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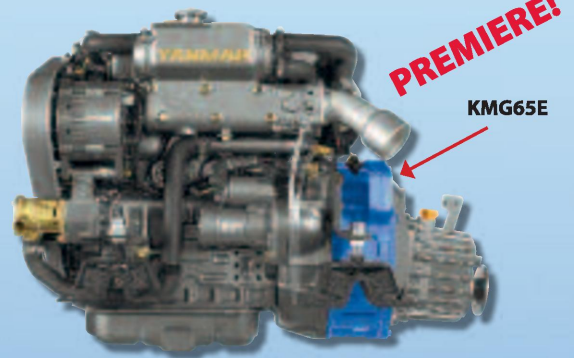
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From Blue to Gold



Welcome to another issue of Malö Yachts Magazine, as you can see with a brand new visual look. Our new profile includes a new logo-type and a new brand colour, changing from navy blue to gold. The golden look is a way for us to communicate the high level of quality that Malö Yachts stands for. The design of our yachts is gradually moving towards a more premium look, with smoother and rounder shapes. The new modified Malö 40, presented in the Magazine, is one example of this.

Not only are Malo yachts premium. You, our customers are the main reason for our success over the years and a great driving force in our never-ending quest to improve our yachts as well as ourselves. Your knowledge of the life onboard our yachts, and of the meaning of quality at sea can be called nothing less than premium!

Malö Yachts has been a family company for more than half a century, thriving on the long-lasting tradition of boat building on the Swedish west coast. From the beginning of 2008, Malö Yachts is now fully owned by Elgudden Invest. This will have no further implication than that Malö Yachts will benefit from close cooperation with other companies within the Elgudden Invest group. The boats will be the same; the workmanship will be the same. Personally, I will remain as CEO of the company. You can read more about this in the Magazine.

In this issue you will again meet Nigel Calder, who has embarked on yet another adventure with one of Malö's yachts. You will also meet our new retailer in Germany, as well as the businessman who followed his dream with the help of a Malö 36!

Welcome!

Lars Olsson



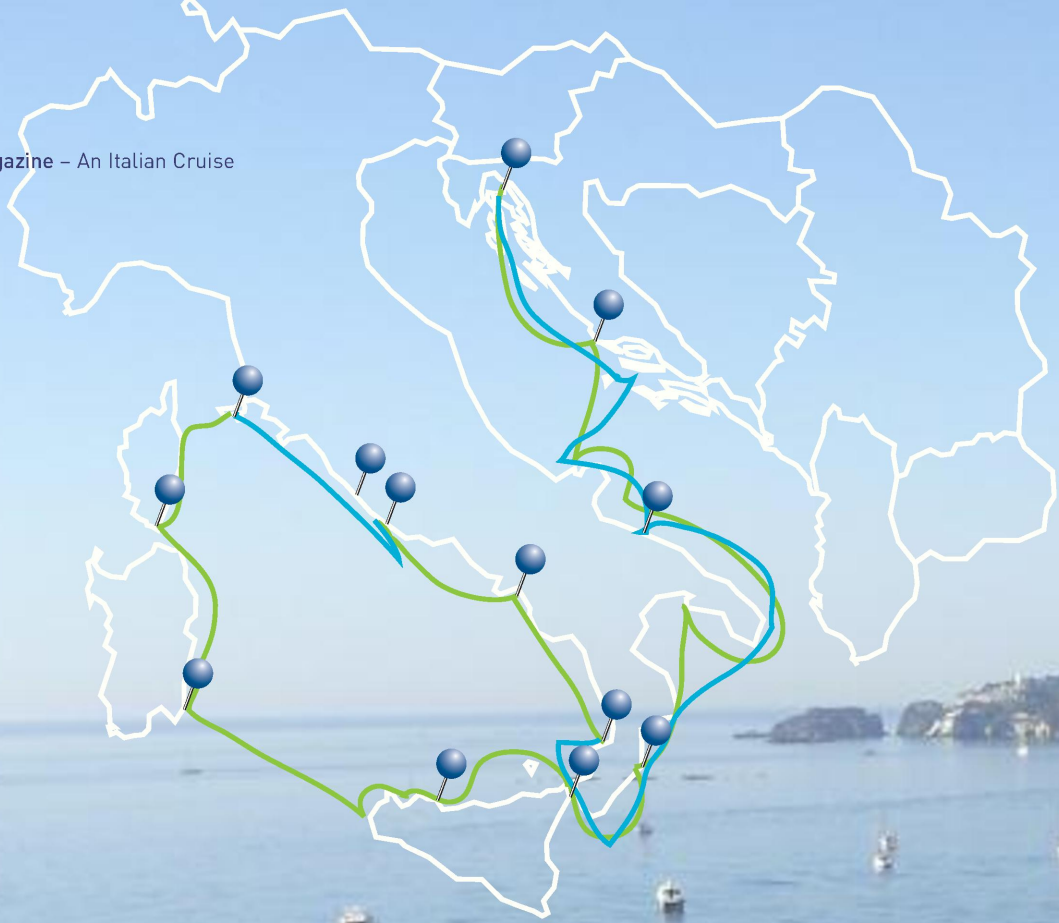


A hundred days sailing along Italian coasts with Malö 36

The Slovenian businessman Marko Murn decided to follow his dream: to venture on an alluring journey around the Italian peninsula in a Malö 36. Here he tells the story about the three phases of his project:

Phase 1: To have a boat, a real sailing boat for high seas!

After 16 years of sailing on many different chartered boats in the Mediterranean and the Caribbean with my wife Tatjana and our two kids we had decided to buy our own boat. That was in August 2002. I wanted a well-done, strong and comfortable boat for sailing in any weather. Systematic study of different products of world known brands focused me on Scandinavian yachts and after our first visit to a Malö 36 (in an awful rainy day!) the decision was made. Malö was our love at first glance. We received the boat in May 2003, delivered to her home marina Punat at the island of Krk in Croatia. On a well-visited baptism launch we named it Tinga Tinga, after a small piece of Tanzanian coast on the Indian Ocean south of Pangani, as our kids found it few years ago as a real heaven on earth. ▶▶▶



But as a successful businessman in the telecom industry, I could not use more than weekends and 3 weeks a year to enjoy the boat. Since 2003, our family have sailed along the entire Croatian coast, we visited all the Greek islands in the Ionian Sea and have crossed the Adriatic several times to explore parts of the Italian Adriatic coast. Not enough, I said, and I decided to change my life-style.

Phase 2: The real test

So what to do, if you really like sailing and you have a nice boat, but not enough time?

The first step was to leave the regular employment, and I did quit May 1st 2007.

My real dream is to cross the Atlantic, but first I had to test my family and myself. So, where to go? For my first longer test of the boat and myself I decided to sail 100 days along the Italian coast and islands.

Already in February I had prepared the route from Krk, in all a solid 3 000 nautical miles route through the Adriatic, Ionian and Tyrrhenian Sea. To enjoy most of the summer 2007 I scheduled the journey from middle May to the end of August.

As I am not a solitary man, I wanted to have company on board during my sailing trip. My wife is still an active professor at a grammar school. She could join me only during summer school holidays for a half of the time. So I invited my family and friends: 14 weeks with 14 different crews (up to three crew members of singles or couples at a time).

In the spring during boat preparations my salesman Johan Hilmersson from Malö Yachts supported me with advice and spare parts. The boat was ready on time and on May 19th; a day after very strong bora (NE wind on Adriatic) Tinga Tinga started sailing southwards.

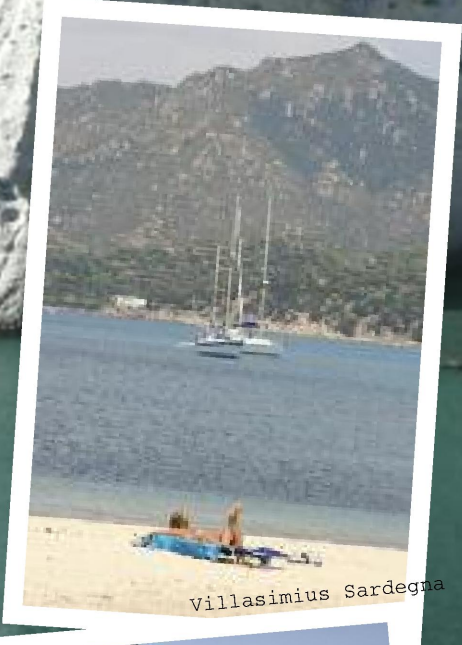
In the first week we sailed with NE and NW winds (mostly side and stern winds), half of the way even using the gennaker, thus achieving travel speed of 5-8 knots. Just in front of Taranto town we got 10Bf stormy wind sirocco and the boat showed her worth. The crew was safe in her cockpit and the cover tent secured us from sea-wash, while the bow smoothly cut high waves.

From the beginning of June, from Reggio di Calabria along Sicily, we had very rainy weather but the canopy cover of the cockpit again made the journey comfortable and rain did not disturb our travel.

Along Corsica we had several storms and gusty winds when a strong mistral pushed cool air downhill from up to 3 000 m high steep slopes. The last two miles in front of Bastia in gusts of 9 Bfs we were three sailing boats (Bavaria 44, Jeanneau 37 and our Malö 36) side to side of each other trying to reach the port. We enjoyed the navigation dry in the covered cockpit, while our yacht on motor easily cut waves not bringing much oscillation to the bow. But we observed our neighbours, where crews were washed over by spray hoods with strong waves and where the bows danced rodeo on the high sea. Again we were happy



The route from Krk and Vis (Croatia) to Tremiti (Italian islands in Adriatic), Otranto, Santa Maria di Leuca, Gallipoli, Taranto, Crotona, Reggio di Calabria, Aeolian islands (Lipari), northern Sicily, Egadi islands, the passage to Sardinia, along the eastern coast of Sardinia, the eastern coast of Corsica to Elba and the Tuscan islands Montecristo, Giglio, Giannutri, the Italian coast from Toscana to Rome and San Felice Circeo (according to Homer Kirka's island) among Ponza and Flegree islands between Rome and Napoli down to western Calabria, Aeolian islands, Messina Strait and back along the Italian coast to Adriatic.





Marko Murn, the Captain of Tinga Tinga, Malö 36



Tuna for lunch?



Familylunch in Elba

They were all giving compliments to the Swedish masterpiece in wood and the quality of the boat construction surprised upon its navigability and many small but useful details.

▶▶▶ to make our investment in Malö and not in some other popular Mediterranean boat.

In very hot days (along western Calabria we had few days even temperatures up to 45°C the air and 30°C seawater) with no wind we escaped under deck and switched on the ventilation to survive the heat easier.

30 crewmembers joined us on different parts of the journey and they were all giving compliments to the Swedish masterpiece in wood and the quality of the boat construction surprised by its easy handling and many small but useful details. As the owner I have received many compliments from admirers observing the boat on anchorages. Wherever more Scandinavian boats appeared on an anchorage, they or we tried to park closer together. In this way our Malö helped us to find some new sailing friends. We met many Najads

and mostly Hallberg Rasseys, but Malö only once, at the island of Ist, Croatia.

We found the Italian coast wonderful in many different dimensions. A special place was for sure Costa Smeralda on NE of Sardinia, where there are uncountable bays and islets with emerald green seawater and beautiful beaches. Nature and visitors here are very rich.

We enjoyed a completely different domestic atmosphere among fishermen at Gallipoli, Crotona, Porticello (Sicily), Favignana (Egadi) and Procida (Flegree island). We studied wild natural forces and colourful nature on volcanic Aeolians and Ponza and visited picturesque tourist villages on the islands of Ventotene, Ischia, Procida, Capri or Sicilian Cefalu and Taormina. In the Italian top season (August) we joined the traditional Italian "corso", where walking

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Capri

crowds of domestic people and visitors alike fill the streets and squares for at least half a night. Wherever we could, we anchored in front of the town walls or port breakwaters to enjoy the busy nightlife filled with attractions and performances. We experienced the soul of historical and cultural towns like Otranto, Monopoli, Trani and Vieste and I do hope you will live to see it, too. Wherever we went ashore, we could select among many nice restaurants serving tasteful Mediterranean food with excellent Italian wines. Even in every village we found rich supplies of fresh fish and meat, vegetables and fruits. The price of food is below European average, while restaurants are about the same.

The most problematic in Italy is to get a place on moorings at towns or marinas. There is not enough capacity even for the domestic fleet: for over 70,000

registered Italian boats above 10 meters there are just 52,000 berths available. And in ports, marinas they use reservations. You can arrive early at a marina, but they will not accept you, if you do not have a reservation. We were refused in several places with a simple excuse: we are all booked. Even a bad weather situation with forecasted storms did not help us in.

There are so many impressions that we will need some more months to arrange them all and work with over 3,000 supporting photos.

Phase 3: the next steps

This year Tinga Tinga returned on its home anchorage at Punat on the island of Krk, Croatia, where it will stay over the winter. But next spring the plan is to go to Greece and Turkey (Aegean Sea). ■■■

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During close to 40 years Hermanssons Marintjänst has been a family business on Sweden's west coast, well known for its long tradition in high quality boat building. Our proximity to the shipyards and boat manufacturers in the area gives us great possibilities to be an active partner in both development and service projects.



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Higher Top and Rounded Body – The Updated Malö 40

The Malö 40 has been given a more modernized look, including rounded shapes and a raised top, which gives more room inside the yacht.




The Malö 40 was introduced in 2005, an heir to the successful model Malö 39. It was designed with a slightly sharper bow for a smoother entry and a wider stern to facilitate a heavier load. The waterline length was increased by around 60 centimetres. Greater stability of the yacht, compared to Malö 39, made it possible to increase the sail area by about two square metres.

In 2007 the Malö 40 was updated with a new deck and keel.

“The deck has been given a little rounder and smoother shape,” says Hans Leander, Malö’s in-house designer. “Wooden boats have traditionally had more angular forms, but we at Malö Yachts have been heading for a more rounded look for a number of years. This is something that has been done gradually, but is apparent when you compare today’s boats with earlier models. It is for instance clearly visible in our newest model, the Malö 37.”

The Malö 40 has also had its top raised, by approximately 3 centimetres.

“This means more headroom inside the boat,” says Hans Leander. “It also adds to a more modern look to the design.” 



The boat fair in Hamburg.



Lars Olson tours clubmembers at the shipyard.

A small club

The Malö Club was started by a few dedicated owners of Malö yachts. When its members meet they learn more about their own boats and large passenger ferries.





which has expanded

The Malö Club, the association of Malö yacht owners, was started four years ago.

“We intended it to be a small, enjoyable club for some 20 members,” says chairman Kay Kjellgard laughing.

But it was not to be; the Malö Club has grown large and enjoyable with 155 members drawn from Sweden, Norway, Denmark, Finland, England, Scotland, Ireland, France and Germany.

Kay Kjellgard, who was one of the founders of the club, has been chairman right from the start. You don't need to own a Malö to become a member, all you need is a genuine interest in Malö yachts.

“In fact, we have some members who do not own boats. Maybe they haven't got round to buying new boats after selling their old ones,” Kay Kjellgard speculates.

Kjellgard's Malö 39 is 11 years old – no age at all for a Malö.

“Yachts 30 and 40 years old and still in the peak of condition, hull rig and all, participated at the Malö 40 meeting last autumn,” Kay Kjellgard tells us.


On that occasion, 11 crews gathered at the Malö yard to talk boats and compare notes.

They were given a guided tour of the Malö shipyard and met Dan Rundblom and Börje Nilsson, who helped build the boats.

For the last two years the club has arranged visits to the Hanseboot boat fair in Hamburg, Germany. Only Swedes went last time, but a German member helped with the planning. On Stena Ferries' Gothenburg-Hamburg crossing, the sailors made a study visit to the bridge and were introduced to the captain. They had many questions, including about how a passenger ferry cutting through the waves at 24 knots manages to spot a small sailing vessel.

Besides food and beer, the Hamburg fair offered more boats and accessories than the Swedes had ever seen before.

“We did quite a bit of shopping – buying new things for your yacht is great,” says Kay Kjellgard.

As usual, the annual meeting was held at the Malö yard. The club is now planning a new visit to the boat fair in Hamburg this autumn. 

This is the Malö Club

The Malö Club was founded in February 2004. To become a member one must own or be interested in Malö sailing boats. The club has 155 members in Scandinavia, the UK, France and Germany. Members are entitled to a 10 per cent discount with the Atlantica insurance company and on Hamel Sails.

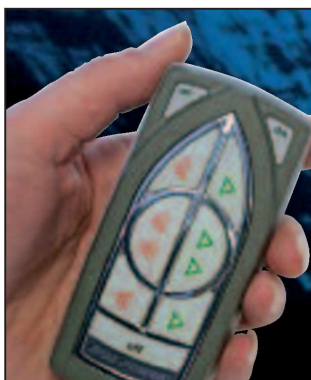
Report from the Holland regatta 2006



Every two years, Malö Yachts Holland organises a regatta for Malö yachts only. Each time this becomes a more visited event on the IJsselmeer. It is a good chance for Malö owners to meet each other and talk about their boats and trips that they have made.

The last time it was held was on the 16th of September 2006 and more people signed up to be there than ever before. There was even an American Malö 37 and a Swedish Malö 46 there to match their skills with their Dutch and German fellow Malö owners.

The special thing about this Malö regatta is that our first and foremost rule is always: "Safety first". As this is the case the start sequence is always made with the engine on in "standby/neutral" position, this to help avoiding eventual collisions between fellow Malös. Five minutes after the start the engine has to be turned off. There is another special rule to make it more sportive for the owners of smaller boats that enter in the race. On a windward, downwind or reaching course the bigger boats have to go past the smaller boats on the leeward side. This rule gives a great spectacle on the water!



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Furthermore there is a rating calculated on all the participating boats. The participants can also enter with or without spinnaker or gennaker and this is also counted in the end rating.

Last year was an exhilarating race with very low winds. It was a race over ± 20 miles with a windward leg of ± 8 miles, then a port reach of 4 miles where gennakers and spinnakers were already set. Up to then the German owned Malö 40 "Florina" of the family Götgens was lord and master of the field. Tape drive sails (and a good start) must pay off then?? The Malö 43 Cadans of the family Wildschut was

gaining on the leader with their huge gennaker. After this reach the course was a bit higher up wind again and the gennakers were taken off again. Then the turning buoy, Forina was still just ahead of Cadans and the third boat was a 43 footer called Yvonne of the family Van de Velde. Just after that came the Malö 40 "Brownny" of the family de Bruin. Meanwhile the Malö 37 Vita Nuova was catching up fast from behind. With her somewhat smaller genoa she lost a lot of speed in the first upwind part of the race. However her turning point was the part where the spinnaker could be set. Starting then she overtook



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Vita Nuova on the move.


▶▶▶ one Malö after the other so it can be seen that in light winds spinnakers and gennakers do make a big difference.

Then the last few minutes for the finish were decisive. Florina could no longer fight off Cadans and in the last 100 meters Cadans just won the first finishing place, Florina was second, Yvonne was third, Vita Nuova was fourth and Brownly the fifth boat to finish.

When all the boats were finished and all the crews were drinking beer and other spiritual enlightening drinks there was a barbeque with the final prize giving ceremony. With all the ratings calculated the first boat was family de Bruin with their Brownly, second the family Göttgens with their Florina and third was family van de Velde with their Yvonne. Congratulations to all of you! All prizes were given out and there was a very nice evening left to all the Malös and their owners.

To all participants: thank you for your entry and your friendly spirit throughout this regatta weekend!

*Reported by Douwe Kutsch Lojenga,
Malö Yachts Holland*

For more info about this regatta weekend and the next one in 2008 and the participants please look on our website www.malo.nl or contact by phone on +31 (0) 227 570700. 



Previous winners

Winner 2000:

Malö 116 "Orion"
the family Scheffers

Winner 2002:

Malö 36 Classic
"Loup de Mer" the
family Ordelman

Winner 2004:

Malö 38 "Thomasvaer"
the family Boersma

Winner 2006:

Malö 40 "Brownly"
the family de Bruin



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New retailer in Germany

In July of 2007, Reiner Kürten became the new retailer of Malö Yachts in Germany. Right away, he experienced the popularity of the brand.

“It didn’t take long before I had sold the first Malö 37, to be delivered in 2009,” he says. “Hopefully this will be the beginning of a long and fruitful relationship between myself, Malö Yachts and our customers.”

Reiner Kürten became the representative of Malö Yachts in one of the yacht makers biggest markets, succeeding Jürgen Ehlers as the German retailer. After 15 years with Malö, Jürgen Ehlers retired in the summer of 2007.

Reiner Kürten’s company North-Yachting Kürten GmbH is strategically positioned on the Baltic Sea coastal line, in the small town of Großbroden.

“Now we have access to the new yacht marina in Großenbrode, previously a naval yard,” says Reiner Kürten. Thanks to a partnership with a neighbouring shipyard, we are able to offer our customers full service, almost on the same level as a yacht manufacturer would.”

North-Yachting offers both new and used yachts, service and winter storage. The winter storage holds up to 37 yachts. Thanks to a new partnership with the French company CG Mer, North-Yachting can also offer yacht leasing. Their customers come from all over Germany.

“I have been in this business for 15 years and also have a long experience with Swedish boat manufacturers, as I have been retailer for Swedish boat manufacturers for a number of years,” he says.”

“Malö Yachts combines tradition with high quality products in a way that makes their yachts very attractive on the German market,” says Reiner.

You will be able to meet Reiner Kürten at several boat shows during next year, for example Hanseboot International Boat Show in Hamburg between the 25th October and the 2nd November.

More information about North-Yachting Kürten GmbH is available at www.north-yachting.de.



Reiner Kürten, the new retailer of Malö Yachts in Germany.



A safe haven

As a additional service to their customers, Malö Yachts offers winter storage of yachts, near the production facilities at Malö. Have your boat ready for cruising in the spring by maintaining it over the winter!

Just a bit further out in the bay of Kungsviken, Malö Yachts is managing 45 moorings and a winter storage area with room for 12-15 yachts.

Winter storage means that your yacht is protected from the weather and it generally needs less cleanup in the spring to restore that yachtlike appearance. Another big advantage of a locked storage facility is that it offers good protection against vandals.

Malö Yachts has purchased the company Kungsviken Marin & Fritid AB to manage the moorings and winter storage.

Please contact Malö Yachts for further information on +46 (304) 596 00.

when winter comes



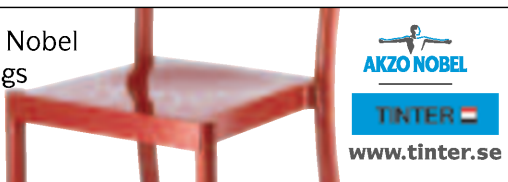
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The wood fittings

The Malö shipyard always fits out its boats in accordance with the wishes of its customers. To a skilled woodworker, anything is possible. Just ask master carpenter Dan Rundblom.



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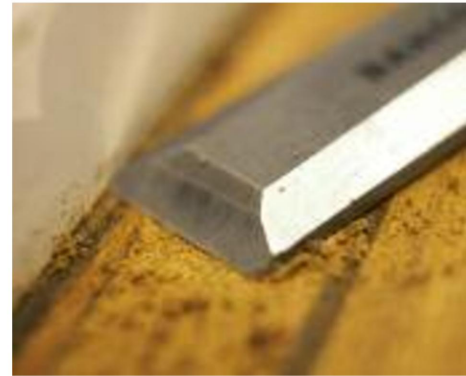
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Master carpenter Dan Rundblom



on Malö boats are tailor-made

The first sailing boats from the Malö yard were made entirely of wood. The craftsman's tradition lives on still and fittings are still made in mahogany. Decks are also wooden, this time of teak. This is partly based on customers' wishes, but above all because teak provides good protection against slipping.

Dan Rundblom receives many and varied requests for the fitting-out of boats. He tells us of a lady who wanted a place for her sewing machine so she could sew while at sea. Anyone sailing long distances must have a workshop onboard in order to carry out repairs themselves. It is also becoming more and more usual for customers to have dishwashers and washing machines onboard.

"It's great fun accommodating customers, both to satisfy their wishes and to show what is possible," says Dan Rundblom.

The shipyard produces 25 to 30 boats a year. It does not take long to customise your boat once you have decided on the fittings you want. Dan Rundblom needs about two weeks to put together

the fittings and then a further three to five weeks to install them. Dan Rundblom had not intended to become a carpenter when he applied for a job at the Malö yard some 30 years ago, but he loves it now.

"Wood is quick and easy to work with once you have the skill and knowhow," he says. "And it's great not to have to mass produce."

A new Malö in the standard version costs between slightly less than three and six million Swedish kronor.

"Our boats are expensive to buy, but inexpensive to run," says Dan Rundblom.

It is not unusual for Malö boats to be 30 years old and the second-hand value is high. Our largest markets are in Sweden and the UK, Germany and Holland. Boats are also sold in Japan, Italy, Slovenia and the US. In the US, Malö yachts caught the eye of the yachting magazine "Cruising World", which named the Malö 40 as the "Import Boat of the Year 2007" and "Best Midsize Cruiser 2007".

Dan Rundblom often comes across "his" boats when out at sea. ■■■



Teak originated in India and was subsequently cultivated in Indonesia. Teak is dark, reddish brown, hard, heavy, elastic, of high oil content and is resistant to moisture.

A number of different trees from the Caribbean, Central and South America, Africa and Asia are referred to as mahogany. Mahogany is easy to work with and is resistant to termites and water. International environmental organisations have campaigned against illegal trading in mahogany.

With 30 years of experience in the plastic industry, Ejgde Båt och Fiskeri AB was founded in 1995. Nowadays, we manufacture hulls, decks and details for both sailing boats and motor boats.

Among other things, we manufacture most of the plastic details for Malö Yachts.



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New documentation makes service easier

The aftermarket is an important part of any successful business. Malö Yachts has always put an emphasis on a strong aftermarket organisation, with a worldwide net of dealers. A new resource planning system now makes it even easier to provide outstanding service to Malö's customers.

Tradition and woodworking skills are the basics of the success of Malö Yachts for more than half a century. But without the will to include new technology into the business, the success could not have happened.


One example of this is the introduction of ERP, which has improved the documentation for each new yacht, for example simplifying spare parts handling and get high quality in produced boats.

The MRP II (Material & Resource Planning) system Hybron, from the Swedish company InfoStruct and introduced in 1996, is a commonly used system for the Swedish boat manufacturing industry; about 35 per cent of the manufacturers use Hybron today. MRP II systems integrate all data and processes of an organization into a unified system.

"Malö Yachts has gradually included the different components of the MRP II system in their business," says Per-Arne Karlsson at InfoStruct. "This includes components for manufacturing, supply chain management, sales and warehouse."

Malö Yacht get control of the lead time from supplier to customer and more distinct instructions to the production can improve the high quality and high delivery precision to the customer.

The MRP II system also makes it possible to create a "log book" for each Malö Yacht, a structured documentation that follows the yacht throughout its life span. The log includes details about service history and additions of spare parts.

"This makes it easier for the customer, any dealer or yard, anywhere in the world, to perform the correct service to any new Malö yacht," says Per-Arne Karlsson. "The log is easy to access and gives you not only details about what spare parts that have been used before, it also makes it less difficult to perform service." 



Per Arne Karlsson, InfoStruct

This makes it easier for the customer, any dealer or yard, anywhere in the world, to perform the correct service to any new Malö yacht.

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New possibilities for Malö Yachts

A new owner means new possibilities for Malö Yachts.

“Malö Yachts has been a family business since the beginning, and will now be part of an extended family of very qualified partners for the future,” says Bob Erixon, CEO Elgudden Invest.

From the beginning of 2008, Malö Yachts is fully owned by Elgudden Invest.

As part of Elgudden Invest, Malö Yachts is able to benefit from a closer cooperation with other parts of the Elgudden Invest group, companies such as hull builder Technofibre and Erixon Yachts, developer and builder of semi production cruising yachts from FARR Yacht Design. By combining the designs from the world's leading yacht designers with traditional Swedish shipwrights, Erixon Yachts, based on Sweden's west coast, offers a stylish range of high performing cruising yachts, from 50 up to 73 feet.

“Malö Yachts and Erixon Yachts are able to join their marketing efforts and have a close cooperation in terms of both production and design,” says Bob Erixon. “This will strengthen both companies as leaders in their market niche respectively. No structural changes are planned, and the previous owner Lars Olsson will stay as CEO of Malö Yachts.”

Farr Yachts

Farr Yacht Design is acknowledged as the top racing-yacht design team in the world based upon one of the most extensive and impressive records of winning race results ever compiled by the yachts of a single design group. Their long-running record of achievement dates back more than 20 years and includes 40 World Championships won in Farr designs and a multitude of victories at internationally prestigious grand prix yachting events such as the Whitbread Round the World Race (now the Volvo Ocean Race) Admiral's Cup, Commodores' Cup, Kenwood Cup, Sardinia Cup, Southern Cross and many others. 





Having the right insurance is essential

Anyone buying a sailing boat has a lot to think about, not least when it comes to purchasing insurance to cover possible mishaps irrespective of whether the boat is on land or on a round-the-world voyage.

The Atlantica insurance company brochure explaining what you need when purchasing a sailing boat contains a plethora of information, whether this concerns something as obvious as locking up valuables when leaving the boat unattended or other information, such as options for taking out supplementary insurance for trailers.

“Under the Swedish Insurance Act we are obliged to provide information both before and after purchases,” says Hasse Partheen from Atlantica.

It is not only important to know what the insurance covers, but also where cover is provided. Hasse Partheen quickly lists the places where Atlantica insurance provides standard coverage.

“In Sweden, Norway, Denmark and Finland and their territorial waters south of the arctic circle, and in the whole of the Baltic Sea, the Kattegat and the Skagerak east of the Hanstholm-Lindesnes line.”

Any further and you will require supplementary insurance. Insurance companies have different rules and Hasse Partheen stresses the importance of yacht-people themselves checking what applies to longer voyages.

As Hasse Partheen explains, “Some people sail a long way during their holidays and moor their boats abroad in order to continue sailing from there the following year. This requires additional insurance.”

The premium is calculated based on the insured value and size of the boat and any supplementary insurance taken out. Hasse Partheen gives an example of a Malö with an insured value of SEK 1.5 million. He quickly calculates that the annual cost would be around SEK 8000 if one sails throughout the year. If the yacht is only afloat in the summer, the annual premium is lower.

Fortunately, sailing boats are not theft-prone items, there are practically no thefts at all. Nor is it common for boats to get on fire. The commonest insurance losses stem from damage caused by going aground. ■■■

Footnote: Malö Club members are entitled to a 10 per cent discount from Atlantica.

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Look out for Malö Yachts!

As usual, Malö Yachts will participate at a large number of boat shows during the upcoming year. And the 2008 show season will, also as usual, have its big finale at the Hanseboot in Hamburg in late October. This will be Malö's 40th time at Hanseboot!

Hanseboot 2008 will be the 49th International Boat Show in Hamburg, which has been attended by more than 110,000 visitors the two previous years. Malö Yachts will be one of more than 700 exhibitors, and you will among other things have the chance to meet the new Malö Yachts representative in Germany, Reiner Kürten.

In August you could visit Malö Yachts' home waters, at the Open Yard, an annual event that gathers about 25,000 guests during three days. 200 yachts visits the four harbours of Ellös, Henån, Kungsviken and Vindön, in what began as a spontaneous event but now is organised by Sweboat, the Swedish National association of the yacht industry.

You will find more information about each show on their individual web sites. For more information about Malö Yachts presence at these shows and to find out about additions to this list, please visit our web site, www.maloyachts.se. 

Boat Shows

Spring Show, Medemblik, Holland
17.-18. May 2008

Open Yard, Kungsviken, Sweden
22. August – 24. August 2008
www.sweboat.org/eng/OpenHouseatOrust/tabid/114/Default.aspx

Hiswa in-Water Boat Show, Amsterdam, Netherlands
02. September – 07. September 2008
www.hiswa.nl

Norwegian International In-Water Boat Show
Oslo, Norway
04. September – 07. September 2008
www.norboat.no






Newport International Boat Show, Newport, Rhode Island, USA
11. September – 14. September 2008
www.newportboatshow.com

Southampton Boat Show, Southampton, Great Britain
12. September – 21. September 2008
www.southamptonboatshow.com

United States Sailboat Show, Annapolis, Maryland, USA
09. October – 13. October 2008
www.usboat.com

Hanseboot International Boat Show, Hamburg, Germany
25. October – 02. November 2008
www.hamburg-messe.de/hanseboot

BOOT, Düsseldorf, Germany
17. January – 25. January 2009
www.boot.de

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Creating a



Nigel Calder

boat for the future

The well renowned American sailing journalist Nigel Calder has been a keen advocate for Malö yachts for a number of years. Malö Yachts Magazine has previously reported about the construction project where Nigel customized a Malö 45. The 45 is now sold, but a new project is on the way and this time a Malö 46 is at the centre of attention.

Nigel Calder's new Malö 46 is currently (December 2007) under construction. Curious about why someone would customize a sailing boat, only to sell it and then start all over again, Malö Yachts Magazine naturally interviewed Nigel about his current project. As you will see, it has some very interesting details.

First of all what is so special about Malö Yachts that you keep returning to this particular brand of boats?

"It's not just me - my elder brother has also bought two, a 36 and a 40! The Malö designs represent the best set of cruising boat compromises that I have seen from any production boat builder. Our experience with our Malö 45, and my brother's two Malös, has

demonstrated what a good balance Malö has struck between comfort and performance. The interior layouts make exceptionally good use of the available space. I also really like the flexible attitude and the willingness to customize at Malö. This is increasingly rare among production boat builders, and really sets Malö apart. And then they have a great team of people who clearly work well together. With a small boat builder, a good team spirit makes or breaks the quality of the work."

The previous project, the Malö 45 that was launched in 2005, what has happened to it?

"We sailed it across the Atlantic in the summer of 2006 and sold it to an American. He trucked it to Seattle, on the west coast, and then sailed it to Mexico. It is now in California. Unfortunately, he has run into some health problems so the boat is up for sale once again."

Why did you choose the Malö 46 for your newest project?

"We loved the Malö 45. Basically, we wanted the same boat again, with all the changes we made to the Malö 45. ▶▶▶



Diesel electric and hybrid installation.



Nigel's Malö 46 during construction.

▶▶▶ We just wanted to be able to experiment with a number of new systems technologies which, I believe, will revolutionize the systems side of boats. It did not make sense to retrofit a brand new boat. Instead, we sold it and are building it again!"

Could you please describe the different parts of which this building project consists?

"The most ambitious systems test we are conducting concerns diesel-electric and hybrid propulsion. Researches I have done show that there is very little objective data available on the relative efficiency and functionality of diesel-electrics versus a conventional engine installation, so we are installing both! We will be able to collect accurate comparative data between the two systems and make an objective assessment of whether the diesel-electric and hybrid approach is worthwhile. However, squeezing all the necessary equipment, and the batteries for the hybrid, into the Malö 46 is not proving easy! It has taken a lot of work on the part of Hans Leander, the designer at Malö, to make this happen, and then a lot more work in the Malö fibreglass shop to make all the necessary modi-

fications to the engine compartment.

We are also testing what is known as a distributed power, or multiplex, system from Capi2. These systems use remotely operated electronic circuit breakers to considerably reduce the amount of electrical cabling in a boat while, at the same time, increasing the functionality and diagnostic capabilities of the electrical system.

Other things we will be testing are: New battery technologies that have extremely high charge acceptance rates which, if they work out, will radically change the formulas that have been used for the past 30 years to design DC systems; New battery chargers, DC-to-DC converters, and DC-to-AC inverters; An NMEA 2000 'plug and play' navigational network into which you can plug equipment from different manufacturers and have it self-configure in much the same way that you can add a printer from any manufacturer to a computer and have it up and running almost immediately; LED lighting; A Rocna anchor, which recently came out the best in a wide-ranging set of anchor tests; Laminated 'string' (load path) sails from the China Sails Factory in mainland China."



Malö staff having technical discussions



Peter Uddén from Capi2



144 v battery bank

We just wanted to be able to experiment with a number of new systems technologies which, I believe, will revolutionize the systems side of boats.

What information are you hoping to get from the project? How will you use it?

“In essence, I have always seen my role as a technical writer as being a researcher for my readers, collecting the information they do not have the time to collect. By buying the books I write and the magazines I write for, they support my lifestyle. In return, I do their homework for them! From this new boat, I will have a unique dataset on the relative efficiencies of diesel-electric and conventional propulsion, and a mass of information on the other systems and equipment being tested, that will enable me to keep writing what I believe will be really useful articles for some time to come.”


What is the timeline of this project?

“We will launch in May or June 2008, and commission in the early part of the summer. I expect to be running up and down Kungsviken Fiord for much of the summer collecting comparative fuel consumption data. We hope to go on to do some cruising on Sweden’s west coast (which is spectacularly beautiful) and then sail down to Portugal for the winter to continue our researches in a warmer climate.”

What experiences from the Malö 45 project have you taken to this newest project?

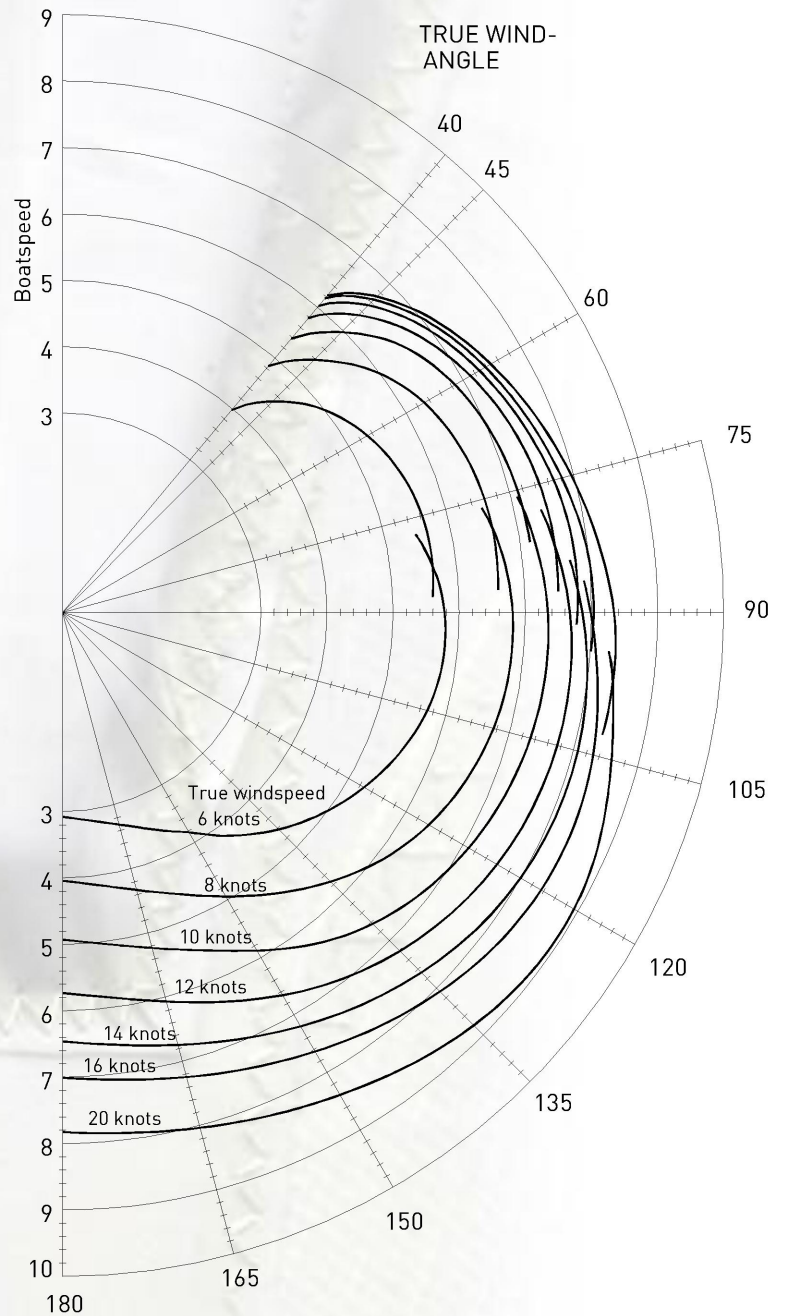
“The Malö 45 worked out even better than anticipated. We’ve basically carried over all the same changes and grafted onto them the new systems.”

Will this boat also be replaced by a new Malö building project, as the previous?

“Terrie, my wife, has always felt a little self-conscious in such a large boat and would feel more comfortable in a Malö 43. On the other hand, Hans Leander tells me I am trying to cram too many experiments into the 46 and what I really need is a 52-foot boat. I think we’ll keep this boat for a while. When we are finished with our experiments, I’d like to go to the South Pacific before I get too much older!” 

Predicted performance for Malö'37

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The Need for Speed

Bigger and faster is the current trend for premium sailboats. Experienced sail maker Hans Hamel gives his views on this development.



Hans Hamel

Hans Hamel has for the last 30 years had his own sail making business, Hamel Sails, in Karlshamn in southern Sweden. He specializes in custom-made sails for a great variety of sailboats, with customers mostly in his native country.

“Sailboats have become both bigger and faster, which means new demands on boat makers and suppliers,” says Hans Hamel. “There is a steady demand for bigger boats as more people can afford them. Bigger boats often attract older customers, as they usually are the ones who can afford them. At the same time, these customers may not have the same physical abilities to manage a large boat as younger customers. Equipment or technical solutions that helps managing a big sail for example is important and often necessary.”

A sail on a Malö 40 normally weighs about 30 kilos and is rather rigid.

“It is a long time since the sails were made of soft fabric, now it’s usually polyester, Kevlar or carbon fibre, normally a much stiffer material,” says Hans Hamel.

Sailboat performance is dependent on several factors; length, underbody configuration, displacement and hull stiffness. Today’s boats with modern fibreglass hulls are more rigid than more tender wood hulls. A stiff hull is necessary for good all-around speed as a stiffer boat can carry more sail and heel less in a breeze.

Heavy-displacement boats have a speed disadvantage that can be reduced with a larger sailplan, something that could require more hands on deck in hard weather as well as heavier deck hardware for support.

The question is how fast future sailboats will be, or could be, as there is a conflict between the need for comfort and the need for speed.

“Comfort onboard the bigger sailboat, such as couches, shower, kitchen, heaters or anchor, will add weight and add to the displacement of the boat,” says Hans Hamel. “But today’s customers are usually well aware that the need for comfort also means some compromises regarding the need for speed.”



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