

# M

## Malö Yachts

maloyachts.se



### MALÖ 47

– the making of the next generation of excellence

7  
things you  
must do

### A SALTY LIFESTYLE

– the life of a seafarer

### CRUISING THE COAST OF SWEDEN

– what to see at sea

# FROM CRADLE TO OCEAN

– the story of Malö Yachts

"THE MALÖ CLUB ADDS AN ADDITIONAL DIMENSION TO US AND OUR BOAT"



You test your skills, you push your gear, you travel the unknown.

# You do it for the adventure



**We do it to get you there** We push for new ideas, new materials and new ways to design sailboat hardware that works beyond your expectations every time. Our goal is to produce products perfectly balanced between function and performance so sail handling is flawless—vital when your ports of call are staffed by penguins.

Pelagic Expeditions



Skip Novak's company Pelagic Expeditions offers sailing expeditions to high latitude destinations like Antarctica, the Falklands and Iceland. The sailing vessels are built to operate for long periods in the most remote oceans of the world. Sails are trimmed and furled by hand. Service facilities are nonexistent, making smooth running, reliable gear a necessity. That's why Skip chose Harken furling, winches and Battcars.

"I needed reliable furling that could stand up to long passages, handle the weather and not require a lot of maintenance. Being able to easily furl and unfurl headsails from the safety of the cockpit is key."

— Skip Novak, Pelagic Expeditions



**HARKEN**<sup>®</sup>  
INNOVATIVE SAILING SOLUTIONS

For more on Pelagic Expeditions: [www.pelagic.co.uk](http://www.pelagic.co.uk).

For more on Harken hardware visit [www.harken.se](http://www.harken.se)

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” Learn all about a boat building tradition that goes all the way back to the days of the vikings.

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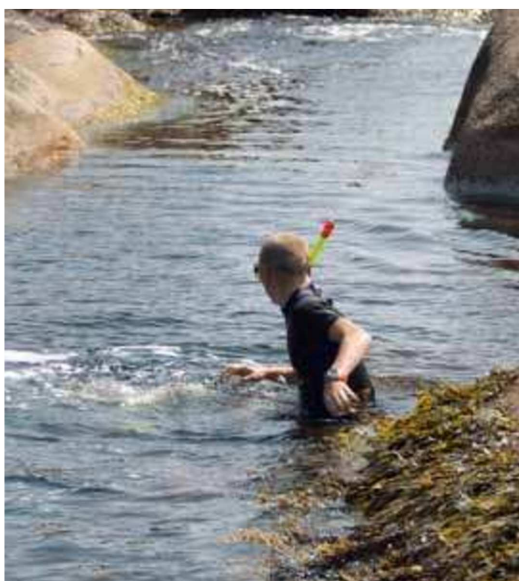
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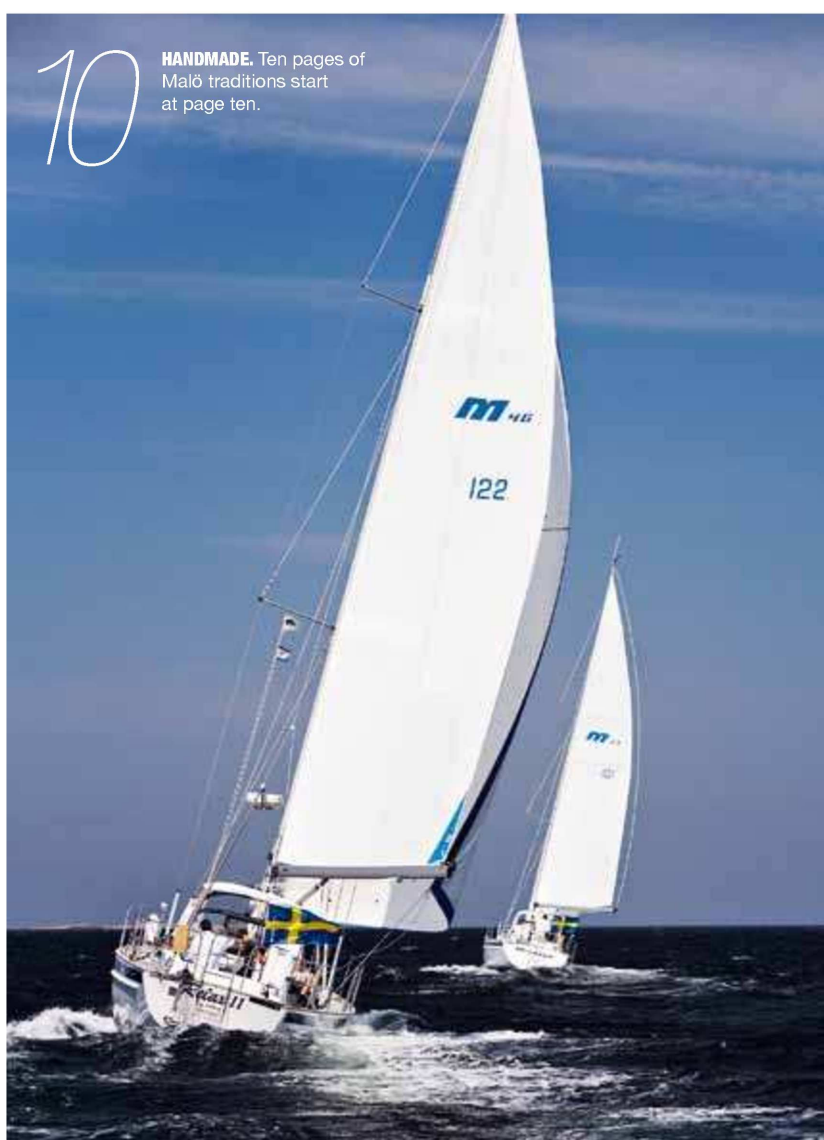
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**MALÖ YACHTS  
MAGAZINE 2010**

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Hallvigs

# TO THE OCEAN WITH LOVE

**Malö Yachts loves sailing and a lifestyle in harmony with the ocean. Let us show you the way.**

**T**here is something special about sailing. You are in harmony with the waves of the ocean, you make up the route as you go. It is an ancient although modern way to quietly communicate with nature. Timeless; to travel anywhere the wind will carry you.

Kungsviken at Orust, on the westcoast of Sweden, is a special place. An archipelago of rocky islands, saltwater and small wooden houses. Everyone here loves the ocean and here is where you find Malö Yachts.

With this magazine, we like to invite you to our world; to the Swedish westcoast, to the archipelago and into the core of a thousand years of boat building. We have compiled facts; some things for you to see and some places for you to visit. We will also give you the story, from cradle to ocean, of a truly handmade Malö yacht, in Kungsviken; where some of the best boats in the world are made.

*The staff of Malö Yachts*

“It is an ancient although modern way to quietly communicate with nature. Timeless; to travel anywhere the wind will carry you.”

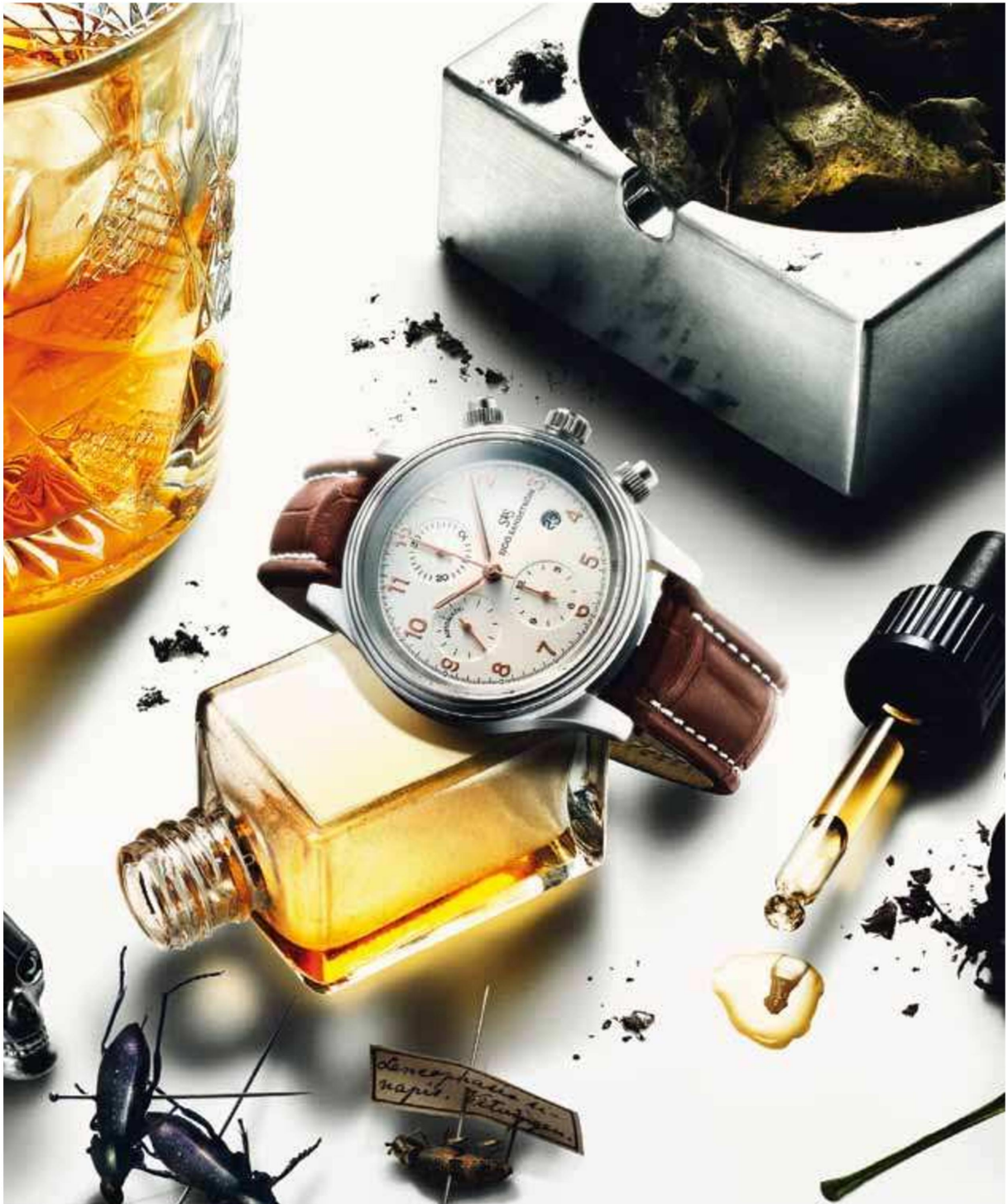


Kungsviken, Orust

**BOATSHOWS WHERE YOU FIND  
MALÖ YACHTS IN 2010/2011**

BOATSHOW	DATE	STAND	MODELS
Open Yards, Öppna varv	27 - 29 Aug	afloat	All models
Southampton Boat Show	10 - 19 Sept	afloat	37,40,43
Hiswa te water, Holland	30 aug - 5 Sept	afloat	37, 46
Stockholms Boatshow	2-5 Sept	afloat	43
Båter i sjön, Oslo	2-5 Sept	afloat	37
US sailboat show Annapolis	7-10 Oct	afloat	40
Scandinavian Boat Show	10-14 Nov	Stand	37
Dusseldorf Boat Show, Germany	22-30 Jan, 2011	Stand	to be decided

*Malö Yachts Magazine is published by Malö Yachts AB in cooperation with Mediafabriken AB, Stora Nygatan 33, 111 27 Stockholm, SWEDEN www.mediafabriken.se*



*The Invention of Solitude*

**S&S**  
**SJÖ SANDSTRÖM**

ROYAL STEEL CHRONOGRAPH GENT, TIMEPIECE N° 1081

[sjosandstrom.com](http://sjosandstrom.com)

# CRUISING THE COAST OF SWEDEN

*Discover Bohuslän on the westcoast of Sweden.*



## 1. SMÖGEN

Everyone that has visited Smögen remembers the shrimps. And the boardwalk. And the laughter and the restaurants and the... the true mystic city of Smögen.

## 2. ORUST – THE HEART OF BOHUSLÄN

The third biggest island of Sweden, Orust, is the center of Swedish boating industry. Today you find Malö Yachts here, but the tradition of boat building goes as far back as to the days of the Vikings. During June, July and August the population of Orust more than doubles. The small fishing villages, such as Mollösund, and the traffic-free islands such as Käringön and Gullholmen, are popular places to visit. You can, however, find your own secluded polished rock and take a swim in the ocean almost anywhere on Orust. The summer here is fantastic, but one thing is for certain if you speak to a true inhabitant of the island of Orust: it is calmer in the winter.

If you plan a trip to Orust, why not choose the last weekend of August with its unique "Open Yard". For three days all of the boat yards are open for everyone to sneak a peek into the very center of the Swedish boating industry. **Visit [www.orust.se](http://www.orust.se) for more information.**

## 3. LYSEKIL

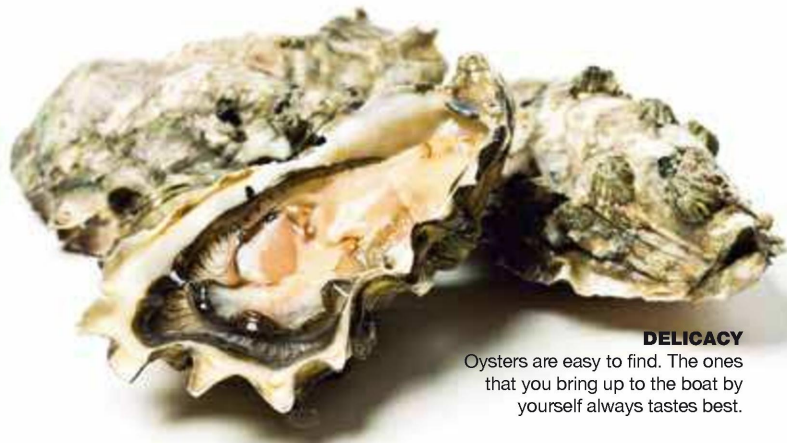
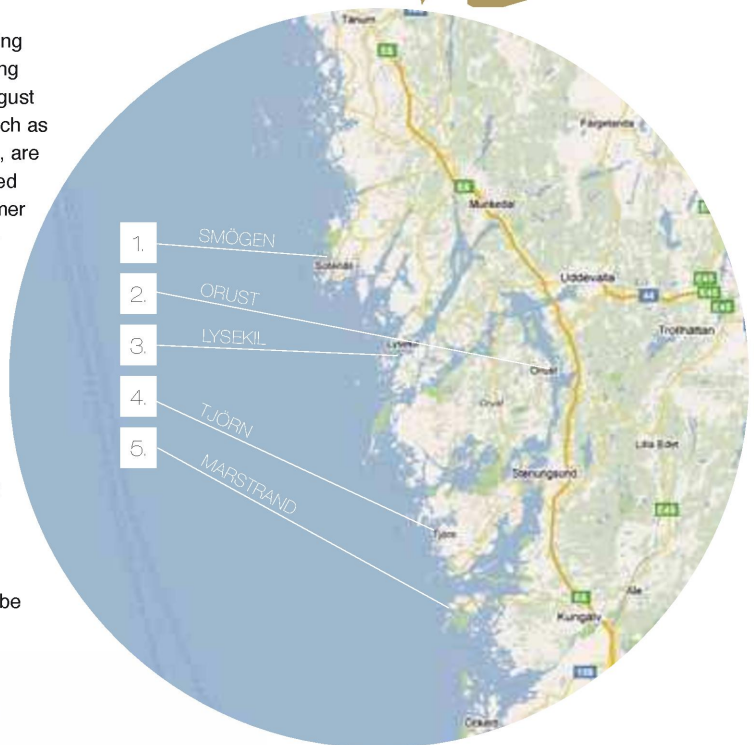
You reach it by boat or by ferry. Almost every house has an extraordinary view over the bay and the archipelago, with all of its islands, is right next door.

## 4. TJÖRN

If we have to pick just one reason to why you should visit Tjörn, it would be because of the islands love of art and culture.

## 5. MARSTRAND

Sailing races and herring, among other things. Take a stroll in Marstrand – if you love boating you will love Marstrand.



### DELICACY

Oysters are easy to find. The ones that you bring up to the boat by yourself always tastes best.

## SEA FOOD

*Your dinner at the bottom of the ocean*

There are several exotic dishes to be found if you go diving on the Swedish westcoast: lobsters, crabs and oysters, to mention a few. Remember to grab the lobster and crab from behind, their claws are really strong. The oysters, a true delicacy of the westcoast, are easier to catch. They might look like small rocks, but bring a few up to the boat, open them with a knife and eat them right away with a twist of lemon.



” There are a total of 98 372 islands along the coast of Sweden.

# SEAFARER

## Statistics of Swedish archipelagos and boating

- There are a total of 98 372 islands along the coast of Sweden.
- The coast of Sweden, from Haparanda to Svinesund, is 2700 kilometers in total.
- If you count all the lakes and bays, the coastal line of Sweden comes up to 8000 kilometers – about 1/5 of a lap around the world.
- 1 out of 8 Swedes owns a boat. That sums up to more than 1 million boats. In Denmark, there are 160 inhabitants on every boat.
- About 20 000 foreign boats visits Sweden each year.
- Sweden has more than 1 500 ports intended for leisureboats.
- There are more than 1000 boat clubs in Sweden. More than 250 000 Swedes are members.
- The yearly turnover of the Swedish boating-industry exceeds 7 billion SEK.
- About 13 000 boats, made in Sweden, are sold each year. About half of these are sold to foreign countries.
- The biggest markets for the export of Swedish boats are Germany, Norway, England and the US.
- About 5000 Swedes are involved in the Swedish boatingindustry. Counting the subcontractors it involves about 15 000 people.



## EVERT TAUBE

### A legendary Swedish artist, born and raised on the westcoast

If you visit the Swedish westcoast and especially Orust you will see his name and picture everywhere; the bohemian artist Evert Taube. He was born in 1890, in Gothenburg, and absolutely loved the westcoast. He was mainly a sing & songwriter and wrote over 200 songs, many of them about about the islands and the nature of the westcoast. Evert Taube passed away in 1976, but his songs lives on and he is still one of Swedens most well known artists.



#### BOHEMIAN

Listen to "Så länge skutan kan gå" and "Ballad om briggen Blue Bird av Hull" – Evert loved the archipelago and even though you might not understand Swedish you will feel the artists passion.

# SPECIALTIES

**Sunny weather and herring are just two specialties of the Swedish westcoast. Let us show you where you should steer your ship; to classical as well as exiting destinations.**



## STAY

### SALT & SILL

Sweden's first floating hotel. Six two-story houses, steadily anchored at the dock, and the guests love it. A cold beer after a day at sea in the jacuzzi up on the roof, overlooking the harbor, maybe?

**Where:** Klädesholmen outside of Tjörn

**More info:** [www.saltosill.se](http://www.saltosill.se)

**Similar places:** Villa Sjötorp in Ljungskile, [www.villasjortorp.se](http://www.villasjortorp.se), Gullmarsstrand Hotell outside of Fiskebäckskil, [www.gullmarsstrand.se](http://www.gullmarsstrand.se) and Björholmens Marina at Tjörn, [www.bjorholmensmarina.se](http://www.bjorholmensmarina.se).



## GASTRONOMY

### IN GOTHENBURG

All good things are three, says Birgitta Ekesand and her colleagues at Gothenburgs Guideservice. They offer a special guiding of Gothenburg, Sweden's second largest city; three dishes at three restaurants in three hours. All restaurants are found in the Guide Michelin.

**Where:** Gothenburg

**More info:** [www.goteborgsguideservice.com](http://www.goteborgsguideservice.com)

**More gastronomy on the westcoast:** Panget at Resö, [www.panget.se](http://www.panget.se), Skärets Krog in Smögen, [www.skaretskrog.se](http://www.skaretskrog.se), and Laxbutiken i Ljungskile, [www.laxbutiken.se](http://www.laxbutiken.se).



## SIGHT

### MARSTRAND

You have to visit Marstrand for a complete holiday at the Swedish westcoast. To see the stately Carlstens fästning, a fortress built in year 1658, the wooden houses and the large marina. The small island just south of Tjörn is easy to fall in love with.

**Where:** Marstrand

**More info:** [www.vastsverige.com/sv/marstrand](http://www.vastsverige.com/sv/marstrand)

**More sights on the westcoast:** Lysekil, [www.lysekil.se](http://www.lysekil.se), Smögen, [www.smogen.com](http://www.smogen.com), and Strömstad, [www.vastsverige.com/sv/stromstad](http://www.vastsverige.com/sv/stromstad).

**OYSTERHUNTING**

Go snorkling for oysters, but watch out for jellyfish.

**GRAND PRIX OFFSHORE**

Speed and excitement outside the city of Uddevalla.



*Three dishes at three restaurants in three hours. All restaurants are found in the Guide Michelin.*

**ART & CULTURE****NORDIC WATERCOLOR MUSEUM**

The Nordic Watercolor Museum has, since the year 2000, had some extraordinary exhibitions. And the building itself, designed by Niels Bruun and Henrik Corfitsen, has in fact been awarded the best museum in Sweden.

**Where:** Skärhamn at Tjörn

**More info:** [www.akvarellmuseet.org](http://www.akvarellmuseet.org)

**More art and culture at the westcoast:** Galleri Koch in Stenungsund, [www.stenungsund.se](http://www.stenungsund.se) and Bohusläns Museum in Uddevalla, [www.bohuslansmuseum.se](http://www.bohuslansmuseum.se).

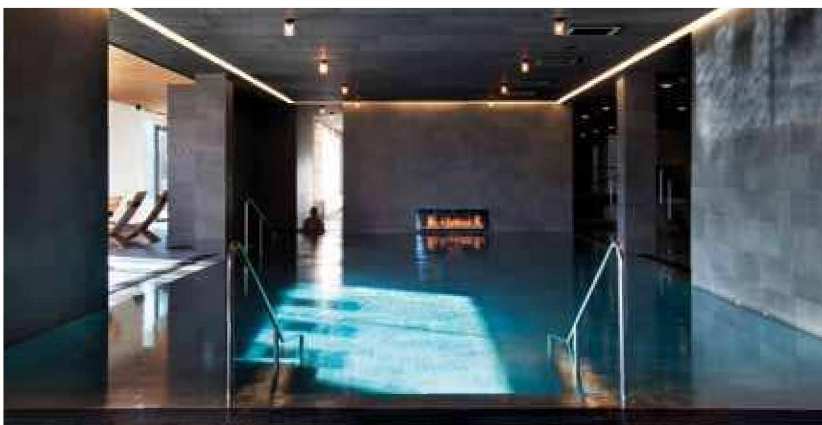
**SPORT****SWEDISH GRAND PRIX OFFSHORE**

In August 2010 the first Class 1 offshore racing took place within Swedish borders. And to see boats fly by in speeds up to 260 km/h will be an annual event in Uddevalla. The Swedish prince Carl Philip is the guardian of the race.

**Where:** Uddevalla

**More info:** [www.sgp-offshore.com](http://www.sgp-offshore.com)

**More sports on the westcoast:** Match Cup Sweden i Marstrand, [www.matchcupsweden.com](http://www.matchcupsweden.com), Race around Orust in a kayak, [www.paddla.se/orustrunt](http://www.paddla.se/orustrunt), och World Championship in mackerel-angling in Fjällbacka, [www.fjallbacka.com/makrillvm](http://www.fjallbacka.com/makrillvm).

**BEAUTY & HEALTH****VANN**

A truly luxury SPA, designed by wellknown designer Gert Wingårdh. The typical environment of the westcoast has been blended with a modern touch to create the special atmosphere of Vann. Six pools with saltwater and flaming fires sets the mood; a restorative and relaxing experience.

**Where:** Brastad

**More info:** [www.vann.se](http://www.vann.se)

**More beauty & health at the westcoast:** Hagabadet in Gothenburg, [www.hagabadet.se](http://www.hagabadet.se), and Quality Spa & Resort in Strömstad, [www.stromstadspa.se](http://www.stromstadspa.se)



# ***FROM CRADLE TO OCEAN***

***The Swedish summer is all about the archipelagos and sailing. One out of eight Swedes owns a boat, and Orust, on the beautiful and ruff westcoast, is the capital of boat building. And home to Malö Yachts – Swedens finest.***

**Text:** Tomas Borgå



” One out of eight Swedes owns a boat and Orust is the capital of boat building.



**12 HANDMADE.** The staff of Malö Yacht carry the tradition of thousands of years of boat building.



**14 MODELS.** The M37 and the M40; performance and comfort.



**16 MORE MODELS.** The M43 and the M46; a little bigger, for the sheer pleasure of sailing.



**18 DELIVERY.** Your very own Malö yacht is waiting for you – just tell us how you want it.



## FROM CRADLE TO OCEAN

**T**HE WESTCOAST OF SWEDEN WAS ones home to Evert Taube, one of Swedens most well-known and recognized folksingers. He wrote the song “Maj på Malö” – which translates into the girl Maj from the island of Malö, just about where Malö Yachts is located today. Evert Taube was absolutely mesmerized by the westcoast with its wodden houses, salty rock-islands and the inhabitants. Taube was born in 1890 but would probably, if he was alive at this day, still recognize his beloved Malö. It is still breathtaking and lives by certain traditions.

The ocean of the westcoast is for real. Salty, unpredictable, in ways dangerous and absolutely beautiful. Open sea – there are an island or two outside of Orust, the next stop is England. The number of boatowners is larger on the westcoast – in the off-season there is at least one boat in each garden. It is like the inhabitants of Orust takes it one step further; they are practically born on a boatdeck and raised on a »



» salty rock. To tie a boat to the dock is learned in Kindergarten. Everyone knows everything about the ocean. Everyone has sea-legs and there is no other place in Sweden with the same amount of boatyards.

The history of the island of Orust is long and interesting. Axes and arrowheads, thousands of years old, have been found here, revealing that there were people living in the area back then. For many years, fishing, mainly for herring, was the major source of income in the area. Even though the fishing industry was the major source of income, for Orust, agriculture and farming also played a major role. There were many households that combined fishing and farming, sometimes even with a part-time job in the mines of Orust. From the mines, feldspar and quartz were shipped off to Germany and Norway for many years, but boat building was always an active industry. Oral tradition has it, that the first ships were exported as early as in year »

” If it is worth doing, it is worth doing well. That is the motto of Malö Yachts and every boat that leaves the yard is special.

” Oral tradition has it, that the first ships were exported as early as in year 1100.



## MALÖ 37

– more of everything

The Malö 37 is a large 37-footer. Built to perform and to suit your needs at sea. A partial rig and a full 69 square meters of sail area combined with a broad, load-bearing stern make the Malö 37 an easily handled boat that is full of life. A spirited yet stable long-distance yacht.

» 1100. The making of boats and ships, to support the local demand, started much earlier. But the industry has also experienced some hard times.

Around the 1950's, the market began to cool off. English cutter ships grew in popularity, and the boatyards of Orust had a hard time coping with the competition. This was the beginning of a new era, because the sea-loving inhabitants of Orust refused to give up their boat building business. The new thing was boats made from fibreglas and plastic, mainly for leisure. Malö Yachts was one of the producers.

The water of Kungsviken lies calm and still. The temperature is about ten degrees centigrade now, at nine in the morning. It is yet early – in the day as well as in the season. More boats fill the dock for each day and even though it is calm, this is the busiest time of the year for the boatyards – everyone wants their boat to be »

” The yard can best be described by its ”open-door” policy.



» ready in time for summer.

The sun is shining at the paved yard of Malö Yachts. Right nextdoor lie houses made out of wood, with tiled roofs. About five cars an hour passes on the road that winds through the landscape. It is nice and calm – on the outside. If you walk into the large halls of Malö Yachts it is business as usual; at the most hectic time of the year. Malö Yachts consists of three halls, separated by doors. Sawdust from the capenters must be kept separated from where the boats are being polished. However, the yard can best be described by its ”open door”-policy. Everything on a Malö boat is being made here, and the staff interacts throughout the process. And every detail is hand-made, even the interior in the halls.

The second floor of the halls of Malö Yachts is custom built to fit every boat. Plywood is cut out, fitted and patched around the hulls. The first hall is home to »

## MALÖ 40

– performance with comfort

The Malö 40 have a partial rig, an optimized deck and elegant lines. For sure, it offers fine sailing qualities, with lively yet smooth handling. A modern long-distance yacht with everything you would expect from a Malö when it comes to comfort, performance, safety and quality.



” About 5000 hours are spent on each boat, from the time the hull reaches the yard to the boat is actually in the water.



# MALÖ 43

– for genuinely long distances

An elegant boat with plenty of muscles and an imposing size. At sea it handles calm and steadily, and despite its size it is easy to handle even for a small crew. The Malö 43's size offers even more potential to customize the interior, resulting in your very own personal and individual boat. A boat for the sheer pleasure of sailing.

» six boats. In each and everyone, a toolbox tells you that there is a craftsman on board. This is where the wooden interior, from the carpentry shop two doors down, is fitted into place. All home appliances as well, one part at the time. If something goes wrong, it is possible to take it one step back; for instance back to the carpentry shop. About 5000 hours are spent on each boat, from the time the hull reaches the yard of Malö to when the boat is actually in the water. At the stern of every boat you can find a handwritten note that tells you which model is being made and who the lucky owner is.

A Malö 37 is only hours away from being put into its true element. The last details are double-checked and inspected and master carpenter Dan Rundblom, standing outside the boat, is trying to communicate with a colleague in the boat cabin.  
– Which console are you talking about? »



” Everyone here has a special relationship to each and every boat.



» At the same time, another colleague carrying a checklist is at the spot, and Dan Rundblom explains why:  
 – The people that assemble the boat don't examine it. The result is always a lot better if we double-check each other. That is why this is the standard procedure of each and every delivered yacht from Malö.  
 Dan Rundblom, who is polishing a wooden detail for the kitchen as he is talking, continues:  
 – We spend months and months on each boat, and therefore everyone here has a special relationship to each and every boat. It is that simple. This is the last step, the owner will get his boat delivered this week, and everything, I mean everything, should be perfect at delivery.

Rundblom keeps polishing, there are still things to do before the boat leaves the »

## MALÖ 46

– a yacht with staying power

The Malö 46 is built for comfort, performance and safety with the greatest flexibility in terms of interior layout and fitting out, to satisfy each owners requirements down to the smallest detail. A safe, long-distance yacht for those seeking the very best life at sea, she can withstand serious conditions with true staying power.



**MASTER CARPENTER**  
**DAN RUNDBLOM**

” This is somewhat unique; that every Malö is semi custom built.



» yard. Finally, to make it perfect, there is actually one more step before delivery; to test and calibrate all the equipment when the boat breaks the water for the first time.

The owner of this very Malö 37 has been visiting Dan Rundblom and his colleagues three times during the making of his boat, giving his input to his very own Malö 37. This is somewhat unique; that every Malö is semi custom built. If the customer can't make it to the yard in Kungsviken, the staff sends pictures from the making of the boat. In the words of the staff: "we never build a yacht; we are always building someones yacht".

Dan Rundblom, master carpenter at Malö Yachts, has been building boats for almost 40 years. A lot of his colleagues are also in this business "for life". This also adds up to the overall impression of Malö Yachts; it is something almost religious about the yard. Everyone is involved in every boat, everything is handmade. It is, even to this day, something so passionate about the making of a boat in the very center of boat building of Sweden, Orust. Just as it was for the ancestors of the staff, hundreds of years back.

Some people may find it remarkable that some of the most well-built and reliable boats come from the small island of Orust, with only 15 000 inhabitants. The simple explanation is: they are true experts of boat building. This is the tradition of the island.



**spinlock**

the experts in rope holding



*Unlimited Rope Solutions*



“ Some people may find it remarkable that some of the most well-built and reliable boats comes from the small island of Orust, with only 15 000 inhabitants.



 **Wichard**

**POLYFORM<sup>®</sup>**  
the original from Norway

# FORTYSEVEN

**In a room at Malö Yachts in Kungsviken is where the birth of a new model, the Malö 47, takes place. Follow us behind the scenes and into the mind of the designer Fredrik Forsgren.**

**S**UMMER IS APPROACHING; THE staff of Malö Yachts has their busiest period. All customers want to see their new boat cut through the water already this season, and the wait feels longer the closer to summer it gets. It is also busy days for designer Fredrik Forsgren and his project: the brand new Malö 47.

In a room at the side of the yard, next door to the large halls, is where you find Fredrik. Computer monitors, large drawings and pictures of boats dominate the interior. In developing the Malö 47 the goal is to create a new interior and exterior design – the Malö 47 is going to be a new boat. Stainless port light will be specially made for the model, and the window frames are narrower, which enables larger windows for more natural light in the cabin. The phrase "has been replaced with" has a key role in the making of the new model:

”” *The long term goal is the same as for every Malö yacht: to be able to, right away, get in the boat and sail around the world.*

– The 47-footer belongs to the family. The blue stripe on the coach roof sides is replaced with a sharp light reflection crease bringing the shape into this traditionally flat surface. The blue stripe at the base of the windscreen is replaced with a folded buldge that amongst other things will enable continuous ventilation of the toilet, says Fredrik.

The same functional thinking is found in several other places in the boat, for instance in the targa arch. A targa arch is unusual on sailing yachts, but a common denominator of all Malö Yachts models. New for the Malö 47 is the continuous ventilation of the aft cabins through the bottom of the arch. The targa arch is leaning aft, similar to the classic stern, and there is

no track on the top of the arch; vertical sheet loads are carried by a substantial boom vang.

In the big halls of Malö Yachts a full-size model of the Malö 47 can be found. It is made out of wood and all details are included. Three to four people work to complete it; grinding, filing, placing details, moving them around, replacing them. When the computer's 3D graphics feels too far from reality, this is where Fredrik gets and gives information.

Malö 47 could, at first sight and at this stage, be described with the word "sober". Some details: all ropes are located below deck. A large storage space, huge in

fact, below the foredeck allows for long voyages, and magically swallows luggage. All skylights are flush with the deck. The cockpit-tent is hidden in a hatch; and gone is a "sausage" made out of fabric and plastic.

However, sober is a word of an uninitiated, the design

of Fredrik Forsgren primarily comes from a different horizon:

– The 47-footer is created as a functional and efficient blue water yacht. What is needed on board has to be kept practical, and everything will be easy to overview. The long term goal is the same as for every Malö yacht: to be able to, right away, get in the boat and sail around the world.

The new Malö 47 is not ready yet; a lot of details are still to be solved by designer Fredrik Forsgren. The unveiling takes place at the Boot 2011 in Dusseldorf, Germany. Then the project Malö 47 will be flesh and blood, and a full member of the family Malö Yachts. A functional and comfortable blue water yacht; the next generation.



**FREDRIK FORSGREN**  
The designer in action in front of the computer, giving birth to the next generation Malö.



## MALÖ 47

### – some of the improvements

- Fresh interior and exterior design expressions.
- Larger mainsail by increased mast height.
- Powerful boom vang, no track for main sheet.
- Large storage compartment in bow.
- Defroster/heater with the cockpit tent in place.
- Storage locker for cockpit tent.



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“The Malö Club has given us friends for life and definately adds an additional dimension to us and our boat.



**GATHERING**  
Malö-owners that come in dozens.



**KICK-OFF**  
The traditional "beer-walk" sets the mood and starts everything.



**MEETING**  
Malö Yachts CEO Johan Hilmersson have a chat with members at a meet.

# EXCLUSIVE MEMBERS

**Exclusive members of an exclusive club: Malöklubben, or the Malö Club. And a Malö meet is filled with friendship and laughter.**

**G**UNILLA AND KJELL ENGSTRÖM from Västervik, a town on the eastcoast of Sweden, have a long trip to the Malö Club meet in Skärhamn on the westcoast. They arrive by car this time, leaving their Malö 45 back home. They have visited several Malö Club meets over the years.

– We have made many new friends who share our interest in sailing and boats and have received tons of good advice. You are always welcome with questions regarding the boat, sailing and ports. We are in contact with other members both summer and winter, says Kjell.

The tools that makes this possible are the club flag, the

Matrikeln, the website and the arranged meets of the Malö Club.

– The flag is a fine characteristic of a Malö boat. Hanging on a boat, anywhere in the world, it symbolizes that you are always welcome to knock on the door for a little chat.

Matrikeln, a book with all enrolled members, includes all kinds of info about the members, and makes it easier to get to “know the crew” before you knock on the door.

– And the website is a great forum for the Malö Club, says Gunilla. You can sign up for various activities, buy and sell gadgets for your Malö boat, look at pictures from meets and activities. It is really fun to browse through the images, dreaming about the next summer.

The Malö Club is only a click away for the members, but the meets are the best part.

– The meets are of course the major highlights. Like now, at this Malö Club meet in Skärhamn, the weekend before midsummer. A major part of the pier was reserved for the participating boats. Some came on Friday and the rest on Saturday morning, Gunilla continues.

The meets usually starts with a “beer-walk”, which



#### OWNERSHIP

The boat is the common interest, but the members of the Malö Club often become friends for life.



#### WESTCOAST VIEW

Malö meets tend to move around, but the last one was held in Skärhamn, on the beautiful westcoast of Sweden.



#### HAPPY MEMBER

Member Eva Samuelsson arrives.

means that you bring something refreshing to drink and take a stroll in the area surrounding the pier. The members get a chance to mingle and to take a look around. Then it is back to the boats. Simple as it may seem, it is very popular among participants.

In the evening there is a barbeque, and everyone gather around food and drinks. Many tips are shared, many memories as well. It tends to be rather late in the evening before it is time to go to bed.

– The Malö Club has given us friends for life and definitely adds an additional dimension to us and our boat, say both Gunilla and Kjell Engstrom.

## THE MALÖ CLUB

- The Malö Club was formed in 2004 and now has about 180 member-boats, which means that almost 400 people are involved in club activities.
- Most are from Sweden, but about 10 other countries are represented.
- The Malö Club is voluntary, without financial support from Malö Yachts.
- The membership fee is 100 SEK per year.
- As a member you get 10% discount on boat insurance from Atlantica.
- Homepage: [www.maloklubben.se](http://www.maloklubben.se)



” We have, this far in the project, seen that some boats can save up to 75 percent of its fuel consumption.

# A SALTY LIFESTYLE

**Every owner of a Malö yacht is unique, but some are more unique than others. Nigel Calder who has devoted his life to the lifestyle of sailing, is a proud Malö owner, and also a keen advocate of development.**

**I**T IS AROUND TEN am and the harbor of Kungsviken at Orust lies still. A young couple are packing their sailboat for what appears to be a weekend trip, an older man is preparing for a fishing trip. More than half of the boats in Kungsviken are from Malö and it is on one of these that I find Nigel Calder.

– Hello, welcome, come aboard!

Terri Calder, Nigels wife, looks up from her cup of coffee and calls me over.

I find Nigel in front of his computer screen below deck, “I just have to finish this up, but come in”. I take a seat by the table in the spacious cabin.

– We are treading new ground here, Nigel says, still with his eyes focused on, for a bystander, a complicated chart on the screen.

– We have tested a dozen different propellers on this boat. We now have a torque-meter on the propeller and a thrust-meter as well.

The purpose is to develop a more efficient propeller. To save fuel, get more power out of a smaller engine – just to mention two improvements. It is a challenge, but an important one. Behind the project is the European Union, and Nigel is the first to measure this “in the real world and over time, not just in the bench”.

– The more efficient the boat is, the more fuel you can save. We have, this far in the project, seen that some boats can save up to 75 percent of its fuel consumption, obviously a whole lot. There is also another interesting part of this project: to develop a hybrid-system for

boats. And to make it as reliable as a mechanical system.

Nigels Malö 46 has been out of the water over 50 times in just a couple of years, almost every time “in the name of science”.

Nigels story, when it comes to sailing, started when he was 12-years old. He discovered sailing at summer camp – it was love at first sight – and dreamed about sailing the world. There is, however, a problem with what to do for a living, when you want to support a lifestyle of sailing. Nigel solved that problem while building his first boat.

– When I built a boat back in the early 80’s I wanted to write about it, but a publisher thought it would be more interesting if I wrote about diesel engines, skills that I had from working as a mechanic on, among other places, oil-riggs.

The book is called Marine Diesel Engines, a “bible” for boat-lovers all over the world. It is now on its third edition and since 1985 Nigel has supported his and his family’s lifestyle by working as a journalist. Nowadays he has columns in a sailing magazine in the US and a yachting magazine in England.

– It is definitely a balancing act. Some readers are into sailing to get away from technology, but to get a certain lifestyle you need your technology. And, of course, to understand it and for it to be efficient. I am self-taught

“Malö will adjust to the customer, something that is very rare.”



**WHAT'S NEXT**  
Nigel is planning a trip to the Mediterranean Sea.

and I think that connects with the readers. Nigel pauses for a second and takes a sip of his coffee before he continues.

– Another thing that people hate when it comes to boats is noise, and if we make the engines more efficient, we can make them more silent, use them less and that certainly improves the lifestyle.

The fact that Nigel and Terri lives on their boat all-year around, and has done so for most part of their life, also qualifies them as experts on the lifestyle.

– Our two kids are practically brought up on a boat. A funny thing is that most of my family gets seasick.

**Really, so you get seasick as well?**

– Not I, but the rest of the family do get seasick. Up to the ages 10 and 12 years we homeschooled our kids, they spent more than half of their life on a boat. After that age we didn't feel skilled enough to homeschool them any longer, it got too complicated, so they went to a regular school. However, since my daughter was seasick, one of the first chants that she learned was “no boat, walk on the beach!”

One elementary question to ask Nigel is of course why he chose Malö.

– I did a tour-guide for an American magazine when I first got in touch with Malö. I absolutely loved the people and the, should I say mood, there. That's when I decided that they would build my boat.

One of the extra features that Nigels boat has is that every electrical device have a micro ship and can be tracked, logged and so on via the computer. Its for both scientific and personal reasons – its obviously

safer to sail across the Atlantic Ocean with full control over each device and the data can also be used to build a more efficient boat in the future.

Another thing that Nigel and Terries boat has is an interesting alarm-system. When you have sailed nearly all of the seven seas there are some places in the world you feel less safe on a big exclusive boat. They have solved this by a button next to their bed:

– It turns on every light on the boat and also blows the horn, Nigel says with a big smile on his face. That should scare off anyone that enters the boat uninvited.

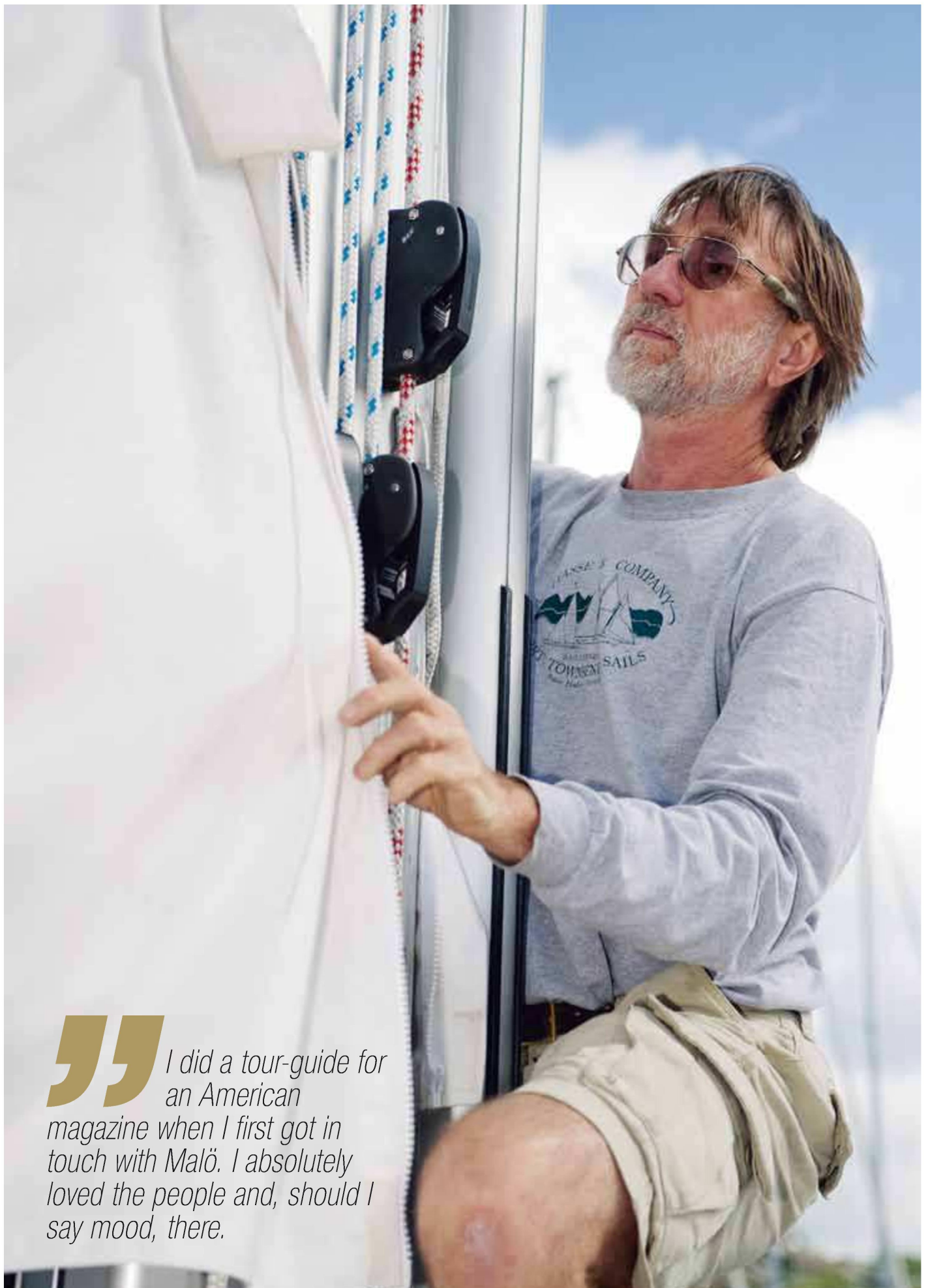
**Did you ever have to use it?**

– Once, by accident. And most likely we woke up the whole harbor at 3 am!

Nigel has sailed a Malö yacht across the Atlantic Ocean, around Denmark and Norway. It was the fact that the boat builders at Malö were the nicest, that made him sure that he chose the right boat. Also, his older brother is now on his second Malö.

– And Malö will adjust to the customer, something that is very rare. Most customers have a genuine experience of sailing and know their needs, and Malö listens to them. That is probably what makes Malö, their yachts and the company, most unique.

In that sense every Malö owner helps out the development of a salty lifestyle. Nigels plan now is to sail around the Mediterranean Sea next year, in 2011. It's not just vacation, of course – Nigel will test the hybrid-equipment in extreme heat, maybe in the hottest spot just outside of Libya. All in the name of science. And lifestyle.



” I did a tour-guide for an American magazine when I first got in touch with Malö. I absolutely loved the people and, should I say mood, there.

# PLASTIC FANTASTIC

**Plastic is a common denominator of leisure boats of the Swedish westcoast. In Lysekil is where we find the true specialists of this art form.**

**T**HE CLOSEST NEIGHBOR to Lysekil is the ocean and the city is always overlooking the water of Gullmaren. From the mainland you come here by ferry or, of course, on your own boat. And regarding boats; at Technofibre in Lysekil is where the true delivery-room of the westcoast leisure boats is found. Technofibre, a part of Malö Yachts, is where every Malö yacht is born.

Alf Dahlberg is the Production Manager at Technofibre. The company has been in business since 1965, and Alf Dahlberg has been here since 1978. He knows everything about plastic and everything about making hulls.

– Explained easily, this is how we do it: we mold the boat in just two pieces, the hull and the upper part separately. Less joints makes for a safer and better boat.

Making plastic hulls is however a complicated story. In one of the rooms at Technofibre, plastic band is being shredded, almost like in a paper shredder found at most offices. The shredded plastic is the material used to mold the details as well as the hull, and so far the process is understandable. It does however take about one month for a Malö yacht to leave the yard and be shipped off to Kungsviken.

– We make the hull in six days, on the seventh day we rest, Alf Dahlberg says with a smile. There are several steps to be considered, laminates in certain orders and so on.

After the hull is ready it is time for the interior and the keel to be molded into place.

– The more we can mold into place in one piece, the less loose parts every boat has. That makes it a lot easier for the staff at the yard in Kungsviken.

**What is the biggest difference with working here in 2010 compared to when you first started making boats, in 1978?**

– The boats are a lot bigger nowadays. When I first started, it was highly unusual that we had any boats bigger than ten meters. In this day and age it is the other way around; we rarely make anything smaller than ten meters.

**How big is the biggest boat ever made here?**

– The biggest boat we made here was built back in 2003. It was 85 feet, and we had to knock down a wall to get it out.

Alf points at the wall that had to be rebuilt.

– The 85-footer was made for a school, and to serve as both home and classroom for the highschool students.

The boat is called Prolific, weighed in at 77 000 kilos and has a sailarea of 350 square meters. And the next generation of well educated sailors is secured, thanks to Technofibre.



## SHREDDED

Malö Yachts sister company Technofibre are all about building a steady base. Here a Malö 40, in the very beginning.

” *The biggest boat we made here was built back in 2003. It was 85 feet, and we had to knock down a wall to get it out.*



# Malö Yachts – long time partner to Hermanssons Marintjänst



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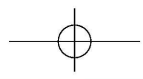
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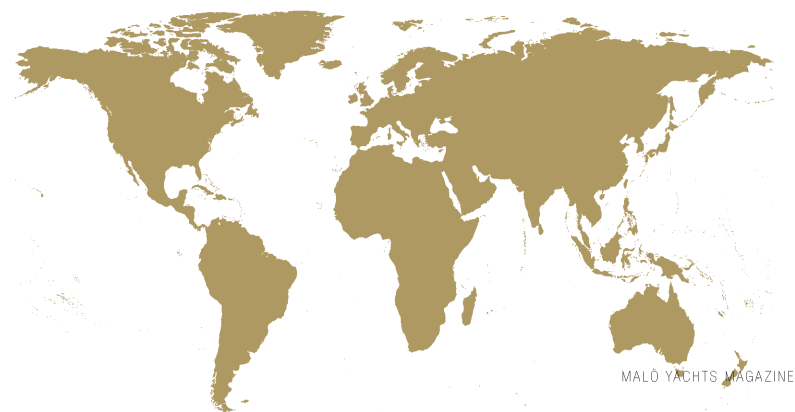
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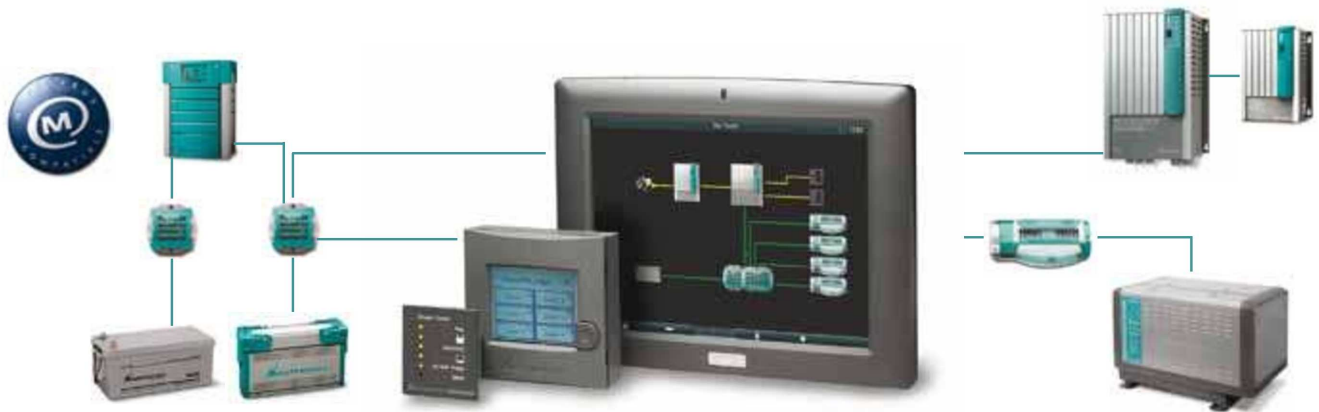
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# *The Sea Spirit,*

**Lucy Maud Montgomery**

I smile o'er the wrinkled blue  
Lo! the sea is fair,  
Smooth as the flow of a maiden's hair;  
And the welkin's light shines through  
Into mid-sea caverns of beryl hue,  
And the little waves laugh and the mermaids sing,  
And the sea is a beautiful, sinuous thing!

I scowl in sullen guise  
The sea grows dark and dun,  
The swift clouds hide the sun  
But not the bale-light in my eyes,  
And the frightened wind as it flies  
Ruffles the billows with stormy wing,  
And the sea is a terrible, treacherous thing!

When moonlight glimmers dim  
I pass in the path of the mist,  
Like a pale spirit by spirits kissed.  
At dawn I chant my own weird hymn,  
And I dabble my hair in the sunset's rim,  
And I call to the dwellers along the shore  
With a voice of gramarye evermore.

And if one for love of me  
Gives to my call an ear,  
I will woo him and hold him dear,  
And teach him the way of the sea,  
And my glamor shall ever over him be;  
Though he wander afar in the cities of men  
He will come at last to my arms again.

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