



Malö Yachts

Magazine 2006

Here it is!
– 37

**Modern technology
and classic
workmanship**

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

CRUISING

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.

gear



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

Mjølkekilsgatan 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



10
From Germany to Lofoten
– a travelogue

6
Nigel
– then what happened?



15
Development
– the new 37



16
Malö Club
– the club is gathering



22
History
– images from the past

19
Öppet Varv
– the highlight of the summer



20
Retailers
– new friends in
Denmark and England

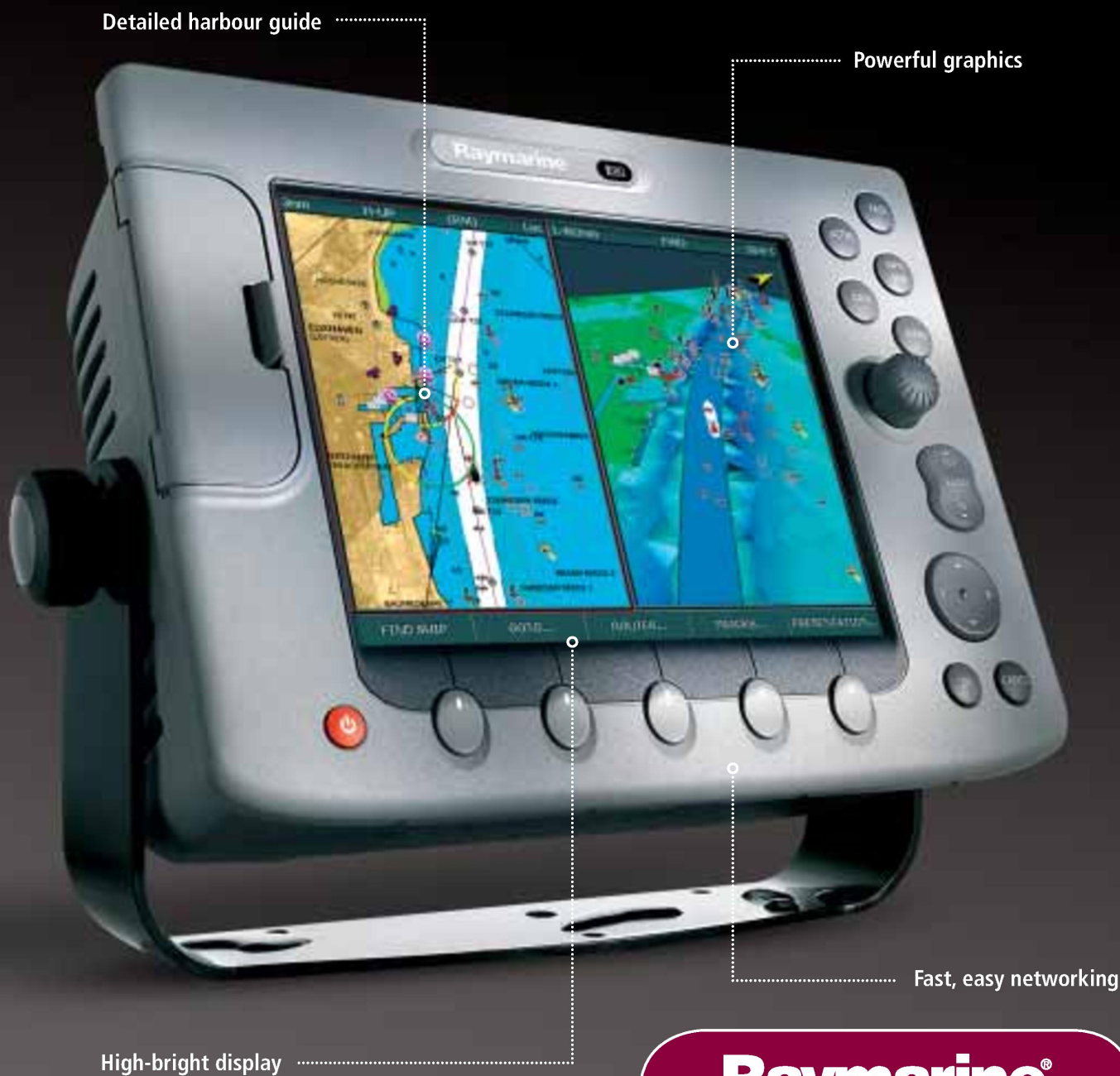
12
Dreamboat
– the new 37

Denmark Kronborg Marine Båtsalg, Nordhavnsvej 5, DK-3000 Helsingør; Phone: +45 (0) 4920 0044, Fax: +45 (0) 4926 4927, E-mail: john@kronborgmarine.dk **Norway** Morberg Båt, Leangbukta 31, N-1392 Vetre, Tel: +47 (0) 66 79 1303, Fax: +47 (0) 66 79 1302, E-mail: espen@morberg.no, www.morberg.no **Finland** Grevia Marin, Sjöåkersvägen 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 BH14 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: +49-04102-52311/18, 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.pino-yachts.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, www.adribalti.si **North America** Tel: 800-682-9260, Fax: 206-301-9291, E-mail: maloinfo@aol.com, www.maloyachts.com **North America West** Discovery Yachts, 1530 Westlake Ave N, Suite 100, Seattle, WA 98109, Fax: 206-301-9291, E-mail: yachtinfo@aol.com, www.discoveryyachts.net **North America North East** Wagner Stevens Yachts, 326 First Street, Suite 404, Annapolis, MD 21403, USA, Contacts: Tom Wagner, Tel: 410-263-0008, Fax: 410-263-5705, E-mail: yachts@wagnerstevens.com, www.wagnerstevens.com **North America South East** Wagner Stevens Yacht, 2019 SW 20th St. Suite 102, Ft. Lauderdale FL 33315, Tel: 954-523-6434, Fax: 954-523-6997, E-mail: yachts@wagnerstevens.com, www.wagnerstevens.com

E Series

network displays

Super-fast, super-bright E Series combines chartplotter, fishfinder, radar, instrument data and on-board video displays.



Detailed harbour guide

Powerful graphics

Fast, easy networking

High-bright display

Raymarine®

NAVSHIP

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

Tradition and the future come together in Malö

Orust has been a boat building centre for more than 1,000 years. It has a broad and deep tradition to fall back on.

Just imagine if I could travel back in time - just for a day - and tell them how we build boats today. Imagine if I could meet a Viking shipbuilder and show him the very latest technology. CAD drawings and computer-programmed milling - he'd probably think it was witchcraft. It feels that way even to me sometimes. In this issue of our Magazine, you can read about how we combine the latest developments with traditional craftsmanship when building boats.

You can also read about our new pride and joy - our new model - the 37. You will also meet our new retailers in Denmark and travel along on a delightful sailing adventure to Lofoten. All this and more. You have an issue of Malö Magazine in your hands that is filled to bursting with items you are sure to want to read about.

Malö Yachts is a family company with proud traditions – traditions we strive to preserve and that we build on each and every day. Each screw and every seam should shout Malö. Each boat should proudly take to sea and show that Malö is taking Orust's proud shipmaking art form into the future.

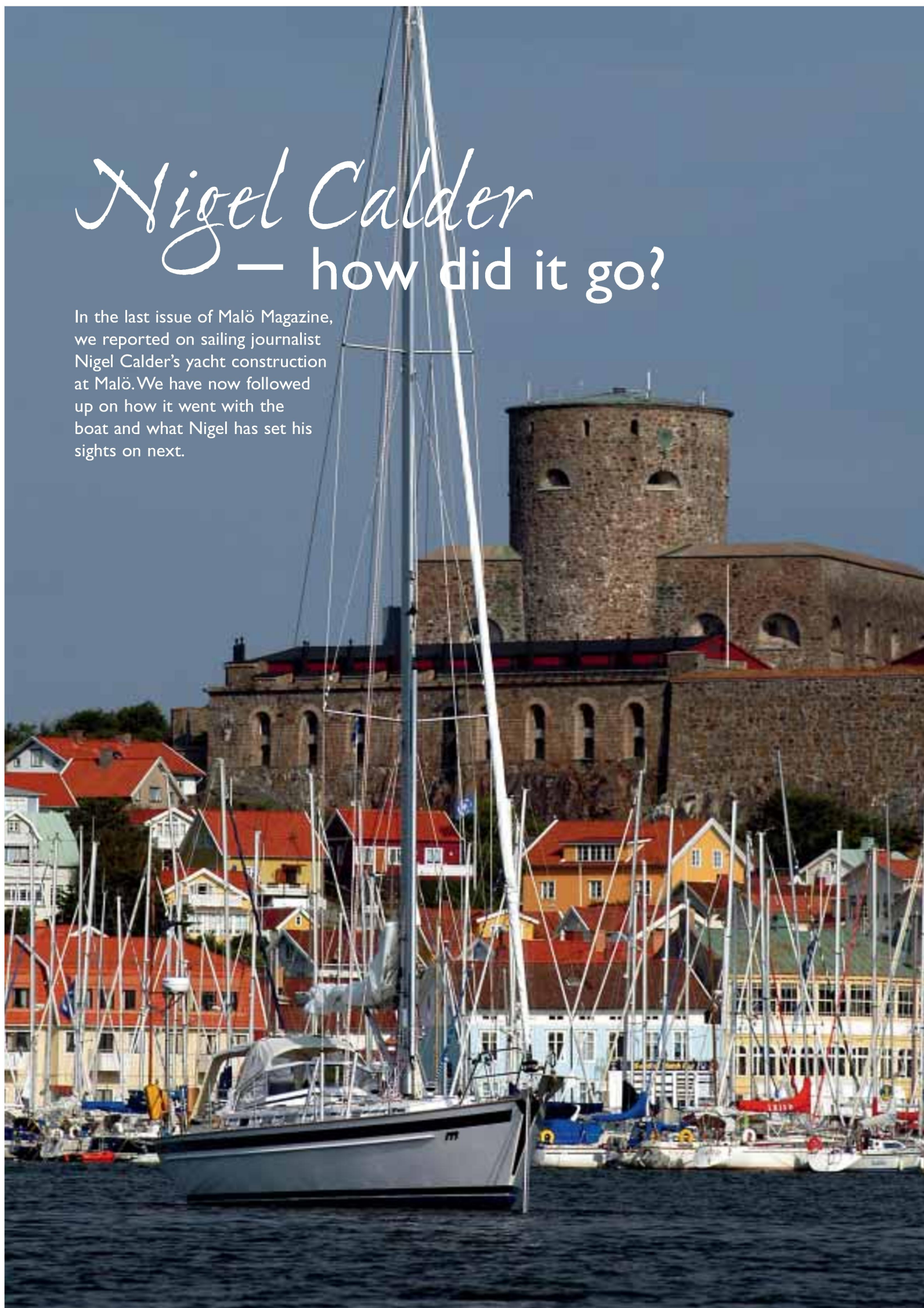
Welcome!

Lars Olsson



Nigel Calder — how did it go?

In the last issue of Malö Magazine, we reported on sailing journalist Nigel Calder's yacht construction at Malö. We have now followed up on how it went with the boat and what Nigel has set his sights on next.





Nigel Calder

Age: 58

Lives in: Alna, Maine, USA

Family: Wife (Terrie), 20-year-old daughter (Pippin) and 18-year-old son (Paul)

Has sailed since: Age 12/1960



When building the boat, did everything go as expected?

Yes, and what is more the experience was 100% positive. I asked Malö to do more customizing than I think they have ever done before, some of which they really didn't like too much, but they were always friendly and helpful. There was not a single moment when I got frustrated with the process, which I find really amazing. It's one of the reasons why I am very happy to be building another boat with them. In the meantime, I also persuaded my brother to buy a Malö 36!

When did you launch the boat?

June 2005. We then had about three weeks commissioning. I worked with Leif and Bosse, the two principal commissioning people. This, too, was a very positive experience. They both have a deep understanding of boats and what it takes to make them easy to handle at sea. They didn't just fit parts to the boat, but instead came up with a number of ideas on how to make the installations better than was planned.

How did that feel?

The boat is really beautiful, and has come out even better than I hoped. It was a thrill to see her in the water: I particularly like the way she looks without the teak decks (which was one of those things Malö really didn't want to do) and with the stainless steel handrails – it gives a very modern look!

I still get a thrill every time I come to the Malö yard and see her floating at the dock.

Where did you sail first?

Up and down the Swedish west coast for some preliminary sea trials, and then to Kristiansand in Norway, and down to Denmark where we cruised for a month or so.

Was the boat as you expected?

Better than expected. My previous boat was a 40 foot boat. The extra length of the Malö 45 (now 46) provides a much greater increase in space than you might think, which makes living on board wonderful. We have, for example, what must be one of the finest galleys on a boat of this size in the world. And that extra length results in a disproportionate improvement in the comfort at sea. We ran from Norway to

Denmark in a full gale. The motion was really comfortable. My wife, Terrie, who is very prone to seasickness, was just fine. Because of the added waterline length, the boat is also quite a bit faster than our previous boats – we regularly averaged 8 knots in our passages. In the gale, we averaged almost 9. One of the changes we made was to reduce the draft of the keel to 1.8 meters. There was some concern that this would cost us some upwind ability, but we still found in calm water that we could tack through less than 90 degrees, which I consider to be good for a moderately heavy displacement cruising boat well loaded with stores and equipment. Finally, we have a wonderful arrangement for easily raising and lowering an asymmetric spinnaker in light winds (this is another major modification we made - we moved the anchor locker bulkhead aft in order to get a spinnaker locker built into the foredeck, which worked out just as planned. This enables us to keep sailing in light winds when previously (on our other boats) we would have had to motor sail.

How much have you sailed?

Where? Have you used it in your job?

In all, we sailed about 1,000 miles. We are now getting ready to do a trans-Atlantic to deliver the boat to her new owner in America.

Did you put the boat to test? Did it do well?

We had everything from no wind to gale force winds. We worked 'Nada' as hard as we could in all these conditions. She met or exceeded all my expectations.

What have your sailing friends said about your new boat?

Everyone is amazed that we have such a lovely boat!

What are the plans now?

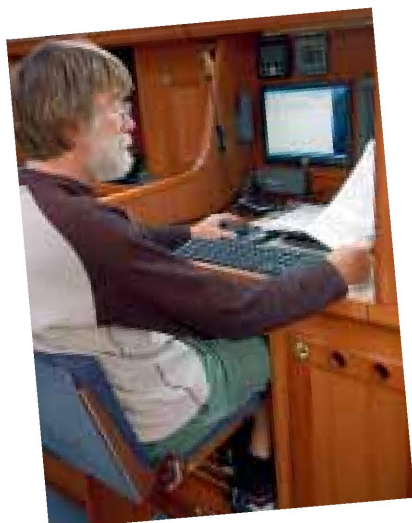
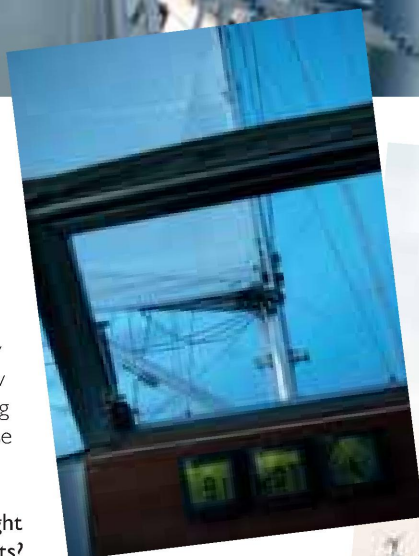
We have just sold 'Nada' so that we can build the same boat all over again! The reason for this is that over the past year some new technology for wiring boats (distributed power systems, also called 'multiplexing') has matured to the point that I believe it is viable. I believe that over the next 5 to 10 years, this technology will revolutionize the way boats are wired, and that it represents the single most important new technology that has been introduced to the systems side of boatbuilding in





▶▶▶ the 20+ years that I have been professionally tracking, and writing about, boat systems.

From a professional point of view, I need to have first-hand experience with this technology. There is no better way to do this than to have it on my own boat. I also want to experiment with a diesel-electric propulsion system. I thought Malo would be shocked when I said I was going to sell the boat, but after the initial surprise they have been really supportive. On the systems side, the new boat will be technologically the most advanced cruising boat in the world, putting Malo at the forefront of these technologies.



What are you writing right now. Any exciting projects?

I am doing a great deal of work investigating distributed power systems and diesel electric propulsion!

In a few words – Why Malö?

Several years ago I did an abstract exercise to develop a number of objective parameters to determine how suitable a boat is for comfortable yet reasonably fast off-shore cruising. I looked at such things as sail

area/displacement ratios, displacement/length ratios, ballast ratios, stability, and so on. Once I had developed the table, I looked at dozens of boats and plugged their 'numbers' into a table. None fit within all my recommended ranges. At that time, I was not familiar with Malö and did not include their boats. After I had bought 'Nada', I retroactively applied the same exercise to Malö and found that their boats fit within all of my recommended ranges! So, from an academic and objective point of view, these are wonderful cruising boats. Our sailing experiences this past summer have proved this in practice.

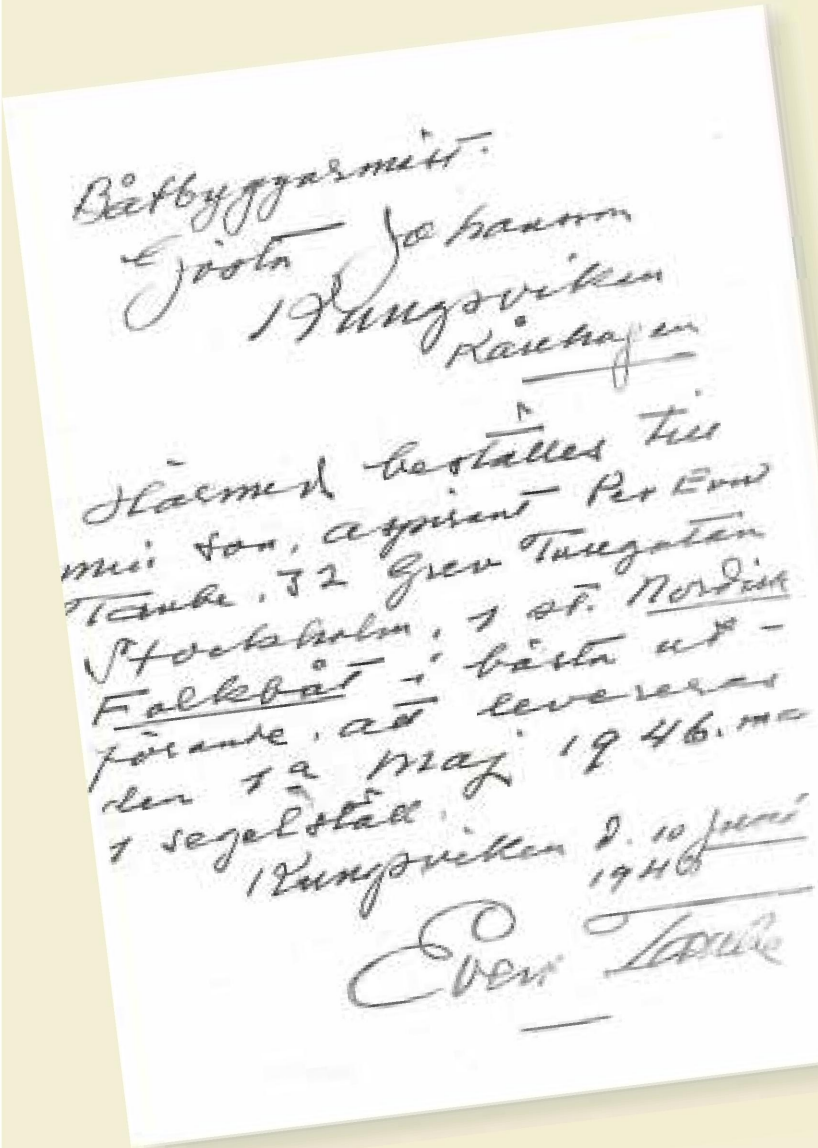
When you add their high build quality and excellent customer service, you've got a winning combination.

Thank you again!



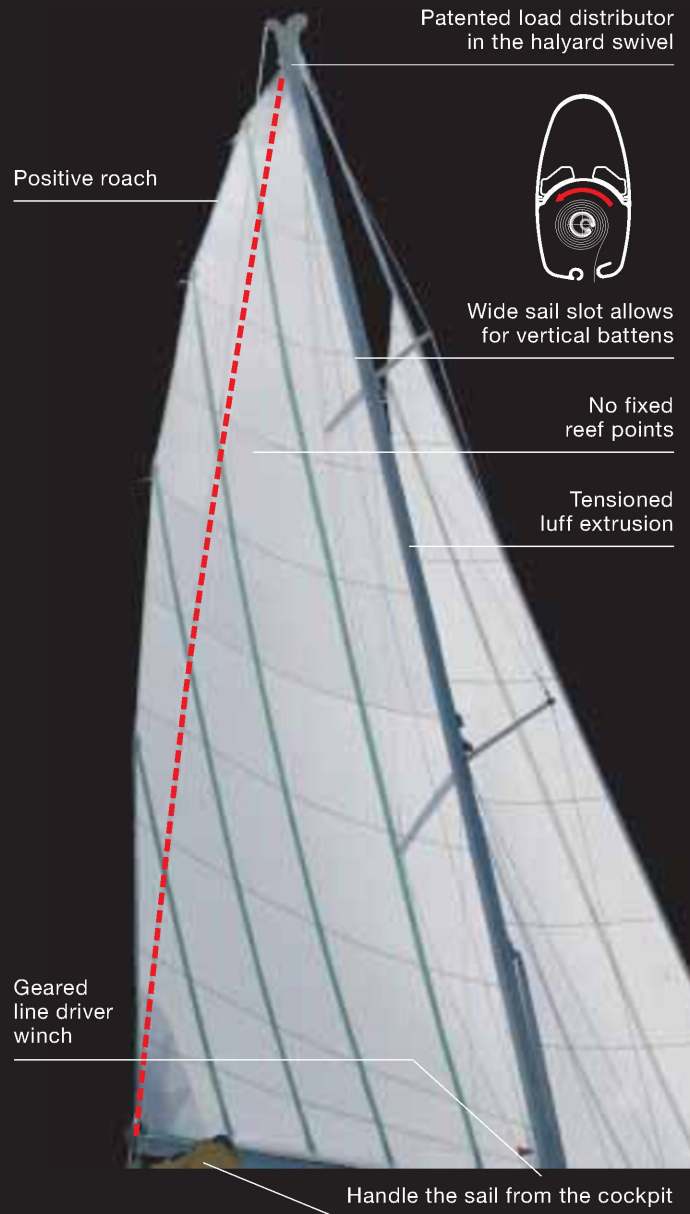
Tidbit

On 2 June 1940, Evert Taube purchased a Norwegian folk boat from Gösta Johanssons ship-builders in Kungsviken. The ship-yard is now owned by Bo Dahlqvist, who works for Malö Yachts.



♪
Maj på Malö, vackra Maj...
♩ ♪ ♫

WORLD-CLASS FURLING PERFORMANCE



With a Seldén furling mast your rig does the hard work. Our furling masts are available with manual, electric or hydraulic drive. Our electric system is also perfect for retrofitting to a manual Seldén furling mast.

www.seldenmast.com



Rig solutions for dinghies, keelboats and yachts. Aluminium and carbon spars. More than 750 authorised dealers worldwide.

Bericht Segeltörn Lofoten 2005



Zeitraum: 03.06.05 – 02.08.05

Crew: Peter Müller

Törnauszeichnung mit der Silbermedaille der Kreuzer-Abteilung des Deutschen Segler Verbandes.

Eigner: Jürgen Schanz

Segelyacht: Malö 39, NEREUS II

Jeder Segler hat 2 Träume – mindestens. Den ersten habe ich mir mit der Taufe der NEREUS II im letzten Jahr erfüllt. Der zweite – die erste große Reise – hat sich in 2005 erfüllt. Der Traum war im Winter sehr lebendig, vom Ziel Lofoten über das Nordkap bis Spitzbergen und schmolz in der Realität Crew bedingt wieder auf die Lofoten zusammen. Mein Segelfreund Peter Müller aus unserem Yachtclub in Koblenz hatte die Möglichkeit, die Zeit vom 03.06.–12.07.05 für den Törn Kungsviken – Lofoten – zurück bis Bergen einzurichten. Somit konnte ich meinen geheimen Wunsch des Einhandsegeln vom 12.07.–02.08.05 von Bergen nach Kungsviken umsetzen.

Am 05.06.05 legten wir in Kungsviken ab. Wir segelten durch traumhaft schöne Schären nach Smögen. Sommerabende in Schweden haben eine solche Stimmung, dass es viel zu schade wäre, sie nicht bis zu Ende zu genießen, was zu einer völlig neuen Törnplanung führt: Nach Mitternacht schlafen gehen und gegen Mittag auslaufen.

Das Skagerrak zeigte uns am nächsten Tag fast alle seine Seiten: Welle, wenig Wind, noch mehr Welle, viel Wind, dramatischer Himmel, kleines Gewitter und ziemlich lange 112 Seemeilen bis Kristiansand; die Seebeine müssen erst mal wieder wachsen. Im Gästehafen liegen 5 Yachten, eine Situation, die für einen dänischen Südsee- oder Mittelmeer-Segler im Juni völlig unvorstellbar ist. Bis auf Bergen hatten wir auf dem ganzen Törn nie wirklich ein Problem, einen Liegeplatz zu finden.

Auf dem Törn nach Mandal gab es wieder Wolken, wenig Wind, mehr Wind, segeln, kreuzen, bei 20 Knoten gegenan, nur noch 2 Knoten nach Luv, Maschine an. Es kommen die ersten Zweifel am Wetterbericht auf. Am nächsten Tag ein ähnliches Bild: Windvorhersage: SE 3 – 4, es kommt der Traum des ersten Einsatzes des Spi's auf, die Realität war leider etwas anders: bedeckt, Wind 4 – 5 NW, wieder der Versuch zu kreuzen, wieder Maschine an.

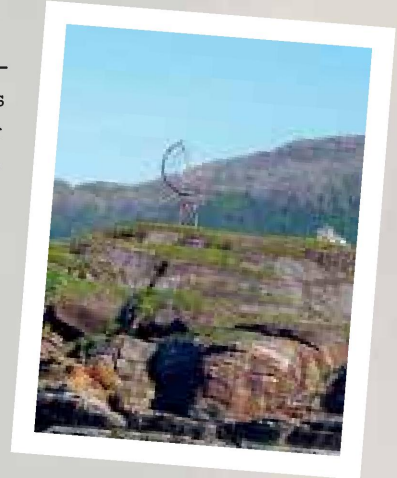
Die Einfahrten in die Häfen werden immer beeindruckender, die Felsen werden höher, die Fahrwasser enger, die Abendsonne zaubert unwahrscheinliche Stimmungen. Weil wir glaubten, das Wetter sei zu schlecht, leisteten wir uns in Farsund zwei Hafentage. Wenn wir geahnt hätten, bei welchem Wetter wir noch segeln oder fahren würden!

Die Industriestadt Egersund begrüßt den müden Segler sehr offenherzig und gut aussehend, leider ist die Dame nur aus Edelstahl. Den halben Törn nach Haugesund konnten wir noch segeln, dann schief der Wind ein. Zum ersten Mal befuhren wir jetzt ein typisches Fahrwasser



zwischen Festland und der vorgelagerten Insel Karnøy, wobei die Insel fast 700 m hoch ist, dafür ist das Fahrwasser zum Teil nur 100 m breit. An den wirklich engen Stellen sind diese Fahrwasser mit spezifischen norwegischen Seezeichen markiert, die zusätzlich zur Farbe noch einen Zeiger aufweisen, der zur Passierseite hin zeigt. Das ist bei Richtungswechsel von 90° und mehr und der häufig sehr tief stehenden Sonne sehr hilfreich.

Am 14.06.05 erreichten wir die alte Hansestadt Bergen, offensichtlich das Ziel aller Yachten, die in Norwegen unterwegs sind. Leider gibt es für sie nur einige 100 Meter Pier an der nördlichen Seite des ehemaligen Handelshafens, was zur heftigen Päckchenbildung führt. Auf der gegenüberliegenden Seite legen alle Schnellfähren an und besonders spektakulär ab, was einigen Schwell verursacht. Wir lagen genau gegenüber Bryggen, dem aus dem 16. und 17. Jahrhundert erhalten gebliebenen Stadtteil von Bergen. Die liebevoll gepflegten Holzhäuser sind alle von traditionellen Handwerkern und Geschäften genutzt. Daneben stehen noch einige Handelshäuser aus der späten Hansezeit.



Täglich treffen sich einheimische Segler und Touristen aus aller Welt auf dem Markt am Hafen. Es gibt alles: Souvenirs, Handwerk u. hauptsächlich Fisch. Peter musste ein Stück geräuchertes Walfleisch probieren (hierzu kam kein Kommentar!). Unser Lebensrhythmus scheint ziemlich normal zu sein, auch die Norweger sind alle bis zum neuen Tag unterwegs und vor 09.00 Uhr passiert nichts.



Der jetzt vor uns liegende Teil der Reise sollte der landschaftlich schönste sein, nur enge Fjorde und Sunde. Bis Bodø haben wir höchstens die Hälfte der Strecke gesehen, Spruch der Tage war: „Mehr Wasser von oben als unterm Kiel“. Dank Radar und Kartenplotter war die Navigation sicher, auch wenn wir manchmal die 50 m entfernten Ufer nicht gesehen haben.

Wir segelten den Alvesund hoch, im Radsund schlief der Wind ein und der Regen kam. Bei der Querung des Fensfjords erlebten wir dann die Warnung von Georg Schuster in unserem Handbuch „100 Häfen in Norwegen“ hautnah: „Hier passieren große Schnellboote – auch zwei hintereinander sind häufig“. Sicht keine 50 m, man hört ein ungewöhnliches Brummen und im gleichen Moment rauscht eine Katamaranfähre in 15 m Abstand mit gut 25 kn an Backbord vorbei, auf dem Radar ist für uns nichts erkennbar. Wir haben noch nicht aufgeatmet, da rauscht die nächste Fähre an Steuerbord vorbei. Offensichtlich können die Navigationsoffiziere der Fähren gut zielen, aber man kommt sich ziemlich ausgeliefert vor. Ziel des Tages war eigentlich Leirvik, aber wir waren vom Regen so genervt, dass wir Dingia anliefen.



An dieser Stelle muss das oben erwähnte Buch „100 Häfen in Norwegen“ von Georg Schuster ausdrücklich gelobt werden. Es führt auch sehr kleine Anlegestellen mit den notwendigen Details und geographischen Positionen an, ohne die man sie auf der Karte nicht als Anleger ausmachen könnte.

Fortsetzung folgt siehe: www.maloyachts.se



The best ever

Malö presents its latest addition to the family: the 37. Designer Hans Leander describes the new features and explains why he feels it is Malö's most beautiful boat.

It was not the time to rest on our laurels. It was time to replace the old 36, enabling us to take a step forward in development. This is nothing new to Hans Leander: He has designed boats for many years and has been behind the refinement of Malö boat models in recent years. He has now seen yet another new boat take to water and he is pleased.

"The 37 is the best we've built, and it should be, since it's the latest one we've built," jokes Hans before he continues in a more serious tone.

"There is nothing revolutionary about it. We have a long tradition to fall back on. Changes and improvements have been made to small details. We certainly don't



want to change the Malö identity. The 37 is no black sheep in its family."

But, there have been some changes compared to the 36, primarily to improve sailing capabilities. The keel is new, explains Hans:

"It is distinctly torpedo-shaped, which reduces resistance and generates good flow values. We extended the waterline slightly, enabling the boat to move faster. All in all, it's an extremely beautiful boat. The lines are perfect. There is just the right harmony between the hull, keel and rudder. We have also given the boat a rounder top side and a broader aft cockpit."



“Right now, I think it is Malö’s most beautiful yacht,” says Hans without a hint of boasting in his voice.

The making of the 37 took about a year. About 6 months of that time was spent in the idea and sketching stage. According to Hans, it is vital to bear in mind what customers want when turning ideas into reality. The buyer has to be satisfied. And he sees several potential types of buyer for the 37:

“The mature couple who want a smaller size now that they do not need room for children in the boat. And the yacht is perfect for middle age people who spent a lot of time in sailing races and now want to relax and focus more on comfort while at the same time sailing well. All in all, it is a yacht that combines comfort with good sailing capabilities. Just like all other Malö yachts,” states Hans. ■

Malö 37 specifications:

Overall length	Std Classic	11.55 m 11.80 m	37' 10" 38' 9"
Hull length	Std Classic	11.30 m 11.55 m	37' 1" 37' 11"
Length waterline		9.90 m	31' 11"
Beam		3.62 m	11' 10"
Draught		1.80 m	5' 11"
Displacement		8.1 ton	17,860 lbs
Ballast		2.7 ton	5,954 lbs
Sail area <small>main + standard Genoa</small>		77 m ²	828 ft
Mast height above waterline		17.15 m	56' 3"
Engine		Yanmar 28.7 kw/39 hp	
Fuel capacity		245 liters	65 US gallons
Water capacity		400 liters	106 US gallons



Malö 37

Hello and congratulations on your yacht purchase!

– Thank you

How does it feel?

– Great. It's been lots of fun. We've sailed the boat a few times now - first for photos and then down to Gothenburg. It feels superb.

You've been sailing for years. How long have you had some type of boat?

– It must be at least 25 years now.

Why did you choose the Malö 37 this time?

– It has the perfect concept. It is easy to handle. And we really like the aft cockpit.

It makes the boat roomier, especially inside.

What are your plans for the boat?

– In the summer, we plan to sail the Baltic Sea down to Germany. Then we want to sail over to Trondheim. The goal is to sail down to the Mediterranean in a few years.

Lots of luck!

– Thank you



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



Modern technology and classic workmanship

Nothing is left to chance. The craftsmanship is refined each day. Technical development helps us along the way. Tomas Rassy explains how we combine modern technology with classic shipbuilding expertise.

Let's sit in front of the computer. That will make things clearer. Easier to explain. Tomas Rassy takes a swig from his water bottle and wipes a few irritating drops of sweat from his brow. Today his job is milling - milling out wood components to serve as decoration on a Malö yacht that is undergoing the finishing touches of assembly. Tomas is responsible for programming the milling machine and explains that Malö has begun milling many components by machine.

"There are great benefits to be gained, particularly for our customers, who obtain even better, more perfect yachts. With the machine, all parts are precise. It is then the craftsman's job to assemble and mount. It still takes craftsmanship, but the milling makes the work more efficient and simpler. It also enables us to build better boats."

We take a seat at a computer in a small, quiet room in the carpentry shop. This is Tomas' refuge. It is here he sketches 3D designs on the screen to be able to immediately see how different ideas work and what changes can be made. It is here that he drew the new 37 and it is here that he and Hans Leander worked out the optimal solutions.

"Here you can see how we drew the entire hull in 3D," Tomas says, pointing to the screen. "Once we have made our CAD drawing, we send it to a company that mills the entire






hull in two exact halves. The precision is fantastic. Previously, the halves could differ by a few centimetres. But now, with this technology, they differ by no more than a few tenths of a millimetre."

Tomas is self-taught. Back in the 80s, he sat down with a manual and a computer and learned to program in MS-DOS and then continued from there. He learned through trial and error. Today, he is an expert in drawing in 3D and is thus an important part of Malö's development.

"Development is complete," states Tomas. "The new 37 is the first yacht that we at Malö have developed fully in 3D, which proved to be beneficial during the idea phase. We can test anything in the computer and get immediate feedback on what happens if a component is changed. The computer automatically recalculates everything upon even the slightest change. This enables us to solve problems early in the process."

Tomas enthusiastically explains how he and Hans Leander have worked with the new 37 and how pleased he is with the results.

"Of course, you can see onscreen how the boat will look, but it doesn't compare to seeing it in reality. Seeing the actual boat in the water - it's beautiful," says Tomas with a small sigh of contentment. ■

	Fridge & Freezers
	Water heaters
	Heaters
	Cookers
	info@isotherm.com www.isotherm.com

ABO
Skyltgravyr

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

SMEV

www.smev.se



Confidence
by Control

Fit a Side-Power remote to your existing thruster for the ultimate shorthanded boating experience.



SIDE-POWER
Thruster systems

Side- and wide





Malö Club in Sweden

A little idea has grown into a big club. Malö Club is for anyone who loves sailing, Malö yachts and good friends. Chairman Kay Kjellgard tells more.

It is lots of fun to meet other Malö owners, talk boats and sailing and discuss our experiences. It may be strange, but it seems like only really pleasant people buy Malö yachts.

Kay Kjellgaard chuckles a bit into the telephone and adds:

"We always have a great time when the club members get together!"

It was in 2003 at "Öppet Varv" (Open Shipyard) that the idea of a Malö club took shape as Kay and some other Malö yachtsmen stood around talking about their boats. An inquiry went out. The response was enormous.

"45 responded to our first inquiry alone. So, we set things up. The next year, we were up to 60 members and have been increasing steadily ever since. Now, there are about 130 of us spread out along the different coasts," explains Kay.

Kay got hooked on sailing early on. At 17, he joined the Swedish Navy and remained in service for seven years. He then took a break from the sea. But when he purchased an Amigo yacht, his interest was rekindled and when he bought his first Malö, a 36, he was hooked. Today, Kay is chairman of the Malö Club.

"We have some fixed items - an annual meeting in February, a spring gathering and an autumn gathering, which is the big one. The west coast group has its dates and the east coast group has its dates. The gatherings are usually quite successful!"

Naturally, the topics of the day are sailing and yachts.

"It usually takes about three seconds before you're down at someone's yacht taking a look at some design solution or screwing in some accessory," laughs Kay and continues. We share our experiences and talk about sailing routes and boats. In the autumn, there is a dinner and other festivities.

Being a member of the Malö Club not only gives you plenty of pleasant sailing friends. You also get a 10 percent discount on insurance with Atlantica, discounts at Hamel Sails and according to Kay, plans are in the work for an invitational trip to a boat show in Germany, in the autumn. ■

Malö Club has wind in its sails!

Side-Power offers a comprehensive range of electric hydraulic bow and stern thrusters – along with a range of accessories.



Sleipner AB
Kilgatan 1
S-452 97 Strömstad
Tel: +46 526 629 50
Fax: +46 526 152 95
www.sleipnerab.se



www.side-power.com

We sell Akzo Nobel
Wood Coatings
for all
purposes.



www.tinter.se



Adress Klangfärgsgatan 8, 426 52 Västra Frölunda
Telephone +46 (0)31-69 16 66 Fax +46 (0)31-769 03 30
E-mail info@marin.nu



AB Werner Abrahamsson
WOOD

Phone +46 304 394 00 - Telefax +46 304 395 00
E-mail: abwa@telia.com

**HARDWOOD, SOFTWOOD
& SAWMILL**



**AHOY THERE, MALÖ YACHTS!
WE REALLY APPRECIATE WORKING
WITH YOU. PLEASE ACCEPT
THIS SAMPLE OF ZEBRANO AS A
TOKEN OF OUR THANKS.**

Zebrano is a hard, dense wood that is perfect as a veneer. The tree grows in Gabon and Cameroon in West Africa. There are also isolated stands in the South and West of Sweden, for example in Arlööv and Vaggeryd, and on the island of Hisingen off Gothenburg.



FREDRICSONS TRÄ

Supplier of fine wood, veneer and sheet material.

Arlöv +46 (0)40-53 85 00 • Göteborg +46 (0)31-705 05 00 • Vaggeryd +46 (0)393-362 60



Malö Yachts – with items from us

For over 35 years we have manufacture stainless items, electrical services.



Phone +46 304 360 50 • Fax +46 304 360 52 • S-473 31 HENÅN



◀ Birgitta Borg and Annika Lindqvist

Öppet Varv and open arms

The high point of the summer according to many. Öppet Varv is the reason why sailing enthusiasts from around the world visit Orust. For three days, about 150 yachts grace the harbours of Kungsviken, Ellös and Vindön.

There are about 25,000 guests each year. Birgitta Borg has been project manager for Öppet Varv for the past ten years. She explains why Öppet Varv is unique.

Birgitta Borg knows the routine. A small sigh escapes her lips when she states that she has been working for Sweboat for 30 years. But one can also hear that the fire still burns. She speaks enthusiastically about the yacht industry and its development. She explains that Swedish interest in boating is huge and that the industry is on the rise in pace with improvements in the economy. In addition, there is a large generation of older Swedes who are well off financially and want to invest their money in experiences and travel.

Sweboat is the national association of the yacht industry. When it was established in 1969, it was an association for yacht manufacturers. Today, it has over 400 members from throughout the entire industry. A large part of the job is maintaining contact with government authorities, participating in proposal groups and handling international efforts for regulations and standards. The job also entails the organisation of trade fairs and events. Öppet Varv in Orust is one of them.

Öppet Varv began as a spontaneous event with no great pretensions. Its reputation quickly spread and the event became very popular. The shipyards in Orust contacted Sweboat for help with organisation. Sweboat has now been co-organiser for 10 years, with Birgitta Borg as project manager.

"It is a really great event that draws a lot of attention. We have never needed to advertise or market the event to attract exhibitors. In recent

years, we have even had a waiting list as we were forced to limit the number of boats from exhibitors."

About 150 yachts are on display and many of the shipyards' subcontractors make room to display their products. There is no entrance fee and there are many guests - about 25,000 over the three days. Birgitta Borg has a few explanations for the popularity with the public:

"It is a unique opportunity to see yachts and talk about boating in this fantastic environment. You can see the production in the shipyards and enjoy the yachts at the dock. Many enthusiasts consider it a real treat to be able to go into the shipyard and experience the shipbuilding craftsmanship up close."

Visitors come from far and wide. Swedish is not the only language spoken in Orust during this weekend in August.

"Foreign visitors primarily come from Germany, Norway, Denmark, the UK and Holland."

Öppet Varv has grown over the years and has developed into an extremely popular meeting spot for yacht enthusiasts. During last year's 10-year anniversary, a motorboat marina was also inaugurated at Vindö Marin. Birgitta has now turned over the reins of the project to Annika Lindqvist, who at this time has no changes planned. Öppet Varv is and remains a festive and popular late summer tradition. ■

Manufacturing of high quality G.R.P. and composite materials. Specialized in boat building. Approved by Lloyds Register of Shipping, Germanischer Lloyd and Det norske Veritas.

Bachs Bådværft DK-9640 Farsø · +45 96 97 98 99
www.bachs-baadvaerft@mail.dk

ITAL
nordic

HEMPEL
Yacht

FLEX-O-FOLD

...if performance matters

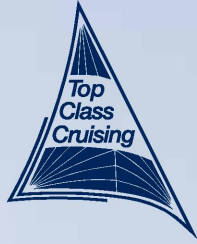
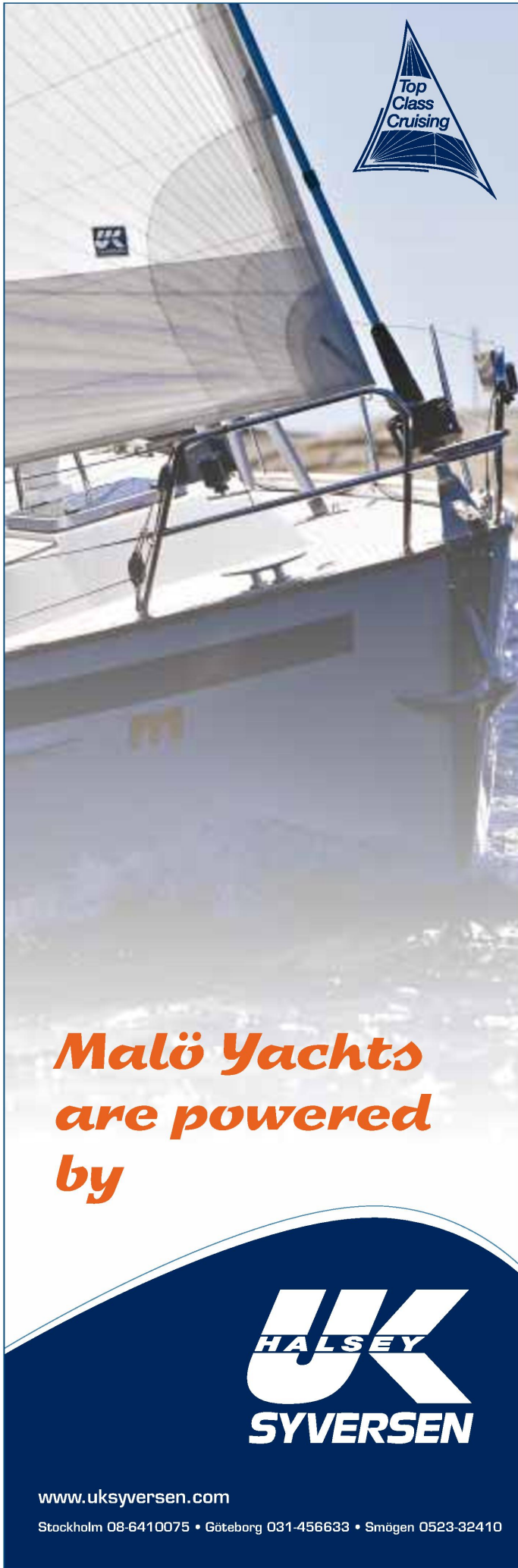
www.flexofold.com

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



**Malö Yachts
are powered
by**



www.uksyversen.com

Stockholm 08-6410075 • Göteborg 031-456633 • Smögen 0523-32410



Our new *Danish face*

Malö's new Danish retailer is located in Helsingör. Kronborg Marine has a lot of faith in Malö in Denmark and founder John Sørensen reports he believes most strongly in the success of the smaller models.

Malö has a new retailer in Denmark. Kronborg Marine Båtsalg in Helsingör has taken over sales. Founder, John Sørensen, has great expectations.

"Malö has a solid reputation in Denmark. Many Danish sailors recognise Malö yachts."

John is an experienced sailor with yacht racing experience. Today, he is out at sea as much as possible, but since 1996 most of his time has been devoted to Kronborg Marine. Previously, the focus was solely on used boats. Today, John's range includes not only Malö but also Viknes motorboats and Maxis sailboats. Kronborg Marine also has a broad range of boating accessories. Almost anything you could need is found here.

John has just started marketing Malö and it has received a warm reception. He himself has long been a Malö fan.

"It is easy to recognise a Malö. It is quality through and through. There are many who are interested in Malö yachts, so I expect things to work well. But, we have only just begun, just begun, so we'll have to get back to sales at a later date."

There is enormous interest in sailing throughout Denmark. Many small boats are sold, but there is also a market for larger boats. John has great hopes for the new Malö 37.

"I think it is a yacht that suits Danish waters and Danish sailors perfectly. Really large yachts, such as the 43 and 46, are tougher to sell," he states. ■

Nordic Marine

Olle Andersson has been sailing since he was a little boy. Love took him to England. Since 1986, he and his wife have been running Nordic Marine in Poole. Meet Olle, the man behind Malö's success in England.

When did your own boat and sailing interest come into the picture?

I was born and grew up in Smögen, so I have always been surrounded by boats. My grandfather made his living by sailing with holiday makers in the summer and my father had a great interest in sailing, so you could say I have been sailing since I was born.

Do you sail now?

Yes, but not as much as I would like. Our family has sailed for the past 5-6 years with our own Malö 45, which is based here in Poole. We also have a beautiful little Bohus yawl on Smögen, which, by the way, I bought from Lars Olsson's father Bo, so it was also built in Kungsviken.



Nordic Marine – when did you found it?

We founded Nordic Marine in February 1986. At that time, we made arrangements with Bo Olsson to begin selling Malö here in England. We had already thought about this type of business for a few years and had been in contact with other shipyards, but we felt that they were not as good as we wanted. It was my wife, Donna, who first fell in love with a Malö and felt we should contact the shipyard. The rest, as we say, is history.

Where are you located?

We are in Poole, about in the centre of England's south coast. Poole is an old port town with roots dating back to Roman times. There is a very large natural harbour, an inland sea, called Poole Harbour, which is said to be the world's second largest after Sydney Harbour. There are about 12,000 pleasure crafts based in Poole Harbour. In addition, we are only 50 kilometres west of The Solent, which is England's foremost sailing area.

What do you sell? Which boats - anything other than Malö?

Nowadays, we only sell new and used Malö. It adds up to about 10 new boats a year (in the 05-06 season we will have delivered 12 new boats). On average, we also sell about 6 used Malö boats per year.

Are Englishmen a sailing people?

Absolutely! According to statistics, about 2.5 million Englishmen regularly participate in sailing sports. There is an extremely long tradition of pleasure crafts in England, even more so than in Sweden I believe. There is a special situation in England in that almost all long-distance and holiday sailing is off the islands. This places special demands on both the sailors and the boats.

What do Englishmen associate with Swedish boats?

"Scandinavian Quality" This applies to both boats and many other Swedish/Scandinavian products. Funnily enough, some less-than-quality products can also slip in under this designation.

What about the Malö range attracts Englishmen?

Quality, seaworthiness, sailing capabilities, comfort, flexibility and good customer support are just a few of the attributes named by our customers. One customer summarised it as follows: "All the performance you want, with the safety and comfort your family demands". We even used this as an advertising slogan!

We put a lot of time and energy into offering quality aftersales service. Today, Nordic Marine and Malö Yachts have a good name both among customers and in the industry in general. ■



The Malö photo album in the 70s



The 1970s was the decade when the shipyard took off and built its own models. First was Malö 50, the first of the models we produced ourselves. Previously, the hull and deck were purchased from England or from another manufacturer.

▲ Kungsviken and Malö Harbour in the 1970s. The moored yachts are Malö 50. Compare with how the harbour looks today on page 2 of the catalogue.

► The first prototype sails without motor or other equipment.

A boat model manufactured during the period 1974-1986. The model was first called Malö 40 and later became known as Malö 40H. (High rigging)





▲ A Malö 40 outside the shipyard, as it looked then. The old yard buildings were still in place, but the new production hall was complete.



▲ Malö 50 ketch for full sail.



▲ Malö 50 outside what is now the offices. Then, it was the home of grandfather Johannes and grandmother Olga.

Malö 50 was manufactured from 1969 to 1980 and was available with sloop and with ketch rigging. ▶

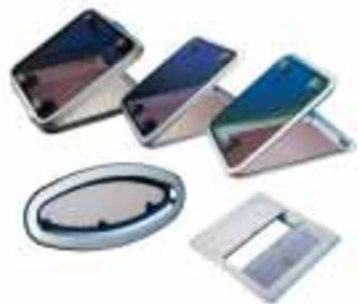




Lewmar hatches install like a breeze and instantly improve your yacht.

Lewmar Hatches feature an integral seal that makes them completely leak-proof, one-piece construction for easy installation, and Low-profile, Medium-profile, and Ocean model options. The acrylic panels on Low and Medium-profile models are easily replaceable. Friction levers allow the hatch to be opened at any angle up to 180 degrees, from above or below deck. **Lewmar Portlights**

available in a range of sizes, also can be opened at many angles. Interior trim moldings and frame color options ensure a perfect aesthetic fit for your boat. And do not forget Lewmar's **New Roller Shade Screens**. It installs easily on any hatch and can be used as a shade or screen. Look into the Hatch and Portlight Fitting Guide at www.lewmar.com/hatchguide. You'll see that Lewmar is the clear choice.



LEWMAR

www.lewmar.com

aquadrive

antivibration system

Discover the peace and quiet of boating

The Aquadrive system solves a problem nearly a century old; the fact that marine engines are installed on soft engine mounts and then attached almost rigidly to the propeller shaft.

The very logic of the Aquadrive is inescapable. An engine that is vibrating on soft mounts needs total freedom of movement from its driveshaft if noise and vibration are not to be transmitted to the hull.

The Aquadrive provides just this freedom of movement. Add to this the fact that the Aquadrive allows the use of even softer engine mounts, prevents those mounts from pushing the boat along by removing propeller thrust, avoids the need for accurate engine alignment to be either achieved or maintained and even allows deliberate angles between engine and shaft - an Aquadrive becomes a necessity.

