

Members of the Malö Club visit the Malö Yard in Kungsviken

Saturday the 15th of November owners of Malö 106's and Malö 38's gathered in Kungsviken to exchange experiences and to learn some more about their yachts.



The walk around the yard was led by two very competent "tour leaders" - Lars Olsson and Börje Nilsson. The sweet smell of teak and varnish, along with views of beautiful yachts under construction were very appealing.



Below are some of the questions and answers that came up during the tour and during the coffee break afterwards.

Malö have changed the lead of the Main sheet to reduce friction. To avoid the twisting of the Main sheet at the targa arch, Malö suggest that you change to a 32-plait braided sheet.

The top stays of the rig can be fitted either to the forward or the aft hole on the spreader ends.

Stanchion base that had become detached:

Fill the hole with epoxy and fit an M6 screw and let the epoxy set.

The caulking of the teak deck can be improved by using Sikaflex (Uretan based). It is important to clean before using Sikaflex with Aceton and preferably also clean the caulking with air pressure.

Lars does not recommend that you re-paint the topsides. Machine polishing should be enough. To re-paint using a new colour, perhaps a darker colour is definitely not recommended by Lars either. At 60 degrees Celsius, which is common during the summer if the hull is dark, the gelcoat begins to soften. If you still want to re-paint - Lars recommends the company Öckerö Car- & Boatpaint (Sweden).

If the topsides have gone yellow the recommendation is to use Ascorbic acid diluted with water or Y-10 (the same substance you can use to clean the waterline).

The blue stripe on the 106 is painted using International 709 2-part colour. On the 38's the stripe is infused in the gelcoat. The alternative to painting is wet and dry sanding using 1500 grit paper, then 1000, and afterwards rubbing compound, polishing and sealing.



To avoid mould or to treat mould on your teak deck use Boracol (antimould) 1-2 times per season. Follow the instructions on the bottle. Paint or roll on the substance.

The distance on a 30 mm shaft, between the cutlass bearing and the propeller, should be a maximum of 30 mm.

Every fuel tank should contain baffles but not all do . There are no hatches for cleaning on older models, but they can be fitted afterwards. Nowadays the hatches are compulsory and should be fitted in between each baffle.



Whilst the 106 and 38 are a few years old they are still well-functioning and safe. It was very pleasant for Lars and Börje to experience that the owners of 106's and 38's are very pleased with their Malös.



The Yard has a very positive attitude to helping out with any reconditioning or repair of old Malö models, for example if you want a new teak deck. We, the members of the Malö Club, appreciate this attitude both from a quality aspect aswell as an effort to retain and increase the second hand value for the owners.

We thank the Yard for the time and tour.

For On behalf of the Malö Club

Ove Jansson och Kay Kjellgard