

## **EU money to Malö Yachts Orust**

Hybrid technology may be the future, even for boats. Malö Yachts are test yard for projects Hymar by 2.2 million from the EU budget.

Nigel Calder, Ulf Mattsson, Dave Tether and Ken Witt Amore has received powerful support from the EU to develop hybrid technology for the marine world in projects HYMAR.

The test boat is a Malo 46 classic named Nada. Promoters of the project is Nigel Calder as long thought about how a hybrid solution for a boat would look like. Nigel is a well known marine technology journalist and author, based in USA but travel a lot and have seen a variety Boatyards in the world. He built a boat at Malö Yachts five years ago. The ideas of hybrids, he had already at that time, but not the technology.

- I started an experiment, and met Ken Witt Amore, marine engineering and research advisor to ICOMIA, the International Council of Marine Industry Associations. We found that the EU have the money to this sort of project, and together we searched for EU funds and got 2 Milj Euro, "says Calder.

Ken Witt Amore is now the project leader and the link to the EU. Seven countries cooperate in the project, besides Sweden also Holland, Austria, Italy, Belgium, Germany and Britain, with a total of nine partners. That it became Malö Yachts explains Nigel Calder simply that this is the best yard, with the best boats.

- We are a small yard and can easily adapt to different conditions, "says Malö Yachts, Ulf Mattsson.

On board the pilot boat Nada, a modified Malö 46 classic, a variety of options are to be tested. The aim is to prove that the electric motor option is competitive in terms of efficiency and performance.

The idea is to be able to leave the port with the help of an electric motor and then set sail. During the race spins the propeller and generating power to a generator and when it's time to add again, starts the electric motor. It is quiet, there is much electricity any time for the lights, fans and other instruments on board and it is environmentally friendly with reduced use of fossil fuels.

- But there are things to solve. One is how we can take use the charge to the propeller. An electric motor would like a large propeller that spins slowly. We will develop a propeller that can be matched to the engine so that no force is lost. It has never been done before, "says Ken Witt Amore.

Great interest

The interest in hybrid technology is great and the consortium deal with companies that are experts, each in its way. Bosch, for example, that never worked to the marine sector, spends four full-time employees on the project Hymar.

- We have been able to recruit the very best in marine hybrid technology and in three years will we have prototypes running, "says Ken Witt Amore.

Ulf Mattson says that Nada will be shown at Open yards this summer and next summer he hopes to be able to invite visitors to a small turn in silence with hybrid electric start.

For Malö Yacht project means that the yard is in the forefront of research, it gives lots of publicity around the world and hopefully this also means more jobs in the long term.

- Nada will be test run on Koljöfjorden and we are happy to talk with those interested in the project, welcomes Ken Witt Amore and Ulf Mattsson.

Translation of article in Bohuslänningen made by Malö Yachts.