









MALTESE FALCON - Sailing Yacht

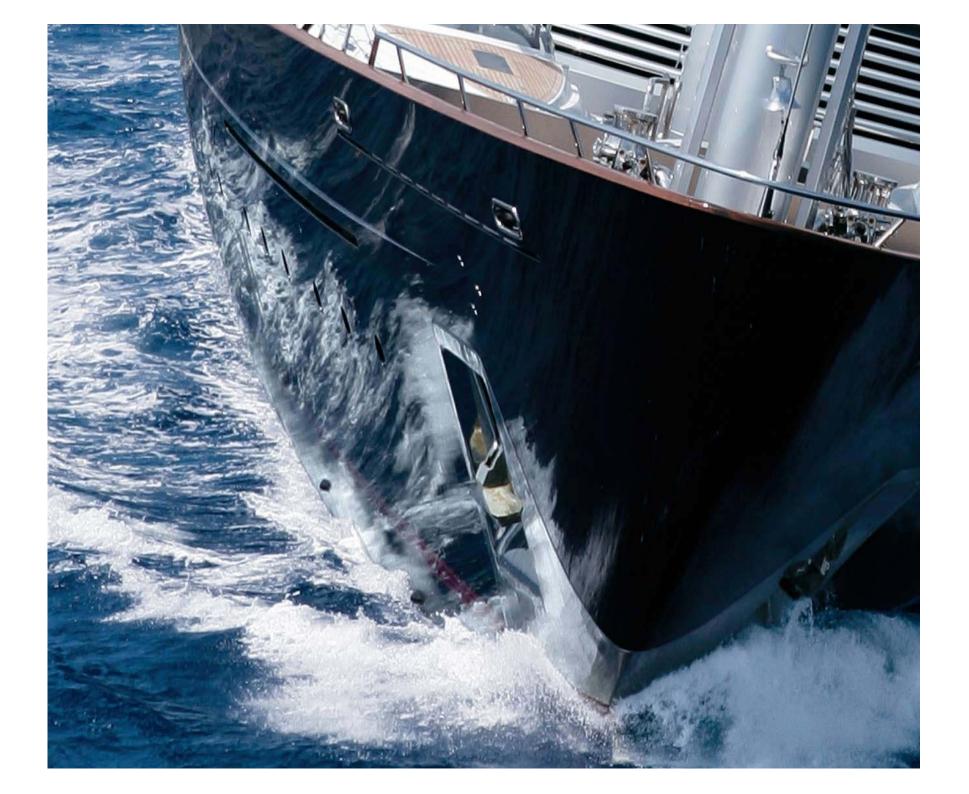






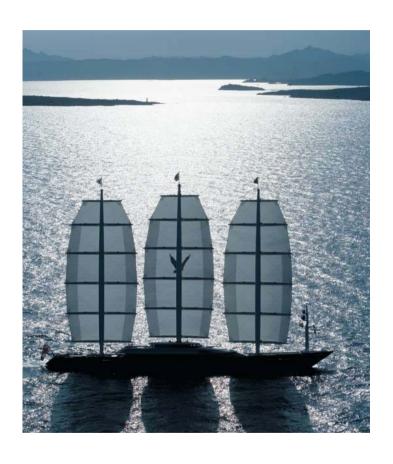






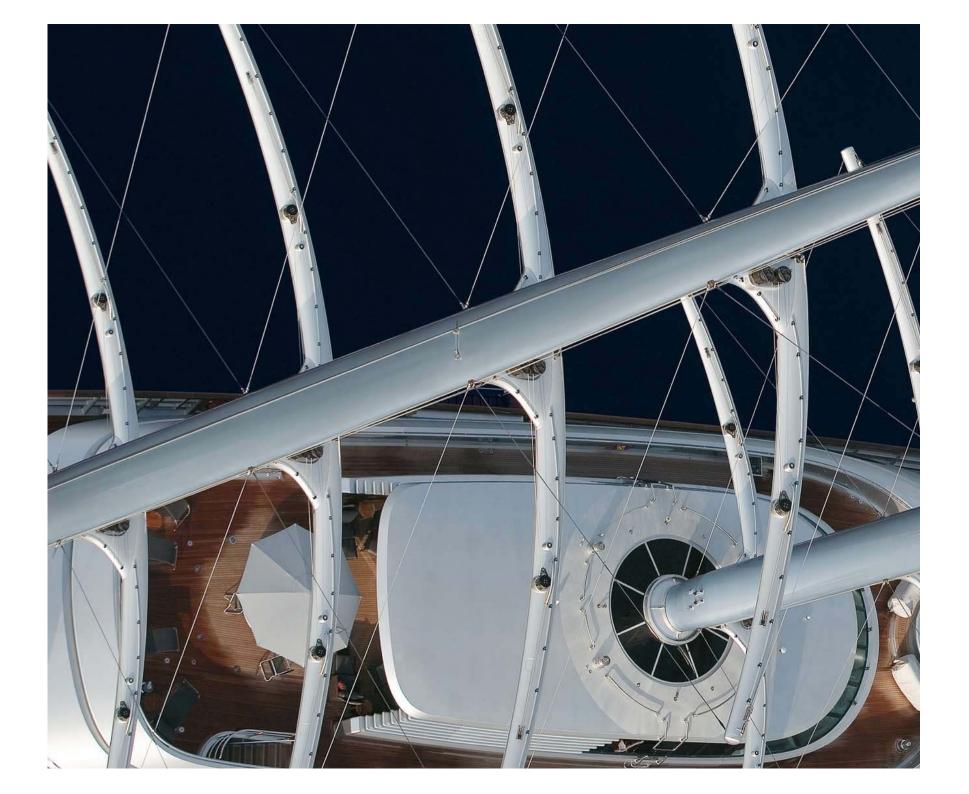


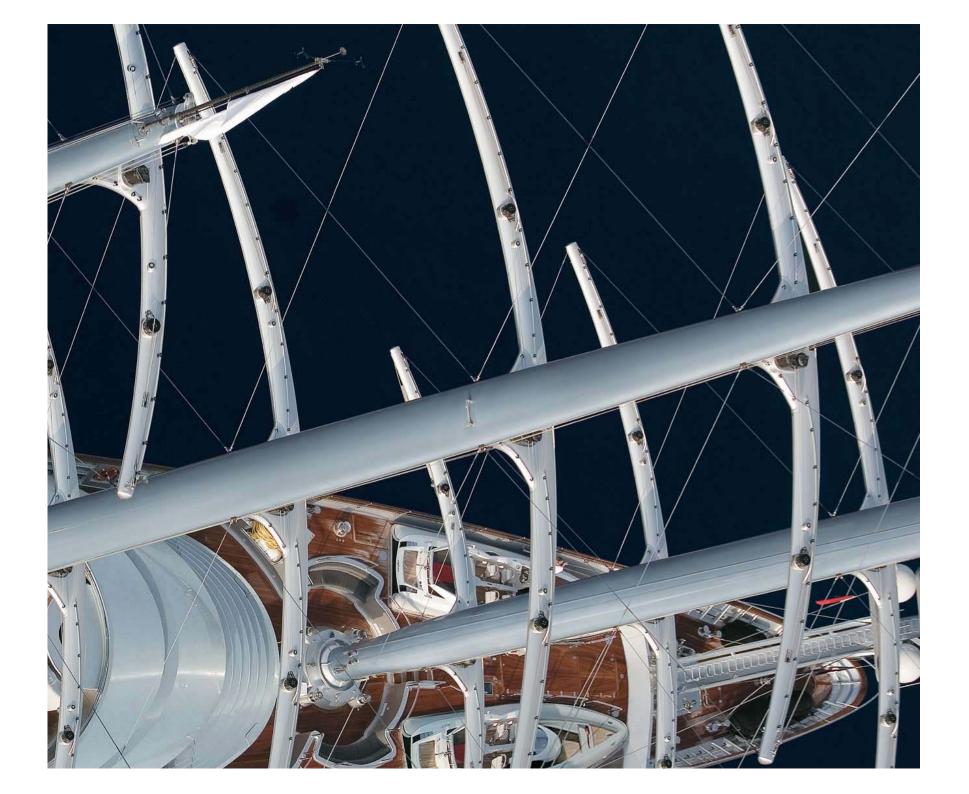












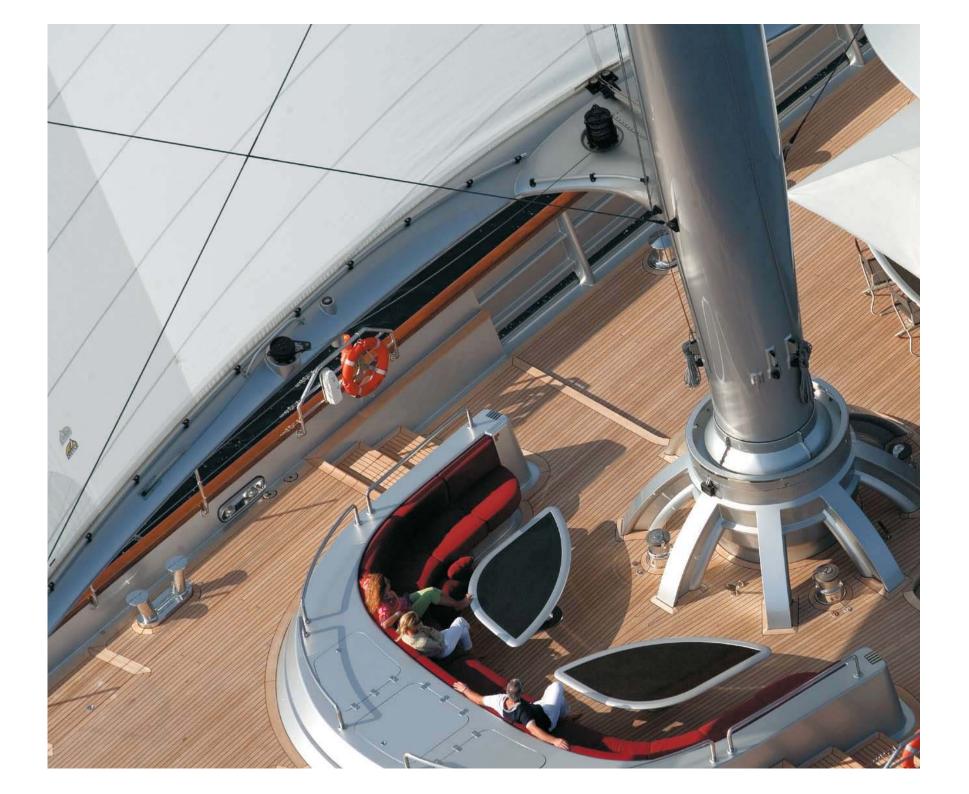


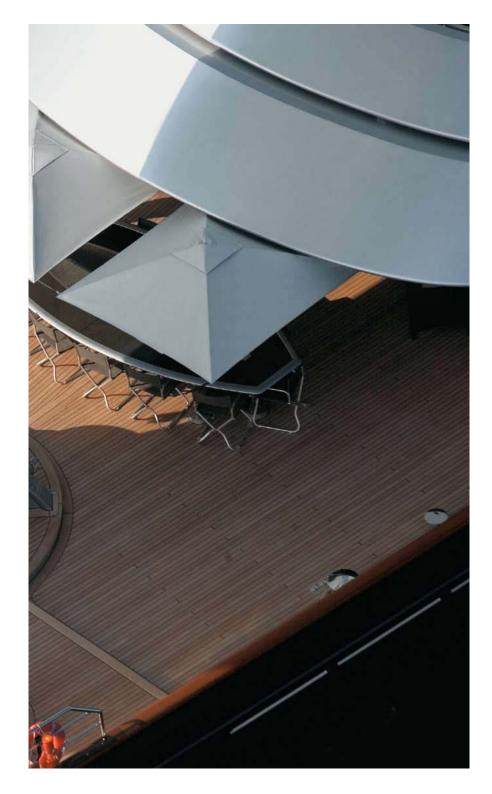




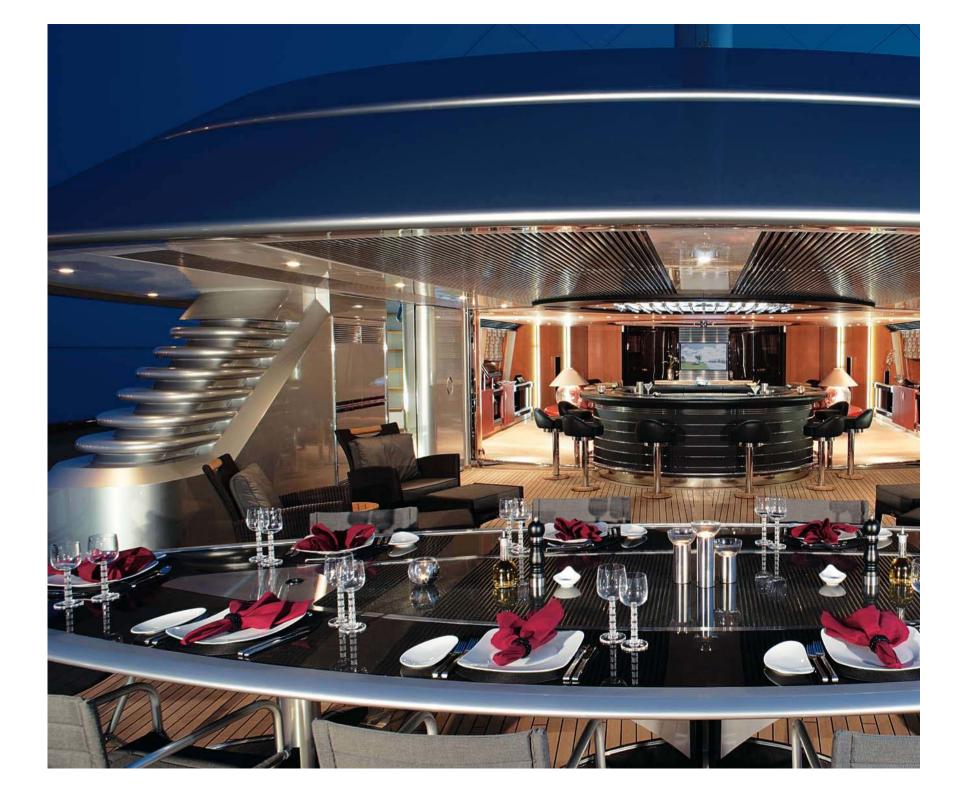


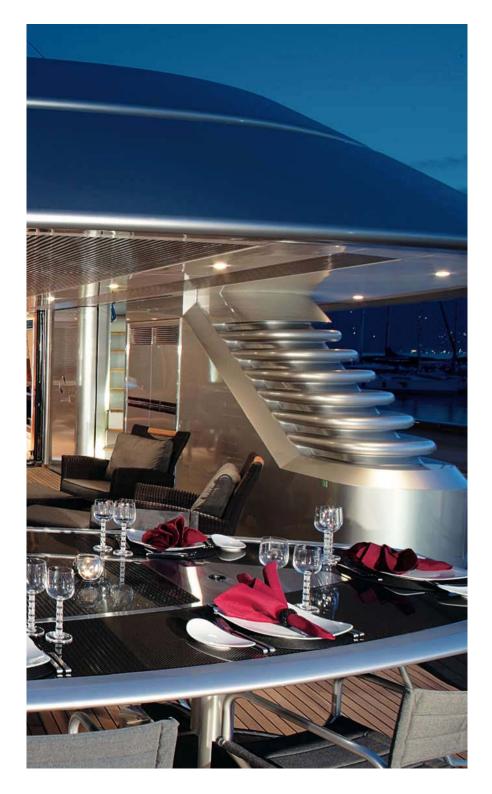






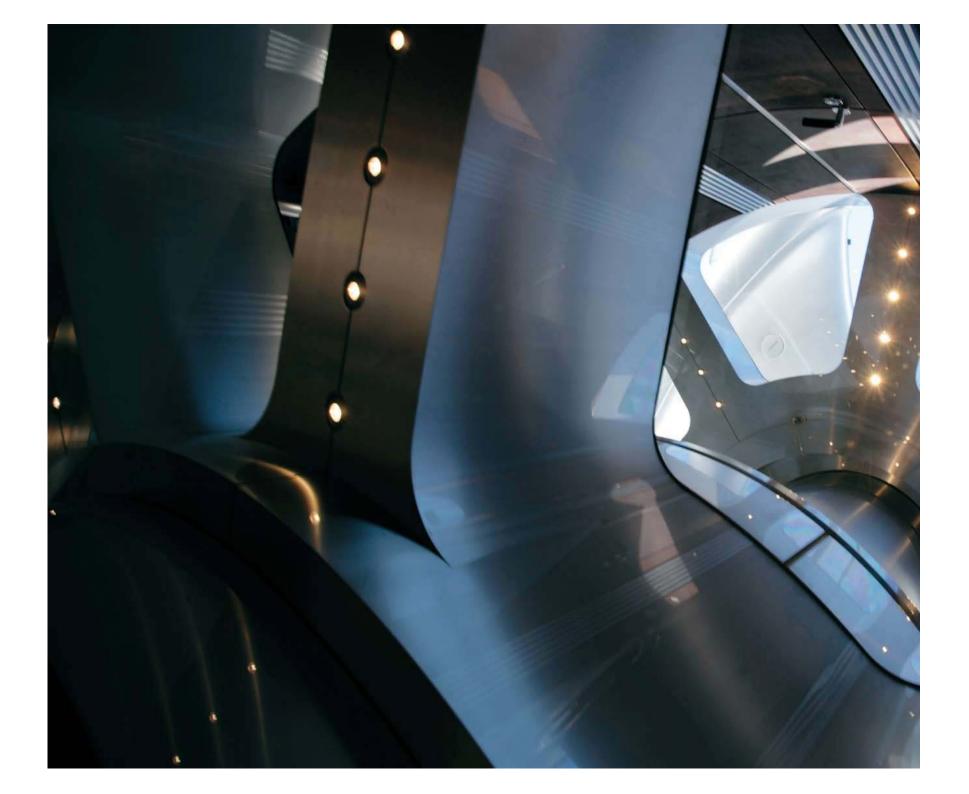






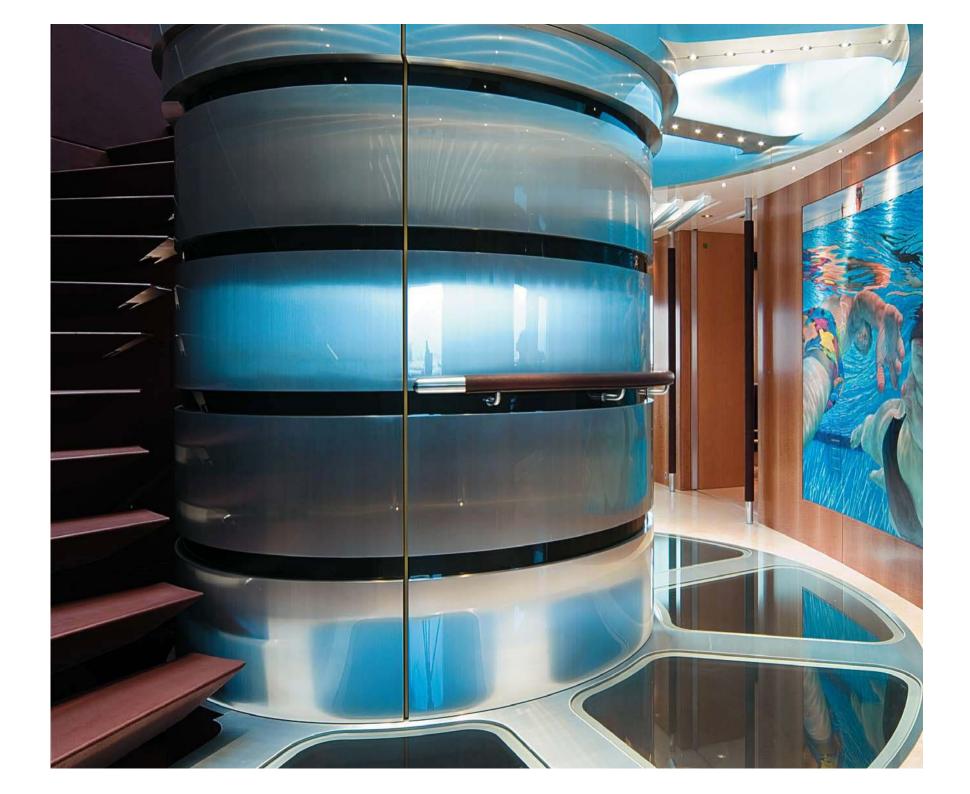














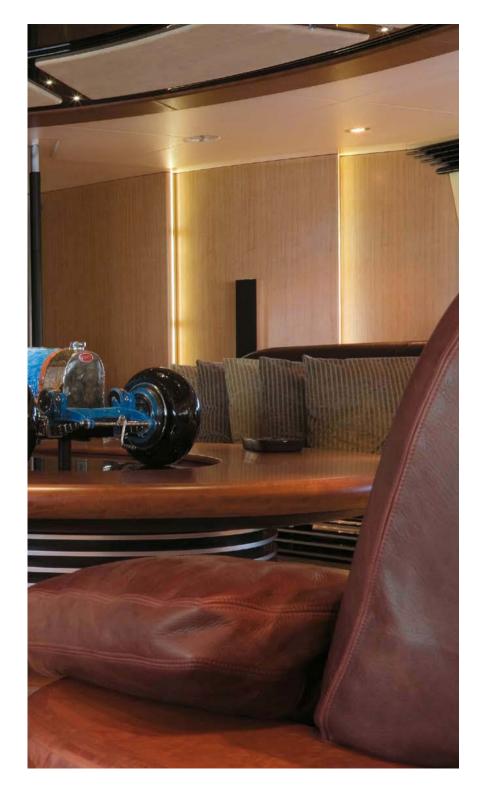




The Maltese Falcon 88m FalconRig

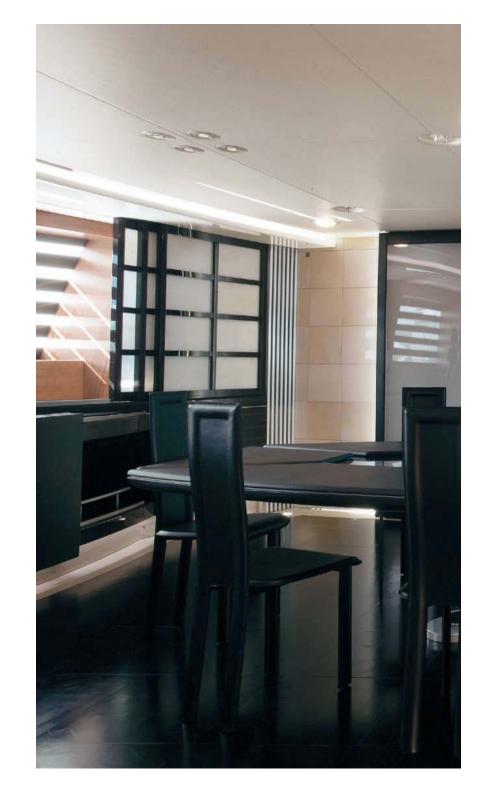


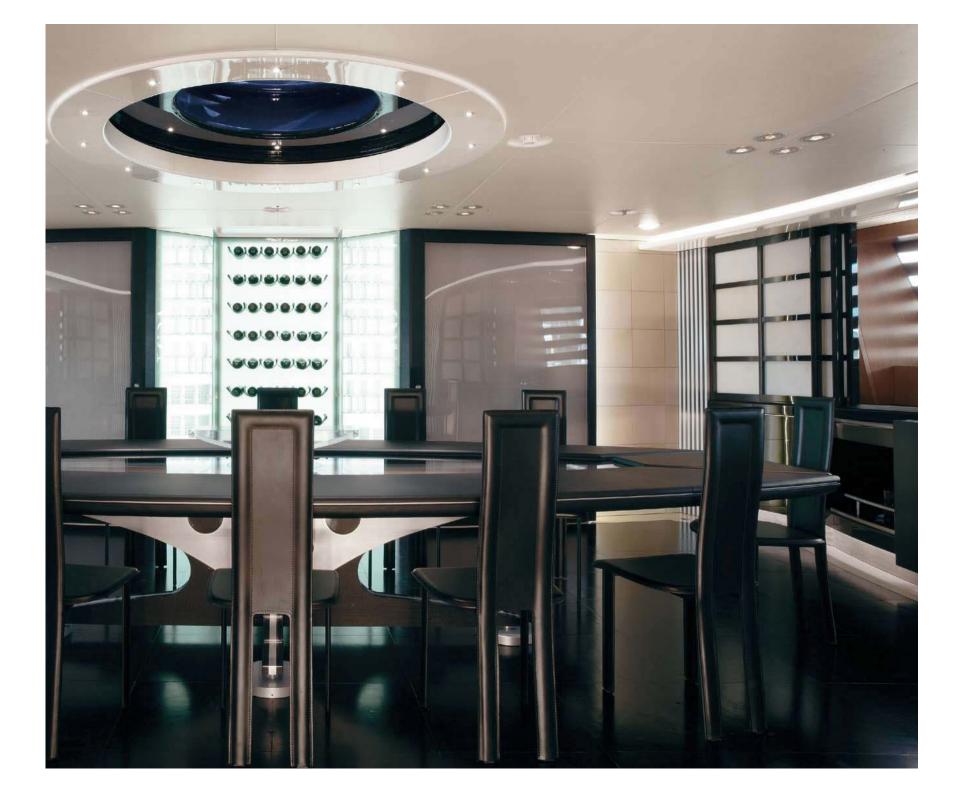


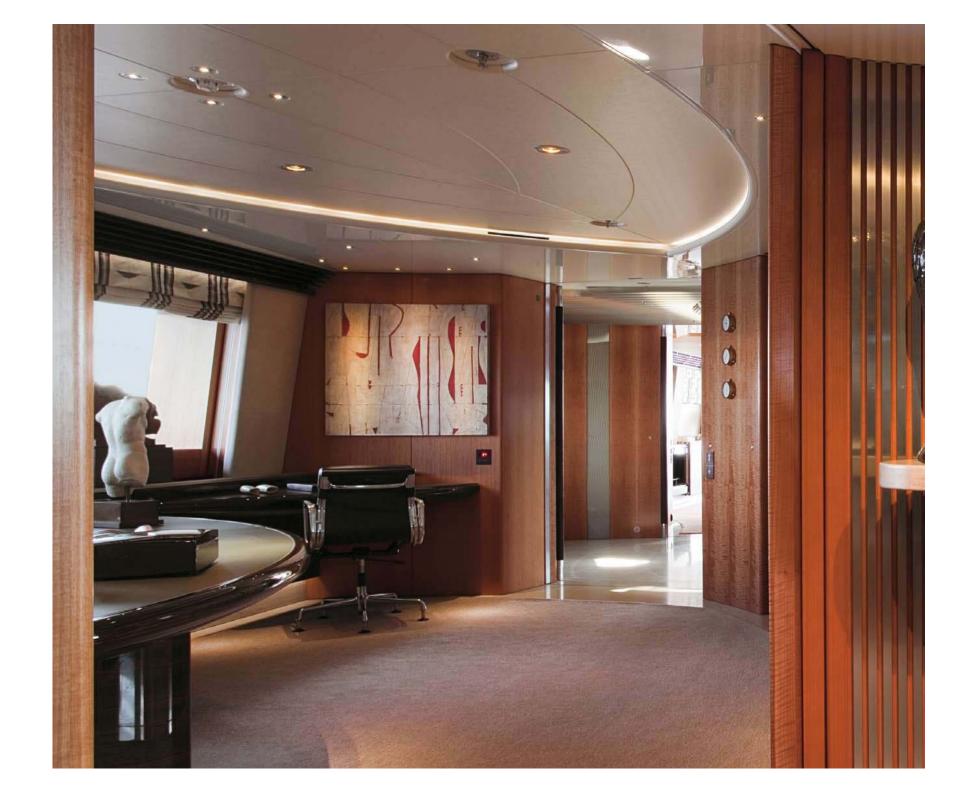


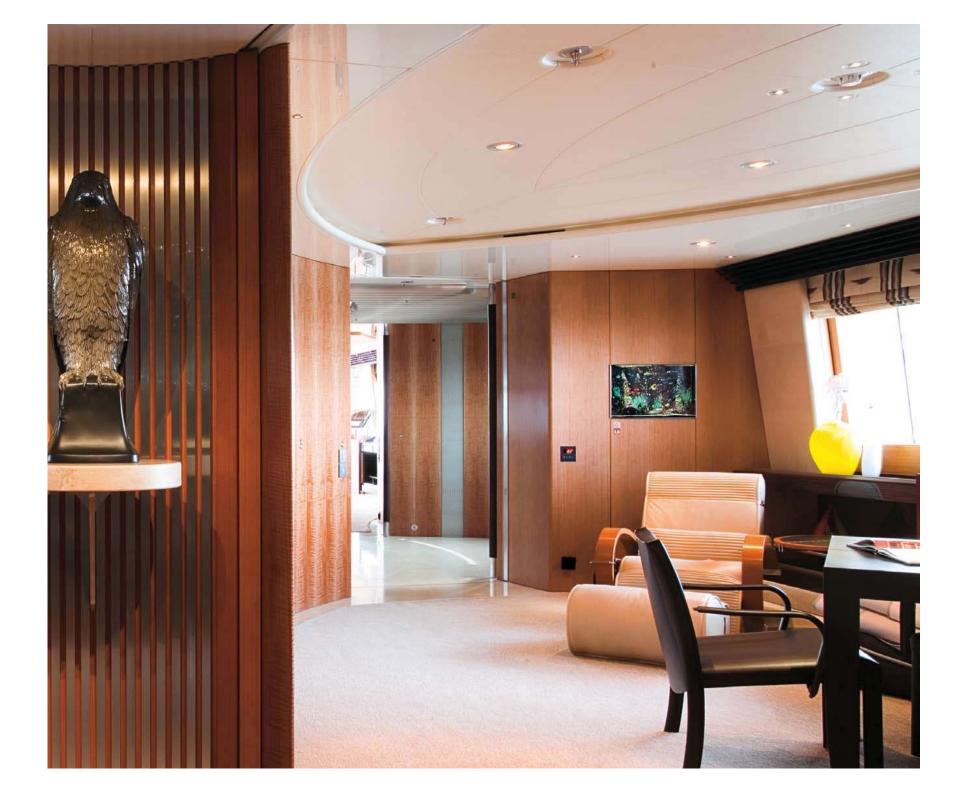


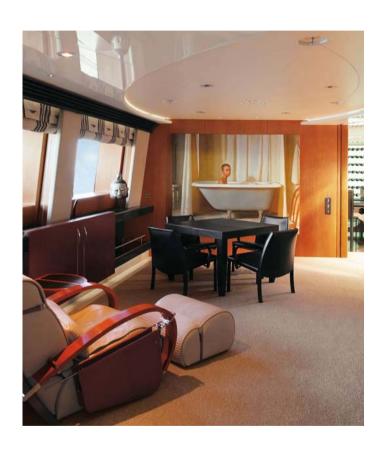










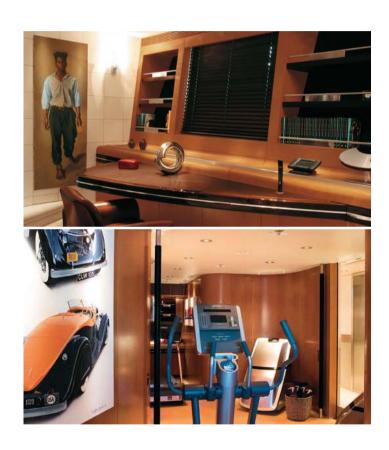


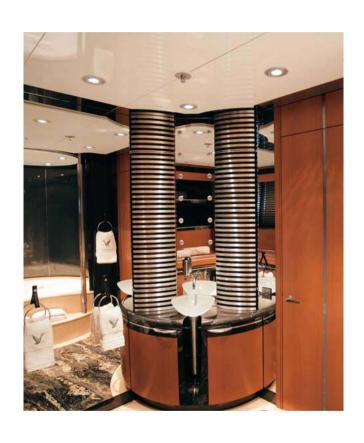


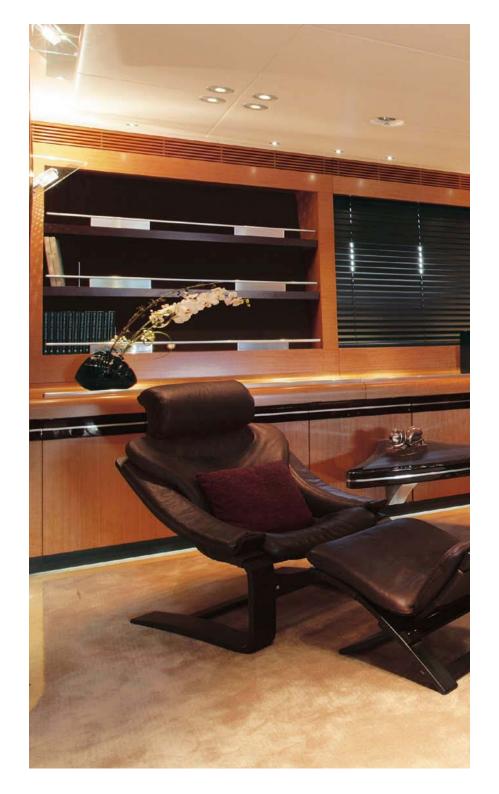


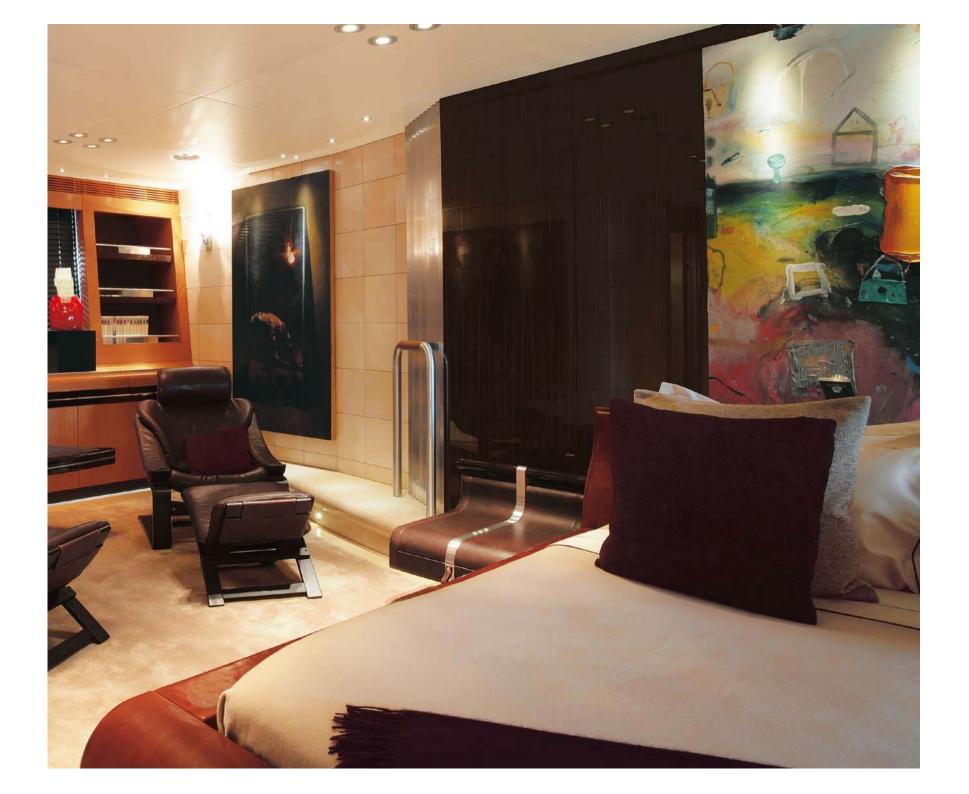


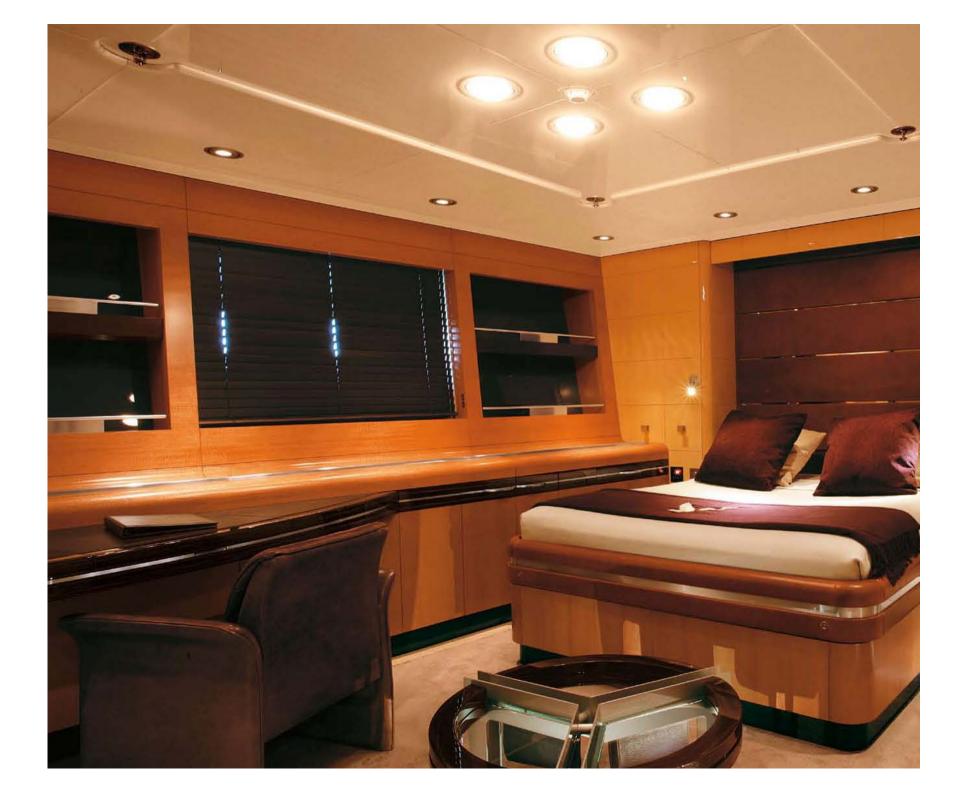






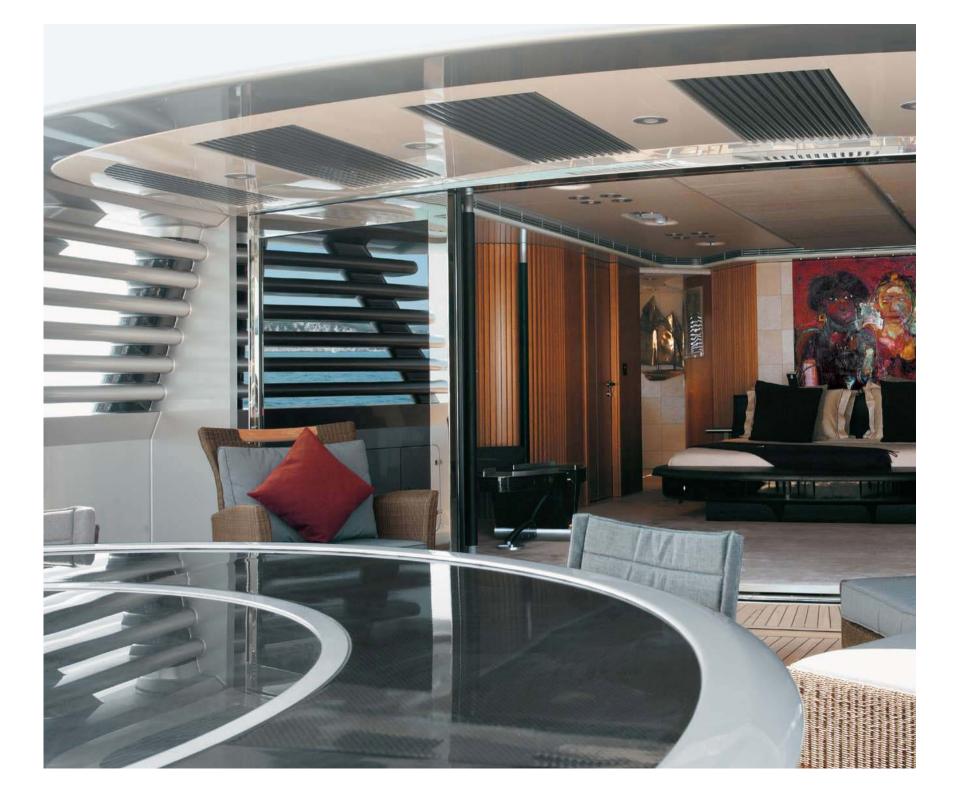








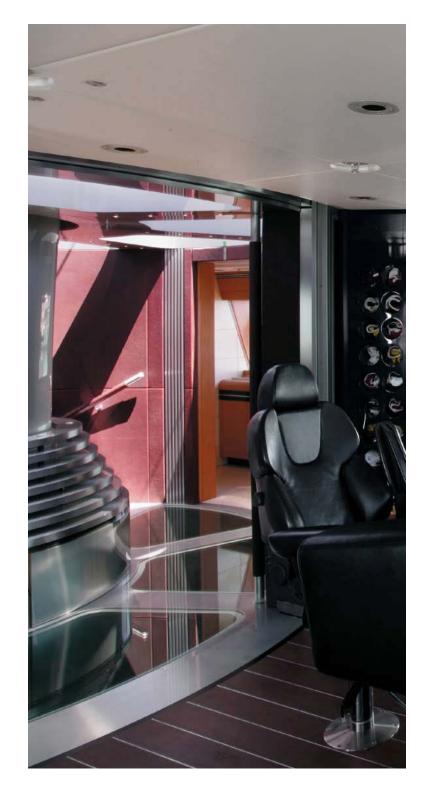


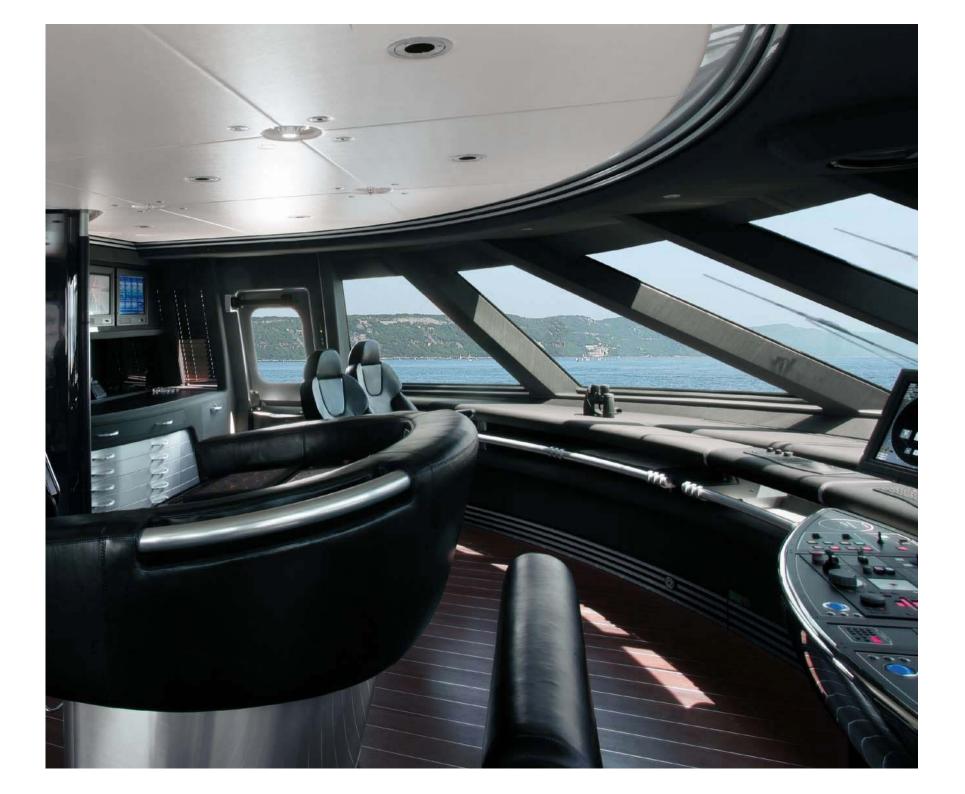


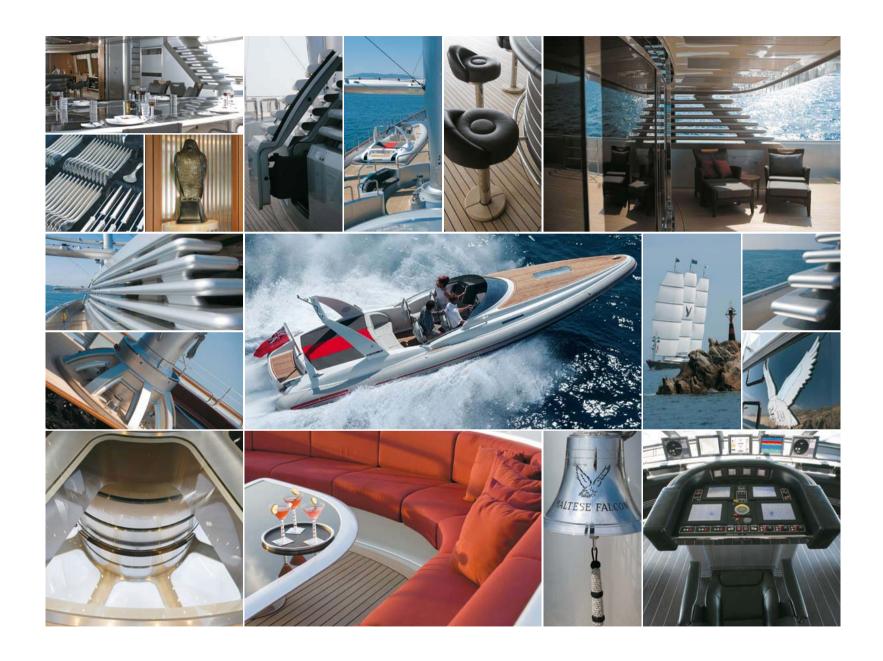


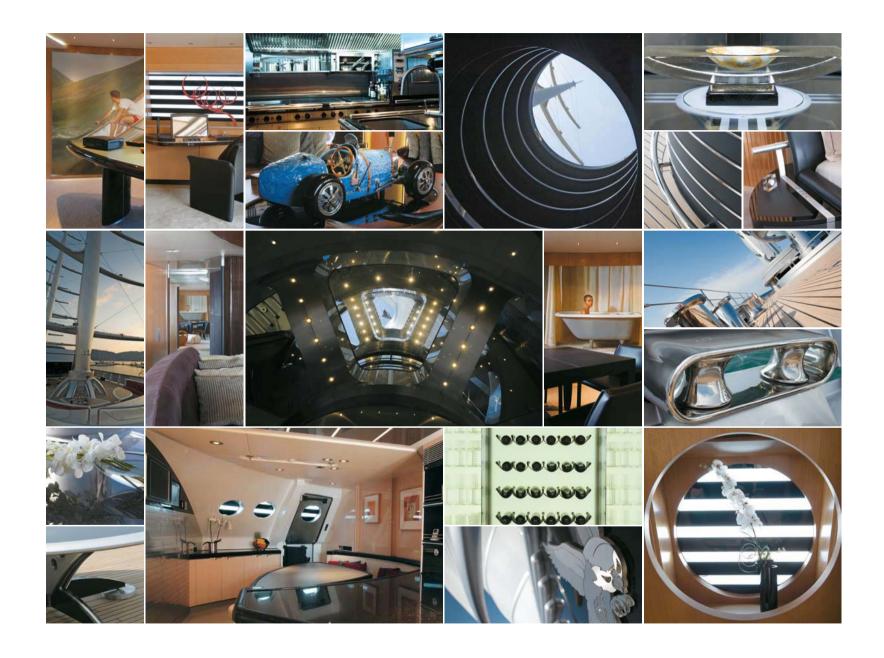


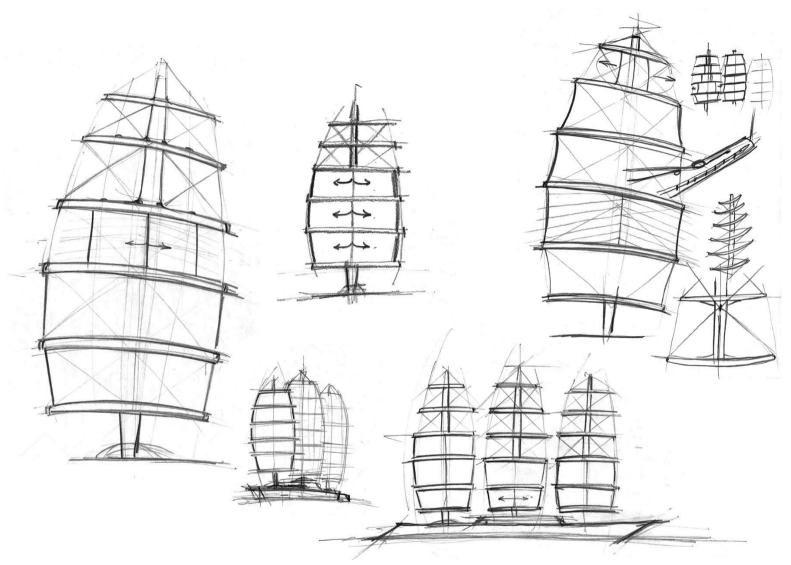






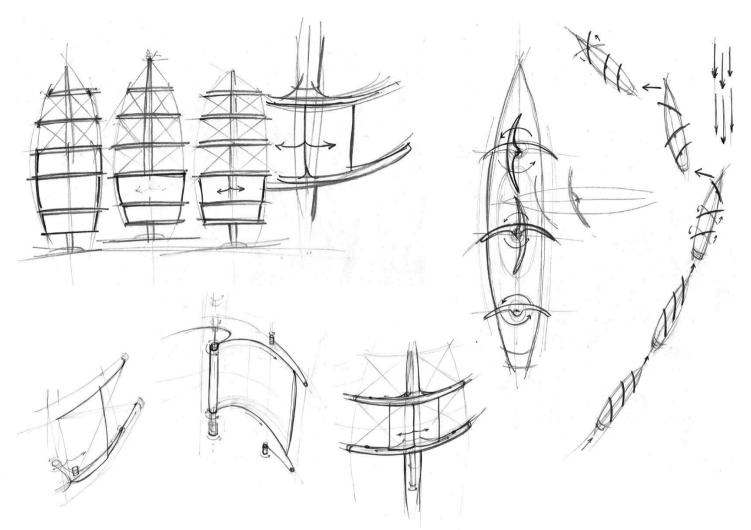






Since the glorious days of the clipper ships it has been understood that a square-rig would power a large vessel at wonderful speeds except for the up-wind point of sail. For those conditions sloops and schooners with a fore and aft configuration would be better. During the fuel crisis of the 60's the German government undertook research to see if a new way could be found to overcome the up-wind disadvantage of the square-rig. The result was the DynaRig. However the crisis eased and the idea never progressed beyond the wind tunnel and it was never tried on either ships or yachts,

although the theoretical data looked extremely promising. Starting in 2001 an American yachtsman decided to create a "clipper yacht" using an advanced development of the DynaRig. Working with naval architect Gerard Dijkstra, and composite expert Damon Roberts the "FalconRig" of the yacht the Maltese Falcon was pioneered. The advent of fatigue free carbon fiber made the idea practical. The owner had a previous association in pushing new ideas with Fabio Perini, and they worked closely together to invent and test the entirely new method of handling a huge sail area entirely automatically.

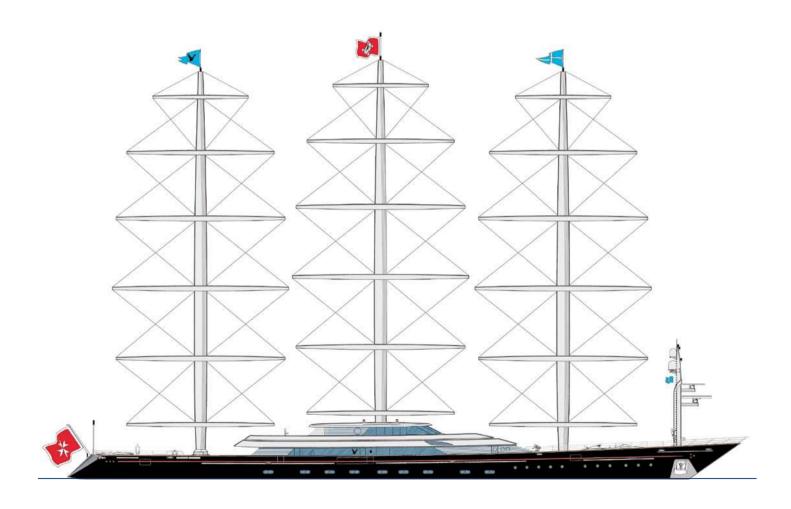


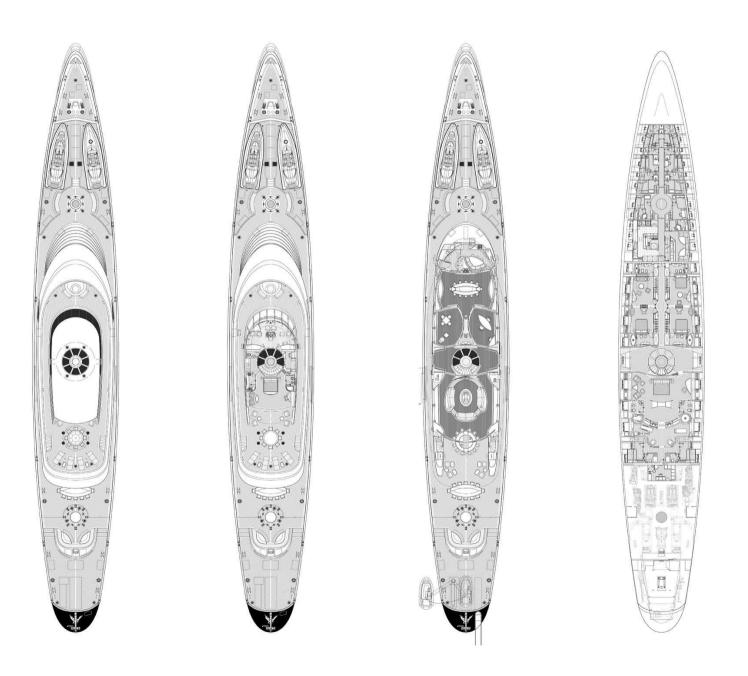
Like the famous Cutty Sark, which holds numerous speed records, the Falcon spreads numerous sails each of which can be independently furled and unfurled, but unlike the old clipper the operations are computer, not man, controlled. And unlike the Cutty the yacht's heeling to a comfortable level. The FalconRig is extremely reliable. Within Sark the Falcon flies up-wind with the best of contemporary yachts. Each of the fifteen sails is housed within the mast and is deployed by special Perini developed winches; four winches are used for each sail in unfurling. For furling these winches are released and another motor turns a mandrel which winds the sail back into its original housing important development in many decades.

within the mast. The system is extremely flexible; any combination of sails may be set, and as the wind strength increases, sails may be progressively furled to keep the Falcon's first few months, to the date of this brochure, over ten thousand nautical miles were sailed with hundreds upon hundreds of sail settings, all without a single failure. A number of yachting journalists have declared the Falcon to be the most









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