanted. It had almost everything >>>

Nigel Calder

Age: 56

Lives in: Alna, Maine, USA

Family: Wife (Terrie), 18-year-old daughter (Pippin) and 16-year-old son (Paul)

Has sailed since: Age 12/1960

Biggest sailing memory: A miserable night beating to windward off St. Lucia with two very seasick babies throwing up over Terrie and then falling asleep, a seasick wife throwing up over the

babies, myself seasick, and the autopilot broken down! Lot's of memories of glorious reaches in the tradewinds in more-or-less flat water behind the barrier reef in Belize.

Where you want to sail but haven't had the possibility yet: South Pacific and New Zealand

How many books have you written? 8

Name a few sailing magazines for whom you write: Sail Magazine, Professional Boatbuilder, and Yachting Monthly. In the past, Cruising World and Ocean Navigator.



Positive roach + in-mast furling



Seldén in-mast furling system: Gearless line driver winch, tensioned buff extrusion, asymmetrical located sail slot and the patented load distribute of the halyard swivel. All to make furling an easy and fast operation.



Seldén patented load distributor.



Extra wide sail slot for vertical battens.

Anyone who imagines that a furling sail is less efficient because it cannot provide sufficient roach would be wrong. The new Seldén in-mast furling masts are made for vertical, battens and a true positive roach.



Backed up by over 700 authorized dealers worldwide.



Sweden Tel +46 (0)31 69 69 00, info@seldenmast.com
 UK Tel +44 (0)1489 48 40 00, info@seldenmast.co.uk
 USA Tel +1 843-760-6278, info@seldenmast.com
 DK Tel +45 39 28 44 00, info@seldenmast.dk
 NL Tel +31 (0) 111-698 120, info@seldenmast.nl



Carl Johnson is building Nigel Calder's Malö 45



Mårten Karlsson and Hans Leander

designed in my own boat and a few extras as well. This was a series-produced boat of the same quality as the one I had worked out. Malö's build quality is exceptional. By buying a series-produced boat I can avoid quite a lot of work. Additionally, the boat has already been tested and developed over many years, the small faults that you can get in an entirely newly produced boat have long since been ironed out."

The first time that Nigel encountered Malö's boats was at the boat show in Southampton some years ago, but he did not spend much time with them. But now, when he has come to know the boats, he is very impressed:

"Above all, the way they use every inch for something functional. It is striking how Malö has succeeded much better with this than all the other boat builders that I have looked at, including the American ones."

Nigel thinks that this is because the people at Malö never slacken off or rest on their laurels but are always reviewing each little detail, and are willing to make constant improvements. He heaps praise on Malö's in-house designer, Hans Leander:

"It is unusual for such a small boatyard to have its own in-house designer, and Hans is great. I am working with him now. We have a rewarding, enjoyable cooperation. If I want to change

a small detail, Hans almost always says, 'No, no, it's not possible', and then he comes back two hours later with a cad-drawing of a solution which is even better than what I had thought of. We have been playing with inches. Boats are so sensitive that each little millimetre change can make quite a big difference for everything from sailing quality to living and comfort."

It is obvious that Nigel loves the planning work, and he says that half the fun of the boat is building it. But when the boat is finally finished he has a number of projects to tackle:

"I wrote a sailing guide to Cuba some years ago, it's about time to revise it. After that, I have received an offer for compiling sailing charts for the Caribbean. I am planning a big project involving the American East Coast, but haven't got so far with it as yet. We will have to see what happens there, it has to fit into family life as well. My children are now off to university, it's a big step."

We finished our coffee and Nigel had to get back to the boat plans again, he was only in Sweden for a couple of days this time, and wants to get all the details finalised. He laughs:

"Just now I am Malö's pain in the ass, but they have fantastic patience with me, and hopefully they're learning something from me as well." ■



PETTERSSON
BÅT & HEMINREDNING AB

Supplier of upholstery since 1975.

Phone +31992020
E-mail: stefan.992020@telia.com

Strong brands work well together

Yachts are very personal things, they become part of your innermost being. It's totally irrational, but that's just the way it is. Malö Yachts are as close to perfection as you can get. Our sails are made with the same commitment to craftsmanship as the yachts. That's why strong brands work so well together.

www.e-sails.com

Loftet i Karlshamn: 0454-19300 Loftet i Stockholm: 08-717 05 46

ELVSTRÖM SOBSTAD



Malö in America

Proud owners of Malö boats are getting together all over the world. There is one club in Scandinavia and one in Germany. We e-mailed one of the members of the American Club, Gary Barnett to check out how the club got together and what they do when they meet.

Where do you live?

My wife and I live on our boat. We have been living aboard for about 1 1/2 years at one of the main marinas here in Seattle – Shilshoe Marina. We are at the end of a 1/4-mile finger pier – its very peaceful and it seems that we live out of the city, when really we are right in the middle of it.

We have found the Malö to be very comfortable to live aboard on. Although our winters here are very warm compared to yours, with temperatures in the 30-40 F, the boat is very warm and dry. It can get pretty exciting though when 40-50 knot winds roar through the dock – even though the boats is tied up at a pier, it is a lot like sailing!

What kind of Malö boat do you have?

I have a 2002 Malo 39.

So. Why a club?

The primary reason is exchange of information. We are all using our boats differently, and outfitting them to suit our own individual needs. As we do this we run into problems and solutions, and exchange ideas. Much of this information is posted on the website. Both Tom, Keifer, Charlie Stillman, and myself have posted many articles and pictures about various upgrades and changes we have made. I have posted articles about a battery box upgrade, high output alternators, and other subjects. Tom has great information about installing his wind vane. This is helpful so we do not repeat each other's errors.

When did the club start?

We have always been a small group of owners – mostly centred here in Seattle and the Northwest. That was because Discovery

Yachts was here, and they made the boat known to us. The club was started by Bob Charlson and Mark Buckley, who got our website up and running. Bob discovered Malö on one of his trips to Sweden, and had a lot to do with bringing the boat to the States and starting the club.

We have had the website for about one year. Our founding date and first meeting was about January, 2002.

Our group is known as MONA – Malö Owners of North America.

Discovery Yachts has been very supporting to our club – covering the cost of many events (despite our protests). Mike Locatelli is very supportive of our club – He remains very helpful despite our having bought the boat two years ago.

Where does it meet?

We do not have any official headquarters, but it is probably fair to say most of the active members are here in Seattle, though Stan Heard, from Canada, contributes quite a bit. Also, Tom Keifer, who lives in Oregon, (600 km south of Seattle), has contributed a lot of technical information about outfitting his Malö 42 for South Pacific cruising.

How many members do you have in the club?

That is a little hard to say. We have many people who have joined the website to hear about Malös, but they are not all members of MONA. To date, I believe we have 7 owners in the club. 2 – Malö 39, 2 – Malö 41, 2 – Malö 36 and 1 – Malö 42

How often do you come together?

We have a rendezvous once a year. Next year, we will be sailing to Canada (Victoria) for a three-day meeting. Usually, we meet at various members' houses – maybe once or twice a year – for dinner.

What do you do when you come together?

We all tell sea stories and fairy tales!

No, really, we talk about boats, boat modifications and changes, cruising plans, and problems. For example, I have sold my house and all my possession, and my wife and I have moved aboard full time. We plan on leaving for a world cruise in two years. All of us have various cruising plans, which we like to share. We spend time talking about the boat changes we have made; Mike Locatelli briefs us on changes at Malö, new sailboat lines, and other information.

What is the best thing with having a Malö Club?

The best part is watching other club members make mistakes, so that you don't have to repeat them!

We all have similar interests – being sailboat owners and cruisers – so there is always a lot to talk about.

Also, we help each other on boat projects by exchanging ideas, or when an extra pair of hands is needed.

We all come to our boats with different levels of experience and skill. Some of us make mistakes in installing various items, so it is good to hear about them. For example, Charlie Stillman is installing an ICOM Single sideband HF radio. When he transmits, it turns his bow thruster on. We are sure Charlie will solve this problem, but he is consulting with Mark Buckley, who has a SSB that does not turn on his bow thruster when he transmits.

Do you share sailing experiences?

Yes, quite a bit. Charlie just sailed 2700 miles across the south

SIDE-POWER - the market leader

Electric thrusters from 35 kg to 285 kg thrust



Sleipner AB . Kilgatan 1 . 452 97 Strömstad . Sweden
Tel. +46 526 629 50 . Fax +46 526 152 95

AB Werner Abrahamsson
hardwood & softwood

Mahogany
teak (conversions & mouldings),
oak, larch, ash, birch.
Swedish pine,
oregon pine,
alder,
marine plywood.

Phone. +46 304 394 00
Fax. +46 304 395 00
SE 473 91 HENÅN, SWEDEN

**HEJ MALÖ YACHTS!
SOM TACK FÖR
GOTT SAMARBETE
BJUDER VI HÄR PÅ LITE
ZEBRANO.**

Zebrano är ett hårt och tungt träslag som lämpar sig väl för bl a faner. Det finns tillgängligt i Västafrika (Gabon och Kamerun) samt i Väst-sverige (strax utanför Göteborg, på ön Hisingen).

**Göteborgs
Trä & Faner AB**

Box 8844, 402 71 Göteborg, tel 031-7850500, fax 031-7850501

pacific with Tom in his Malö 42 – from California to the Tuamotu's. We spent part of our last rendezvous listening to Charlie's stories. Also, we had Bob provide information about fishing from his boat. We also had one of the Northwest's most famous custom sail makers – Carol Hasse – speak to us about sails.

Can the club help to make the Malö boats better known in USA?

We hope to do so. We think the Malö's are great boats, and tell everyone we meet about them. All of our boats are available to Discovery Yachts for inspection for perspective buyers, or test sails. We donate use of our boats to charity through Discovery Yachts. (Some individuals donated \$600 for a sail on my boat this summer). We think the quality and looks of our boats help sell them, since they really look unique here in the Pacific Northwest.

How is the Malö reputation in America?

The Malö is a very expensive boat here in the US, and not all can afford them. Among those individuals looking for a high quality offshore cruising boat, Malö is well known, along with Halberg Rassy and Nijad.

Since Nigel Calder, who is one of the most well know marine writers in America, just bought a 45, Malö's are becoming better

known. The Malö Factory is well known for its high level of customer support. For example, I hope to sail my Malö to Sweden in seven years to have factory upgrades performed. This would not be possible with most American built yachts.

If I am going sailing on the coast of USA what shouldn't I miss?

Well – I can't speak much for the east coast, never having sailed there. Our area in the Pacific Northwest, stretching from Washington State north through Canada up to Alaska is one of the top ten cruising destinations in the world. These coasts are very rugged; with lots of tidal flow (12-30 feet) many anchorages with very little human habitation and lots of sea life. Right now, Bob Charlson is just completing a cruise to Alaska. Charlie and Susie Stillman have just completed a 900 mile circumnavigation of Vancouver Island this summer.


What is the nearest future for the club?

Well – we hope to get more owners here in the States. We plan a rendezvous next summer in Canada. There will probably be some sort of fall get together to talk about summer cruising. We usually meet around the holidays to plan the spring rendezvous.

Fair Winds - Gary Barnett

isotherm
® by indel marine

The Intelligent Refrigerator



Thermoprodukter AB

Phone +46 480-425880
www.isootherm.com • info@isootherm.com

Jefa Steering

Jefa styrsystem, styrlager och hjärtstockar för alla båtar.



Båtsystem

Hällefjordregatan 24B, 426 58 Västra Frölunda
Ordertel: 031-69 03 80, Orderfax: 031-690097
www.batsystem.se
info@batsystem.se

Corian® + craftsmanship
when you want the best there is...

Clever craftsmanship, combined with the durability of Corian®, means trouble-free and fun boating.



Corian® – the original solid surface material from DuPont – is the ultimate solution for tough surfaces that are exposed to wear and tear and moisture, whether in the galley or the head.

Boat owners know that the solid beauty of Corian® will last throughout the boat's life and will add value to their boats.

The fact that Corian® is solid and non-porous throughout makes it hygienic and resistant to UV, moisture and weather conditions. Mold and mildew, which are a particular problem on boats, have little effect on Corian®, and the surface can simply be wiped clean to look like new.

It's with good reason that boat owners choose Corian®.



Made with pride by
SnickarBolaget
SE-451 95 Uddevalla
Phone: +46 522 64 13 80

SnickarBolaget
Authorized Corian® Fabricator

Corian® is a registered trademark of E.I. du Pont de Nemours and Company. Only DuPont makes Corian®.



Evolution

Rounder and longer with improved sailing qualities. The Malö 39 has an heiress. After a lengthy period of intensive work, Malö proudly presents a new model – the Malö 40.

The spadework has been done. A year of computer drawing, toying with ideas and decision-making is over and a new design is now on the drawing board. Chief Designer Leif Ångermark and Malö's in-house designer Hans Leander are both relieved and pleased that the mission is completed. The Malö 39 is to be replaced by a new model, the Malö 40, and everyone involved is more than satisfied with the finished product.

"It was a very tricky job," says Hans. "Not because we didn't know what we wanted or the aim of the boat, that had been taken care of a long time before, the problem was in replacing a boat as good and popular as the Malö 39."

The Malö 39 has been a success since it was introduced around ten years ago. More than 90 boats have left Kungsviken, quite a lot for a shipyard the size of Malö. So why is it being replaced?

"Moulds and production tools wear out and it was time to change them so we thought it would be a good idea to improve the model at the same time. We wanted to develop the sailing characteristics of this quality boat even further. The new boat would be made quicker without changing the shape of the hull, which travels smoothly through the water."

The Malö 40 has a slightly sharper bow for faster cruising and a wider stern to facilitate a heavier load. Generally speaking, most things have been enlarged:

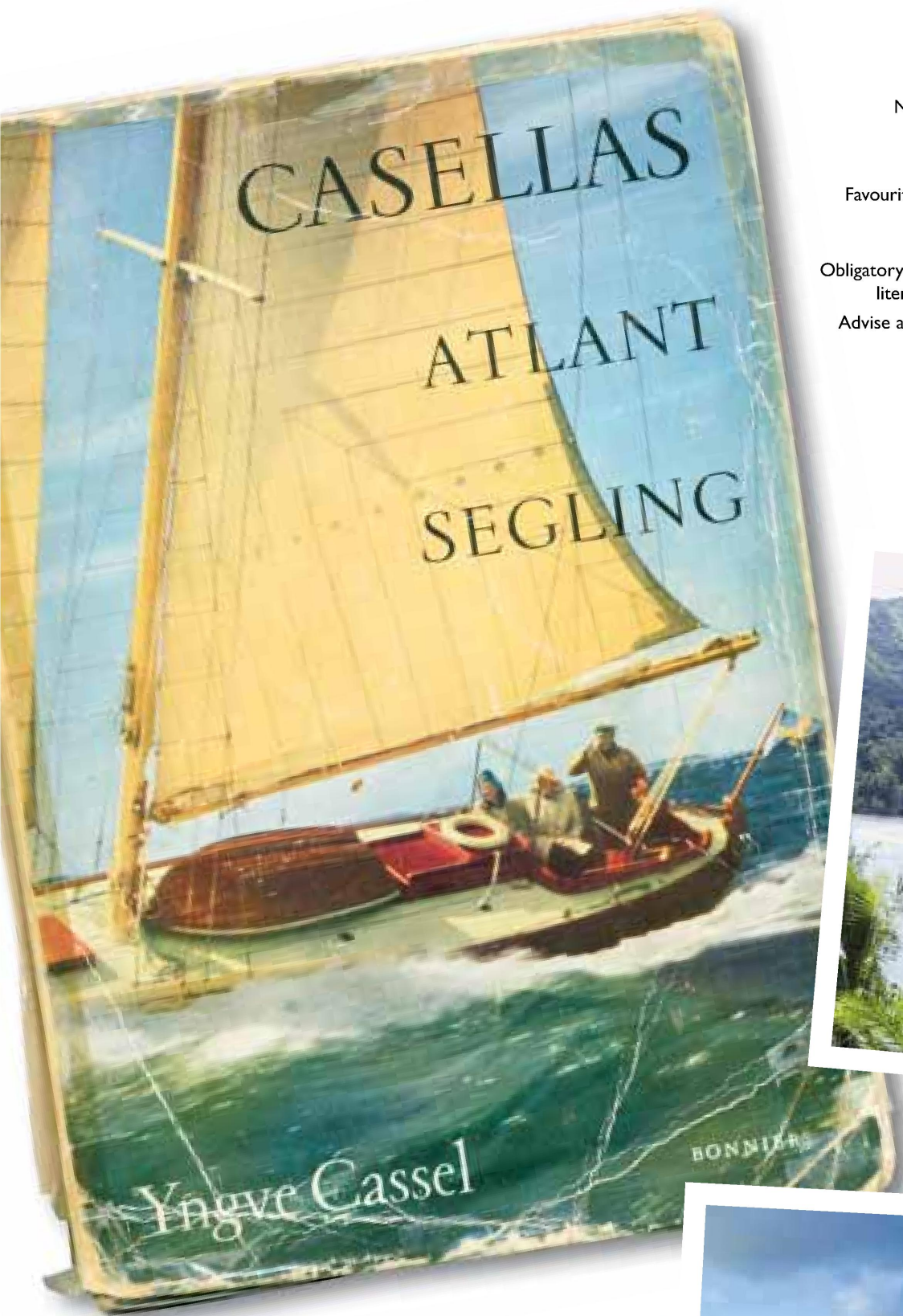
"We have increased the waterline by around 60 centimetres and we've made the shape a little rounder and smoother. The design has always been heading in that direction ever since the early models," says Hans, and continues: "The greater stability of the boat has enabled us to increase the sail area by about two square metres."

One of the most important elements of the work has been in retaining the unique Malö characteristics of quality and safety. Production of the Malö 40 will begin in October 2004, hopefully in time for the Düsseldorf Boat Show in January 2005. On summarising the project, Hans says it was with a mixture of trepidation and delight that he and the others took onboard the project:

"It didn't make the work any easier when the boat owners themselves couldn't think of anything we should change, but we've managed to steer clear of change for the sake of change. We've designed the boat with due consideration taken to improving details. Not all plain sailing, but with the finished Malö 40 in front of us we can safely say we've done an excellent job," he concludes. ■

Malö 40 specifications:

Overall length	Std	12,35 m	40' 6"
	Classic	12,65 m	41' 6"
Hull length	Std	12,10 m	39' 8"
	Classic	12,40 m	40' 8"
Length waterline		10,25 m	33' 8"
Draft		1,85 m	6' 1"
Displacement		8,6 ton	18959 lbs
Ballast		3,75 ton	7870 lbs
Sail area		87 m ² standard	936,5 sq.ft
Mast height above waterline		17,9 m	58' 9"
Engine		Yanmar 41,2 kw/56 hp	
Fuel capacity		260 liters	68,7 US gallon
Water capacity		455 liters	120,2 US gallon



Names: Boris and Lisbeth Lindvall
 Age: Boris 60. Lisbeth 58.
 Boat: S/Y Li. Malö 39
 Favourite bay: A great many, but perhaps Tobago Keys at St Vincent in the West Indies.
 Obligatory travel literature: Lonely Planet and Pilots for each county
 Advise against: Think twice about sailing to Venezuela. It can be quite dangerous



Four years at sea

After four years of travel they were home again. But in just six months they will sail on again. Boris and Lisbeth Lindvall have made their dream come true and made the world's oceans their home. In their Malö 39 they have encountered storms, terrorists and sharks. But above all they have experienced an interesting, beautiful and exciting world at close quarters.



It was a typical day at the beginning of summer in Sweden. As soon as the sun went behind the clouds it got cold. There was rain in the air and the people who were out and about had difficulty in choosing clothes to suit the weather. Too warm for a jacket, too cold for just a shirt or T-shirt. Skanör's streets were quiet and a little sleepy. But it was noticeable that the tourist season was gathering pace. Things were being prepared for the annual invasion. The seasonal cafés had polished up their espresso machines and put up this year's ice cream menus. The restaurants had started to reopen after the winter break.

This is as far south as you can go in Sweden. Skanör and its twin town Falsterbo are nicely situated next to the sound that separates Sweden from Denmark, a stone's throw from Sweden's third largest city, Malmö.

At first Skanör was a Danish trading town and it had its great period back in the Middle Ages. The city was the centre for herring and trade. The harbour was an important reloading place of ships. In the 13th Century the foundations were laid of the church that is still there and which has survived fires that devastated the town. The extensive fires were the reason for the present appearance of the town. When Skanör was rebuilt after the last fire, inspiration came from Paris and the town was built on the idea of broad esplanades, streets in a geometrical pattern. The low buildings with rounded corners are intended to minimise the risk of fire. It is picturesque and welcoming. I go down to the harbour, the yachts are arranged in rows, but position No. 13 is empty; S/Y Li, Boris and Lisbeth Lindvall's Malö 39, is to go there, but just now it is on the other side of the world, in Malaysia.

Skanör has been home to the Lindvalls since 1967. Being close to the sea was an attraction. You can see the sea from the garden at the back of their house, freedom. Boris has been attracted to sailing all his life, and Lisbeth became equally so when they met.

"At first it was Boris that was the attraction but soon I did not know what was the more important, Boris or the boat" says Lisbeth with a twinkle in her eye, and we laugh as we sit eating rhubarb pie.

The world sailing voyage has been interrupted. The tenants who had the house have moved out and Boris and Lisbeth are home in Skanör to look the house over. Their daughters have moved out but Rani is home for a while to visit them. They have not met very often during the last four years when Boris and Lisbeth have the boat as their home. But they think things have worked out well.

"We keep in touch, above all by e-mail. And my sister and I have both visited Mum and Dad a few times in various places", Rani said.

It was late summer of 1997. Boris and Lisbeth knew exactly what they were looking for. A boat large enough for two people to sail around the world in. A boat that sails well and, above all, is comfortable to live in. Several of the Orust-built boats attracted them, but soon the choice was rather easy. Boris explained:

"It was not at all obvious to start off with. We had actually not taken a lot of notice of the Malö boats up till then, but when we actually got there it was a clear decision. The 39 was what we wanted, it had everything, it was just a matter of ticking it on the wish list. Also, we were well looked after and knew at once that we were welcome in the "Malö family". >>>





Illustration: Caroline Adolfsen

For two years Boris and Lisbeth sailed the boat during holidays. In July 2000 they had finally sold the company and rented out the house. The children had left home. The great adventure that they had talked about for so long could now begin.

"I had dreamt of sailing around the world since I was 13, and read the book 'Casella's Atlantic Sailing' by Yngve Cassel. And I must admit that our voyage exceeded all our expectations. It is something I wish everyone could experience."

We were sitting in Boris and Lisbeth's kitchen. The hours flew by as they guided me through storms and calm seas. We visited great cities and deserted islands. We encountered everything from crocodiles to happy wedding couples. We saw Europe, the Caribbean, the USA, South America, Australia and Asia. And the excitement of adventure radiated from Lisbeth and Boris as they told their story. Sometimes they were serious and thoughtful, as when they talked about their stay in New York. They were at anchor in Manhattan, the marina by 79th street, on 11th September 2001!

They did not see the planes crash into the World Trade Center but they saw the enormous cloud of smoke and felt the panic that spread round the great city.

"The media frightened the life out of people. We listened to the radio and while they tried to calm everyone down they said things like, 'We don't know whether it is terrorists or whether World War III has broken out.' It was really frightening", explains Boris.

They were stuck in harbour for some days while military aircraft patrolled over the boats, before they could continue their voyage.

Several more times during our conversation Boris became serious again. Including when he related on an ordinary day outside the Suvarrow atoll:

"It is time to sail on, and I put on my diving mask and snorkel and swim down to see how the anchor is placed. Suddenly two three-metre long sharks come gliding silently along a few metres below me. I don't feel very big then, I can tell you. But they took no notice of me."

Despite terrorists and sharks, Boris and Lisbeth were wholly positive about their adventure, about the people they met, the places they got really close to, and, not least, their boat.

"We got into some real storms. We had bad weather the whole way from Bora Bora down to New Zealand, and the boat really had to show what it could do then. It sailed fantastically well", said Boris, and Lisbeth nodded in agreement and added:

"Dry and really well!"

They have never felt any doubt about the ability of the boat, it felt secure during the entire voyage.

Lisbeth continued:

"The first thing you talk about with other sailing people is the boats, and many of them have problems. Quite big problems. There was one person who said it was rather unnecessary, almost silly, to buy such an expensive boat as the one we have. I was a bit taken aback, I can promise that if she added things up she must have spent just as much as we did at that stage, but she paid for repairs and we paid for a boat that lasts."

A few small things went, nothing really important, on those occasions we got immediate help from home.

"Malö have been fantastic with their service, we have had quick, sure help with the spare parts we needed. Impressive through and through!"

Evening came to Skåne. Slowly darkness fell outside the window. Rain had dominated the weather and the sun had gone down from a sky heavy with cloud. When I left Skanör it felt as if I had bathed in crystal-clear water; eaten coconut crab, been to ecstatic divine service on the Samoan islands and a great deal more. Libeth and Boris recommended church service especially, to everyone who intends to travel. In church you get close to new cultures, and there people open up to you, it leads to exciting encounters.

I did not have far to go to get home, just a few hours in the car. Boris and Lisbeth had a couple of years of their trip left. By the 9th of November 2004 they will be off to sea again. ■



Boris and Lisbeth Lindvalls'

long, exciting travel diary

can be read in Malö Forum on Malö's homepage.
Here is a short excerpt:

Date 23/8 - 30/8 2003

We next lay anchor at Wigram Island where we notice a small house at the top of the beach. After a while we receive a call on the VHF radio and a man's voice enquires who we are and where we are from. After we explain he welcomes us to his island and says he has no problem with us going ashore the following morning.

The next day we go ashore and are welcomed by aborigine Terry Yumbulu and his Italian wife Clerly. They live completely alone on the island, which they own, and as Terry is the chief of all the islands around Arnhemland he owns everything else too. They invite us for coffee and then take us on a tour of the island in their all-terrain vehicle. First we drive up to his airfield at the top of the island and then he shows us the waters that he rents out to pearl farmers and beaches where we see turtles and crocodile tracks.

Terry and Clerly's house is decorated in fine aboriginal art and Clerly explains that Terry is also an artist. Greta buys one of his works and later we discover he is famous and exhibits in the National Museum in Canberra. It is a day of real surprises.

The tide tells us it is time to continue. We have to get through the "hole in the wall", a narrow passage with a strong tidal current. Some 15 nautical miles later we are through. The current is against us and the water certainly moves fast. We have up to five knots against us and it is quite exciting. We see some wallabies among the rocks and quite a few birds. We put in for the night at the back of the island. The natural surroundings are quite fantastic so we decide to stay an extra day and explore the island. The Sefir and the Lewanna decide to continue so we get into the dinghy and row ashore. The first things we see are fresh crocodile tracks and signs of snakes. Some wallabies dart away from us and we change our minds and row back to the boat. After a coffee break we decide to sail after the others.

Up with the anchor and up with the genacker. We soon catch sight of the Lewanna with the Sefir cutting northwards. After two days of combined engine and sail we reach the waters around Darwin. We receive a gale warning via Inmarsat and decide to put into Alcora Bay but the Lewanna and the Sefir go on. We enter a bay in which there are already four Australian boats. We hardly have time to drop anchor before a dinghy comes over to us. John from the Emma Ward introduces himself and explains that all four boats are from the Darwin Sailing Club on their way home from a four-week holiday. We somehow become adopted by this company and three days of enjoyable social activities follow with sundowners and dinner on the beach each evening. They call themselves the Stress Busters and are a club within a club. Becoming a member involves no more than reaching for the nearest glass!

One day Lisbeth and I take the dinghy to a little creek and follow it for several kilometres. The biggest mango trees we have ever seen grow here, and some parrots and cockatoos are flying around. When the trees start to enclose us Lisbeth wants to turn back. On the way back she sees something move at the top of a little beach. It turns out to be a very lively salt-water crocodile on its way to the water. It suddenly notices us, stops dead in its tracks and lies completely motionless like a log on the shore. We guess that it is three metres long, a real whopper. We manage to take some photos at a range of 25 metres before moving on. In the area around Grove alone there are 3,500 saltwater crocodiles and they are very aggressive. Swimming here is unthinkable. We pull up the dinghy at night because we know that crocodiles love rubber boats and use them as chewing gum. After three days we are off at four in the morning together with the others, sailing with the powerful current towards Darwin. We drop anchor in Fannie Bay outside Darwin not long after midnight.

FLEX-O-FOLD ...if performance matters



FLEX-O-FOLD PROPELLERS

FLEX-O-FOLD Propellers
 Bramdrupvej 50
 DK 6040 Egtved
 Tel. 75 55 43 46
 Fax 75 55 43 66

FLEX-O-FOLD DEUTSCHLAND
 Neustadt 10
 D 24939 Flensburg
 Tel. (0461) 4 81 56 10
 Fax (0461) 4 37 48

FLEX-O-FOLD NORTH AMERICA
 91 Front Street,
 Marblehead MA 01945 USA
 Tel. 781-631-3190
 Fax 781-639-2503

www.flexofold.com



*Sail into
our new website*



www.maloyachts.com



For over 30 years we have manufactured stainless items, electrical panels and other services for Malö Yachts AB.

The boat above is equipped with parts from us and we also manufacture to Malö's other boatmodels.



S-473 31 Henån
 Phone: +46 304 360 50
 Fax +46 304 360 52

Marin & Industrisömnad AB

LEWMAR®
 www.lewmar.com

From north to south
and east to west...

GLOGAU GMBH
 YACHT-TRANSPORTE

Tel.: +49 (0)4321 90 97 98 · Fax: +49 (0)4321 90 97 96
 Info: www.yachttrans.com

TORGERSSON
 TRANSPORT & SPEDITION

*Boat transports to and
from the Mediterranean*

Box 86 • SE-473 23 HENÅN
 Tel +46 304 313 30 • Fax +46 304 315 47

Safety on board

With a long tradition behind them, Malö Yachts builds boats that cope with all conceivable conditions. The boat should never be the weak link. Being secure with the boat is extremely important for anyone who gets into adverse weather.

Hans Leander, boat designer with Malö, talks about certification and Targa-arches and why it is practically impossible to hole a Malö boat.

Once a customer asked me: "How much will a boat put up with?" He had been out in very bad weather and had been really shaken. But I could only answer that the boat will survive much longer than the people will. I haven't seen any waves which would finish these boats, they certainly exist, but no one would sail in them. "Hans Leander smiles at the thought of encountering such a wave, and adds: "Make sure you stay on board and stay alive, and the boat will fix everything else."

Malö's boats and safety go hand in hand, year in and year out, although not being a thought-out strategy. The answer is more to be found in the fact that the boats of today are the product of a long tradition and are the natural continuation of boat building, which has existed on Orust for several hundred years, some people say for several thousand years. So the collected experience of the sea from many generations is built into today's boats. Hans Leander knows this. His job as boat designer is to refine, develop and make sure that the customers of today are satisfied, not least as regards security.

"There should never be even the slightest suspicion of doubt about the boat. The boat should never be seen as the weak card", he says.

One of the original reasons why Hans Leander came to Malö was the introduction of new rules which occurred when the Malö 42 was being developed at the end of the 1980s. Suddenly, there were requirements for documentation of the construction of the boat, and Hans and his friend, Leif Ångermark, were experts at this type of paperwork:

"At that time it was called Lloyds certification, a first voluntary step towards this type of class certification, which today is totally compulsory for all European boat-builders."

Hans thinks that it is good that certification is here, good for the sector and good for safety at sea. There were quite a lot of badly built boats out in dangerous waters. As from June 1998, anyone who builds boats of between 2.5 and 24 metres must have their boats approved in accordance with the rules set up by the International Marine Certification Institute – IMCI – in Brussels.

For certain boat-builders, the new regulatory system was



Hans Leander

the end of the road. Primarily in the Mediterranean, a number of boats had been built that had problems with stability and were rather unsafe. The sector underwent a necessary rationalisation. But in the case of Malö, there was not much that needed to be done. The big difference was that documentation for each boat, the paperwork, became extensive, and as soon as anything is changed on the boat, a new manual has to be written.

"We had to put in an extra fire extinguisher, put up an emergency exit sign and fix an inlet for the fire extinguisher to the engine room, that was everything", explains Hans, and he continues:

"Rolf Eliasson, who checked our boats, was astonished at the dimensions we used, they were way over what was necessary. Once, when I took in calculations and drawings of a Malö boat, he asked me, 'Have you calculated this boat in the same way as you did the previous one?' Yes, I said. 'Oh, good', he said, 'then we don't need to check all the measurements again.'" Hans laughs and comments that Malö's boats are way better than the obligatory values.

When talking about safety with Malö and Hans Leander, the characteristic Targa-arch soon comes into the conversation.

"It was an original invention that makes the boat both more comfortable and safer. Apart from being the world's best fixture for the cockpit canopy, which has an unbeatable height, the arch keeps the mainsheet out of the way, and you avoid having the mainsheet traveller in the cockpit. How many times have you been there with the mainsheet round your neck like a noose?" laughs Hans.

And then he becomes serious again: "99% of all boats have the mainsheet traveller down in the cockpit, and that can be dangerous. I was once sailing with an Englishman, and he was very unlucky. It was blowing quite hard, the boat was being tossed about and he did not anticipate sufficiently. He put his hand in the wrong place and it got completely crushed."

Hans is convinced that only pride prevents other yacht builders from building with arches, although some have, both in the USA Europe. He cannot envisage a Malö boat without an arch nowadays:

"The arch is a result of the Malö boats having a deep aft cockpit, and if you want to keep dry when you are sailing, that is the best thing."


Then he smiles slyly and says: "That is safety as well, a dry sailor is a safe sailor." ■




Cockpit anopy with unbeatable height.



The Targa-arch keeping the mainsheet out of the way.



Malö
Yachts
are
powered
by



www.uksyversen.com

Stockholm 08-641 00 75
Göteborg 031-45 66 33
Smögen 0523-324 10
samt 33 internationella loft!

www.uksyversen.com

The Malö photo album

Living history

Malö Yachts is all about advanced craftsmanship and quality sailing boats, of ancient traditions and innovative solutions, of toil and sweat and a great deal of pride and joy.

Attics and drawers are full of historical documents and photos that capture the development of Malö. Photos mainly taken to stick in family albums but which have become historically important and amusing to show. Pictures that document how boats have progressed through the ages and the people who have devoted their lives to building them.

Here are a few of those pictures. The cultural heritage and sailing history of Western Sweden immortalised. Orvar Olsson comments on the pictures:



▲ "My father, Johannes, and my mother, Olga, with Evert in the first factory in Kungsviken. Quite primitive."



▲ "This boat was built in 1927 by my father Johannes and is probably one of the first photos taken of one of his boats. He learned the trade from his father who was actually a stonemason who preferred to build boats."



► "This is what the yard looked like in the late 1950s. The boat is a Flicka Kravell. Some of the boats were exported to the USA."



◀ 1959
"This is Bo and me together with Evert Olsson, a skilled boat builder who was not a relative despite the surname."

► "By the time I completed my military service in 1964 my brother had already started his own company. Our father wanted to take things slowly but we were determined to expand. We won an order for 10 NC Cruisers and built for all we were worth. It was a good flying start for us. Father worked for a few more years and called it a day when the workshop caught fire. This is an NC Cruiser from 1966."



◀ "The Malö 50 was the first boat we designed ourselves. We had a few customers' boats in cold storage during the winter so we checked them out and stole a few ideas. The Malö 50 was a large boat. Many said we were crazy to begin with such a large boat but we'd had a few inquiries for large boats and thought it felt right. We weren't far wrong; we sold 140 boats between 1969 and 1980."

► "I recall the first time we exhibited at the Hamburg International Boat Show. I got the jitters thinking it would never take off; how could we compete against all these boats! But we did and the Malö 50 was soon followed by the Malö 40; a smaller boat we designed ourselves by utilising our knowledge of building wooden boats."



Henån
Glasmästeri & Ramaffär
 Tel: 0304-314 15 • www.henans-glas.se

nonn diesel *Maskin & Marindelar*
 i Göteborg AB
 www.maskin-marindelar.se • Phone: +46 31 54 25 25

JARA-PLAST
 POLYESTER - GELCOAT - GLASFIBER
 Telefon: 031-55 21 60 • Fax: 031-55 21 88

ABO
 Skyltgravyr
 Tel +46 522 641 260
 Fax +46 522 641 540
 E-mail: abogravyr@swipnet.se

Fred Olssons EL
 Strand 6861 • 474 96 Nösund • Tel & Fax: 0304-200 00 • www.fredolssonel.com • fredolssonel@telia.com

BYGG & LACK
 AKTIEBOLAG
 Supplier to Malö Yacht's
 We paint and varnish furnishing
 equipment of highest possible quality
 tel. 0046 031 926860 • fax. 0046 031 926484 • e-mail. info@bygg-lack.com

JB MARIN
 SERVICE AB
 Timmerhult 7047
 SE-473 93 Henån
 Tel +46 304 320 75
 Fax +46 304 320 76


Herman
Gotthardt

Beckers Service
SYNTEMA
 i Göteborg AB
 Datavägen 61, 436 32 Askim, Tel: 031-748 58 60

FURUNO
 www.furuno.se

ITAL
 nordic
 Quality Products
 www.italnordic.se
 info@italnordic.se
 phone +46 (0)304 36030
 fax +46 (0)304 36039

POWERED BY
VOLVO PENTA
 www.volvopenta.se

Förmånlig finansiering av din nya
 eller begagnade Malö båt


TUDOR
 BATTERIET MED NIO LIV
 www.tudor.se

Mille Xtra
 The Best News Every Year!
 Booklets must be used with care. Always read the instructions
 and product information provided on the label.
HEMPEL
 Yacht

Sigvardssons Plast
 i Smögen AB
Bengt Sigvardsson
 Pl.3151
 SE-450 46 Hunnebostrand
 Tel.+46 523 312 10
 Fax +46 523 309 66

Båtnamn, Båtdekor
Bilreklam
 email: info@reklamtjanst.com
 www.reklamtjanst.com
REKLAMTJÄNST
 i HENÅN

SIMRAD
 A KONGSBERG Company
 Tel: 031-69 51 00
 Fax: 031-69 51 20
 www.simrad.se

POLY ROPES
 YACHTING
 of Zircor
 www.poly.se

SUNWIND
 www.sunwind.se

ATLANTICA MODERNA
 FÖRSÄKRINGAR
 www.atlantica.se

RÖSSY
 KAPELL
 TEL. 0523/32675
 SMOGEN
 Tel: 0523-328 75
 Fax: 0523-384 75
 e-post: info@rossykapell.com
 www.rossykapell.com

SMIEV
 Komfort ombord
 www.alde.se

JABSCO
 Look at the Jabsco
 programme
 in Sweden at:
www.telfa.se **TELFA**
 AB Telfa, Box 12030, SE-402 41 Gothenburg. Phone +46 31 775 19 50. Fax +46 31 42 61 98.

ENJOY THE SILENCE
 Aquadrive greatly reduces
 noise and vibrations.
 Makes installation easier with
 no need for perfect alignment.
aquadrive
 antivibration system
 Svenska Uni-Cardan AB: P.O. Box 3100, SE-12703 Skärholmen SWEDEN
 TEL: +46 8 6039700 FAX: +46 8 6039702 E-mail: info@unicardan.se

Now our cabin heater is even more silent and
 uses less power. Call +46 (0)8 683 11 00 to
 prolong your summer!
 Nope.
 You hear something?
Eberspächer
 www.eberspaecher.se

Arvid Nilsson
Sverige AB
 Arvid Nilsson Gruppen
 www.arvidnilsson.com

Satellite & radio equipment
 Internet & broadband onboard
Cordland www.cordland.se

ANNEBERGS SNICKERIFABRIK AB
 producer of wooden interior fittings to Malö Yacht AB
 Älvsåkersvägen 22 • SE-434 96 Kungsbacka Sweden • Phone +46 300 211 05 • Fax +46 300 216 47
www.annebergssnickerifabrik.se



“I could kiss those guys at Raymarine”

Brad Van Liew, winner Class 2 in the Around Alone race, praising the superb performance of his Raymarine autopilot.



Powerful, easy to use, maxi-sized control units

The benchmark for autopilot performance – installed aboard more vessels than any other inboard pilot.

Remote control. An extra hand where it's needed.

Course computers complete with built-in rate gyros and AST (Advanced Steering Technology)

Foto: Billy Black



“I can't say enough about the reliability and performance of my Raymarine electronics. All the way around the world the nav radar systems, instruments and pilots have been a decided advantage. Other skippers have needed to hand steer to be competitive. On board Tommy Hilfiger Freedom America, the Raymarine pilot with its superior software steered as well as any fully concentrated professional.” **Brad van Liew, winner Class 2 Around Alone and fastest Open 50 24hr distance record holder.** See what Raymarine can do for you – visit your nearest Raymarine dealer for the latest updates or goto www.raymarine.com.

Radar	Navigation	Aids Instruments	Fishfinders
Communications	Autopilots	Mjukvaror	System



Navship Sweden AB, Box 37, S-427 21 Billdal. Tel +46 31-93 96 00. Fax +46 31-91 45 56. www.navship.se, e-mail: info@navship.se