



Malö Yachts takes part of EU funds of €2M for electric marine hybrid development

Hybrid road vehicles are becoming ever more popular. This has sparked intense interest in adapting the same technologies to boating applications, but to date, says renowned marine technical writer, Nigel Calder, "Despite the fact that there are some very good component parts available now, there are no fully optimized systems in the marketplace that I would recommend to boatbuilders." Calder set out to remedy this by teaming up with Ken Wittamore, a marine engineer and research adviser to the International Council of Marine Industry Associations (ICOMIA).

With ICOMIA's support, Ken and Nigel recruited a powerful team of experts to perfect marine hybrid propulsion systems. In November 2008 the European Union provisionally offered the 'Hybrid Marine (HYMAR)' project a 2.2 million euro grant from the 'Framework 7' research budget. The project team have just announced a start date of May 1st 2009.

The HYMAR team includes EnerSys, manufacturers of the Odyssey TPPL battery, for expertise on energy packs; Victron Energy for power electronics and software development; Dave Tether of E-Motion Special Projects for extensive experience in marine hybrid system implementation; Bosch Engineering GmbH to help perfect the central system controller; Steyr Motors, for cutting edge diesel engine and electric machine technology; Steyr Motors are also builders of a parallel hybrid that has won several prestigious awards. Bruntons Propellers and INSEAN, an Italian research institute, for a world-class propeller development capability; and Malö Yachts in Kungsviken, Sweden for over 70 yrs experience of boatbuilding.

For Malo Yachts HYMAR Project will involve a lot of innovation and exchange of valuable experience within the team, in addition to the granted EU fund, which the company are taking part of. As bonus will HYMAR project will enhance our company's position on the world market, says Ulf Mattsson at Malo Yachts.

"This is the dream team for marine hybrid development", concurs Nigel. "We are extremely fortunate to have the support of EU research funds. I am becoming increasingly confident that in two to three years time we will have the technology for a broad array of hybrid systems and associated peripheral devices suitable for power, sail and small commercial boats from 30 feet (10 m) to 100 feet (30m). These systems will go well beyond anything currently available in terms of sophistication, efficiency, cost-effectiveness, and ease of use. It is innovations such as this that are needed if we are to chart a course beyond the current depressed state of the marine industry towards a prosperous and eco-friendly future."

For more information contact: Ulf Mattsson

Malö Yachts

Tel: + 46 304 59601

Cell: +46 708 592 201

Email: ulf.mattsson@maloyachts.se

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