

Malö 40
- Raised and Rounded

Around Italy
in 100 days

Unique skills -

Tailor-Made Wood Fittings



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. ▶▶▶



NMEA 2000 Network



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?

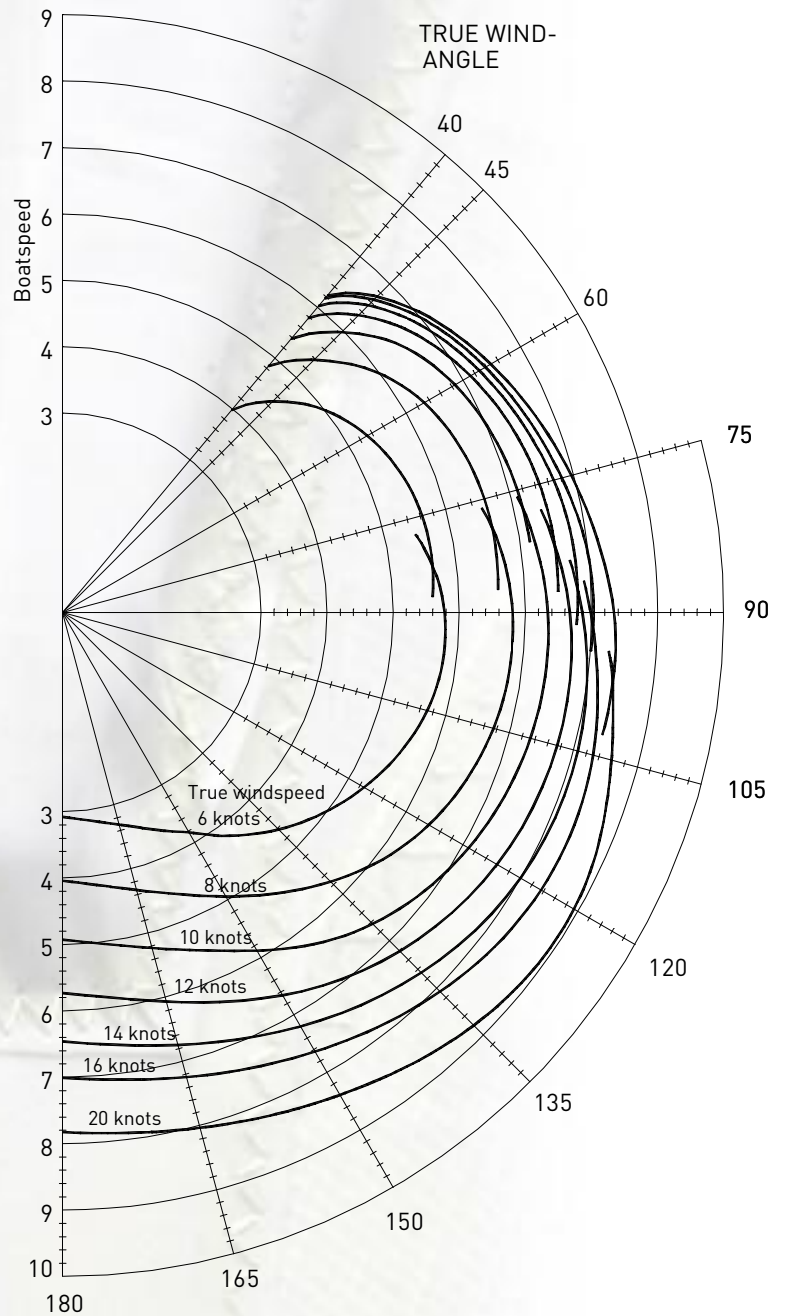
“The Malö 45 worked out even better than anticipated. We've basically carried over all the same changes and grafted onto them the new systems.”

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!” **ME**

Predicted performance for Malö'37

Based on current (-98)
version of the IMS Rule.



Din båt

– Vårt gemensamma intresse

 **ATLANTICA**
MODERNA FÖRSÄKRINGAR

Läs mer på vår hemsida www.atlantica.se • Ring för premieuppgift 0200-27 27 27

 **Edelstahl-Haese**
www.edelstahl-haese.de

Rüdersdorfer Straße 56
D-15569 Woltersdorf

Telefon/phone +49 (0) 3362-75707

Telefax/fax +49 (0) 3362-24239

Internet: www.edelstahl-haese.de

www.haese-shipandmore.com

E-mail: info@edelstahl-haese.de


S.a.M.
Ship and more