

THE MODERN MALÖ IS NOT A VICTIM OF FASHION, BUT IS A YACHT FOR CONNOISSEURS.

When you read this it will have been six months since ‘Betty’ was first launched at Kungsviken. My arrival a couple of days later in sub-zero temperatures allowed five days to try everything out and have a sail in the estuary.

‘Betty’ is a Malö 37C which means she has an additional large stern locker instead of the now common sugar-scoop stern with steps, platform and ladder. ‘C’ is for Classic and for my style of yachting has several advantages namely a useful area of deck behind the cockpit, which incidentally makes the cockpit tent/bimini a joy to use, and a vast locker which swallows 6 large sausage fenders, four 40cm ball fenders, all the warps, buckets, the bathing ladder, kedge anchor and a large hose-pipe on a garden-reel!

It was this vast stern locker that worried me a little on the first night in the freezing harbour. I woke up at 2am wondering whether I could actually get out of it again after climbing in, and one does have to climb in because you can’t reach items at the bottom any other way.

Over the previous six months or so Lars Olsson had painstakingly written down every request of mine for modifications or additions and had then considered them, sometimes with his supplier or his yard manager, before invariably coming back with confirmation or an even better idea. In the end Betty’s specification was more than a dozen pages of fine print.



So I was rather worried that asking for internal additions at this thirteenth hour might be the straw that broke the proverbial camel’s back. Not a bit of it! Straightway Lars came up with a plan and sent two of his shipwrights to Betty for two days to put in partitions and floors which were then all epoxy coated. Well, after that experience, even though my flight back was early the next morning, I decided to ask for electrification of the Anderson stainless steel sheet winches. True to form Lars agreed and ‘Malö’ had them installed and working before the delivery crew arrived the following week.

I had had five yachts built to order since leaving university. Betty makes six. Two were built close by to the Malö yard, but Betty is in a class of her own. She is magnificent and I am so proud of her. On reflection there are a number of reasons for this.

First of all the design is a conservative evolution based on the experience of models going back over a very long time. The modern Malö is not a victim of fashion, but is a yacht for connoisseurs. Mind you, there is plenty of luxury. When it came to buying and making bedding, a super king-size duvet was only just big enough!



Betty has, in addition to the normal fridge, a deep-freeze, and even a built-in Gaggia coffee machine. But of course it is by how she sails that most will judge her. Betty was sailed over the top of Denmark and down the North Sea to Portsmouth by a PYD (Professional Yacht Deliveries) crew and she averaged 6 knots. This might not seem impressive, but it was in the middle of January, the harbour had been iced over, the predominant wind was force seven, and for 2 days there were storm force 10 warnings in operation.

The German Bight sea area is no place for a yacht to be even in force 6. When I asked how Betty had behaved, her skipper pronounced “perfectly” and went on to say that one day he would like a Malö himself.



Well that just about says it all. Those kinds of weather conditions haven't affected us yet, but she sails beautifully in force 6 six winds in the Solent. Most noticeably, waves don't slow or stop her, she just keeps on going, presumably due to her hull form and her 10 tonnes all up weight. It is no surprise to me that this year the Malö 37C was named Import Boat of the Year by the American magazine 'Cruising World'.

Going on board Betty I still get a lump in my throat. As I said at the beginning she is magnificent, but it is more than that. Having owned six yachts before, there were so many features and items that I wished for in the ultimate boat. However, so many yachtsmen will say.. "Well you can't have everything, all boats are a compromise".

Well that is rubbish! The attitude of Malö Yachts and of the entire team, impressed me as being the same as the philosophy of Lars Olsson the managing director, namely they will do everything possible to build the yacht the customer dreams of, down to the finest detail.

Nothing is too much trouble, and my only regret is that the visits to the yard, the phone calls and the emails have ended. Everyone who helped was so helpful and charming that it feels like I have made a whole new circle of friends. One day I would love to go back again for a holiday and see them all again.

Perhaps most all it has been that I was allowed to be completely involved in Betty's design and build right through to completion. Quite often Lars would telephone or email me with details for me to make a choice. Sometimes we exchanged photographs or diagrams. As a result Betty is the yacht I hoped for and dreamt about. She is perfect for me to enjoy for the rest of my sailing days.

Thank you from Malo37-132C

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