



MALTESE FALCON - Sailing Yacht









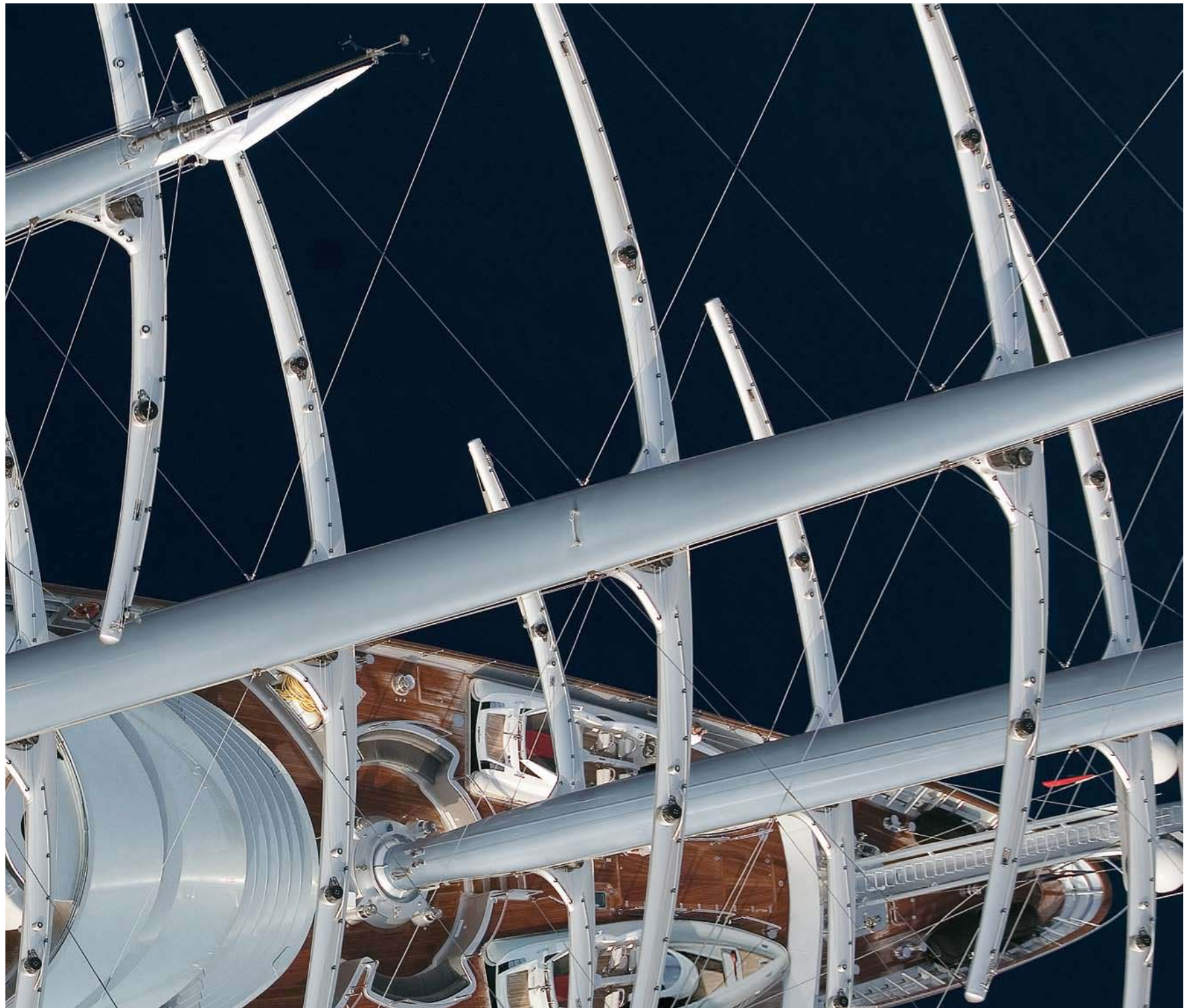












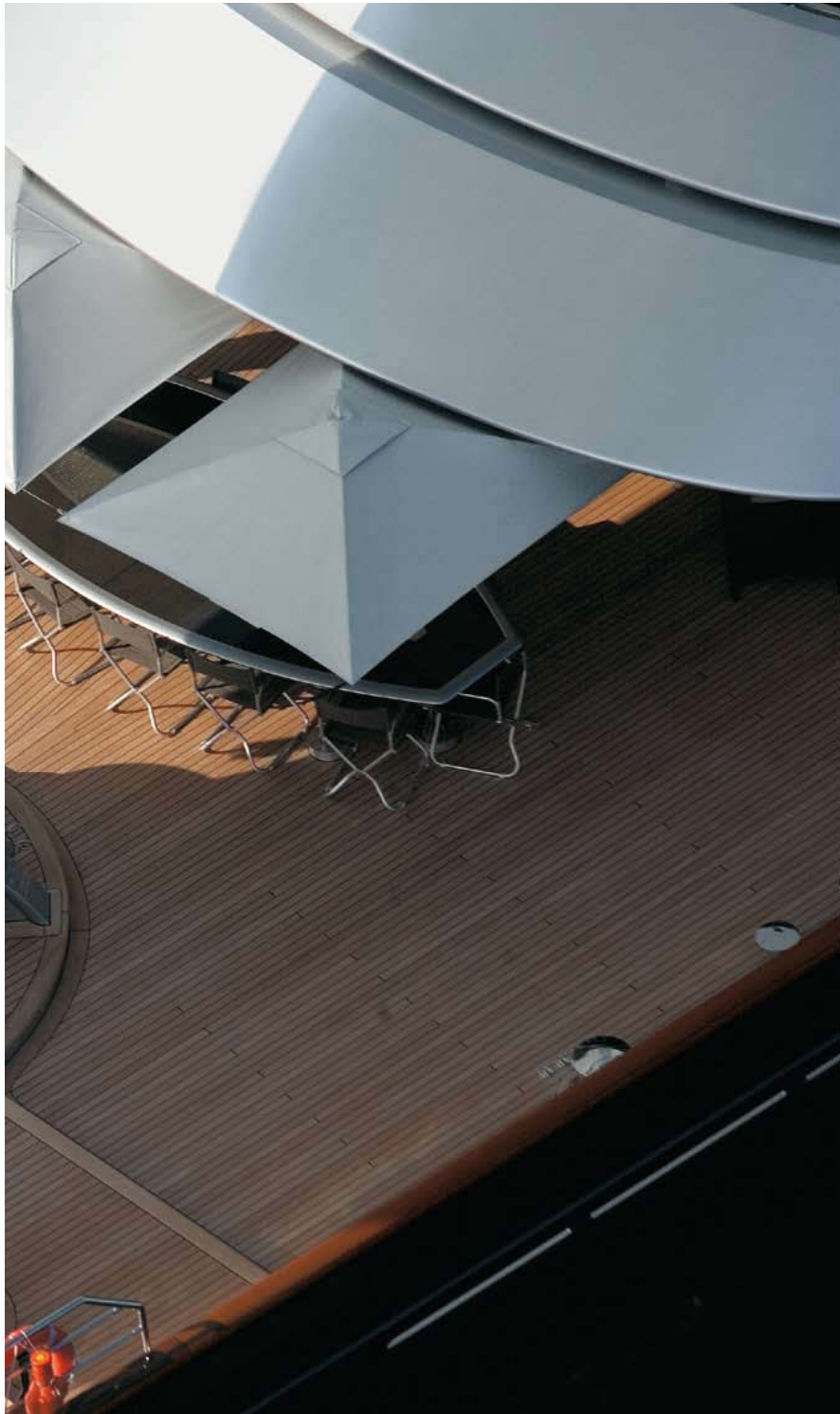












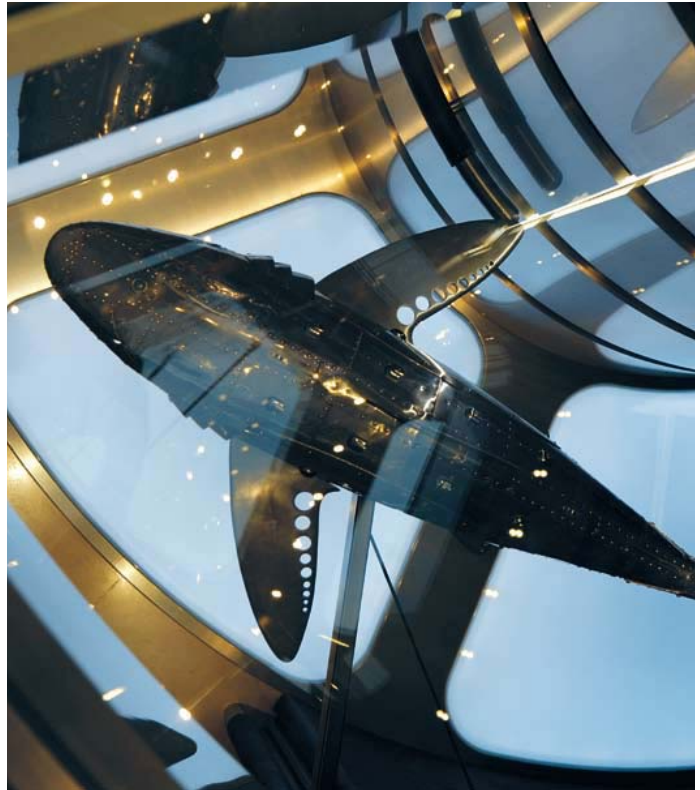












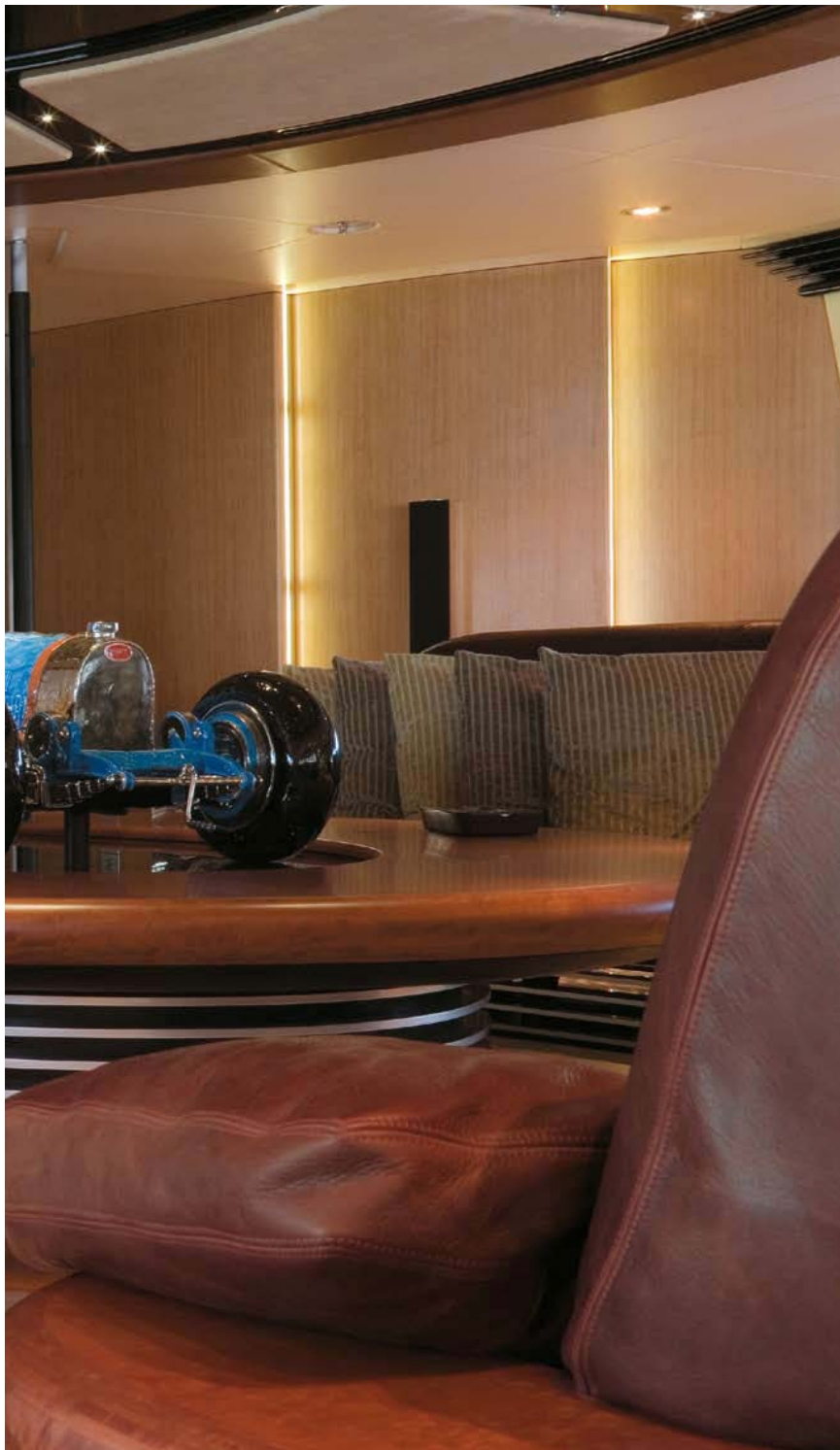


The Maltese Falcon 88m FalconRig



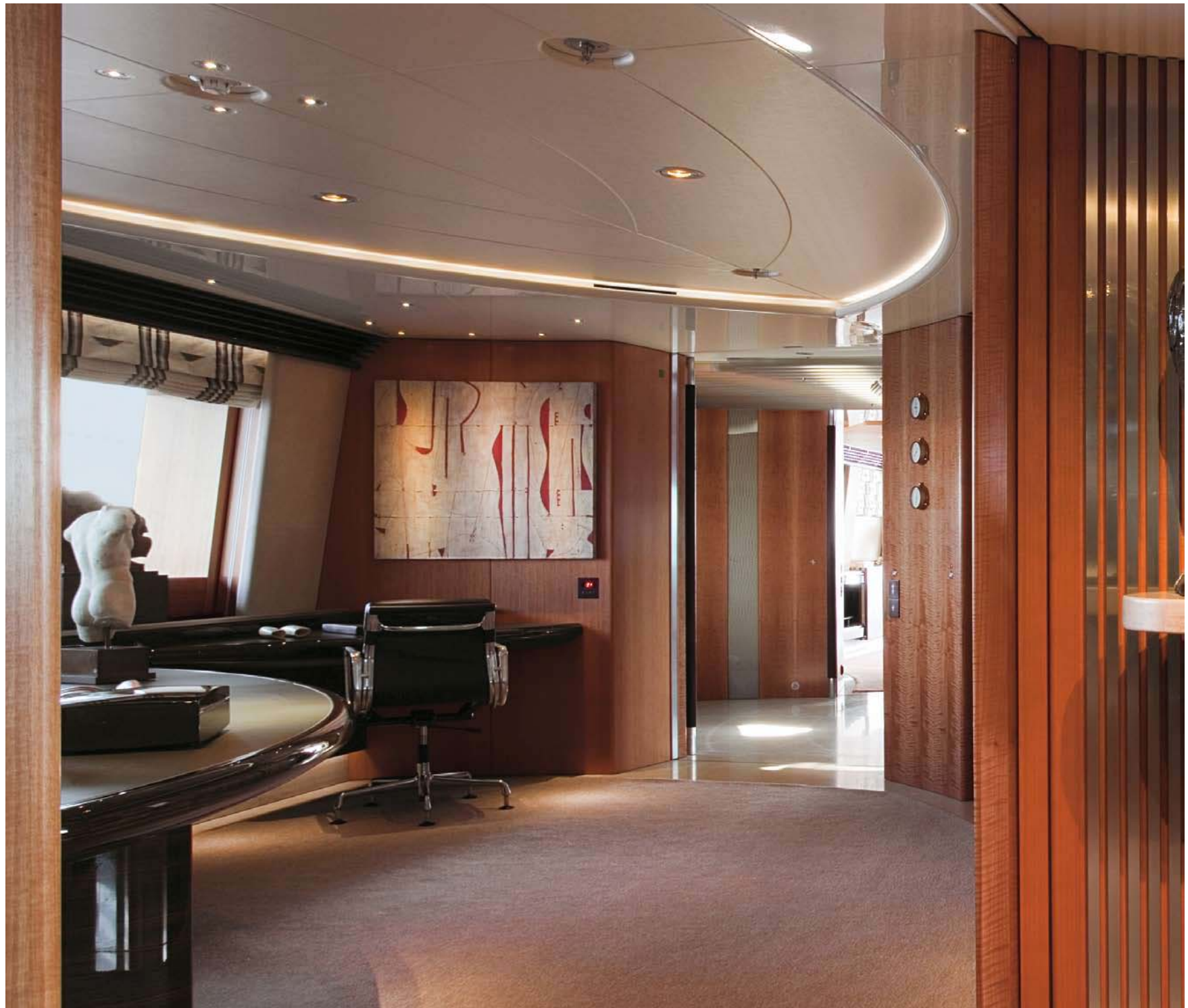
88m - 289ft

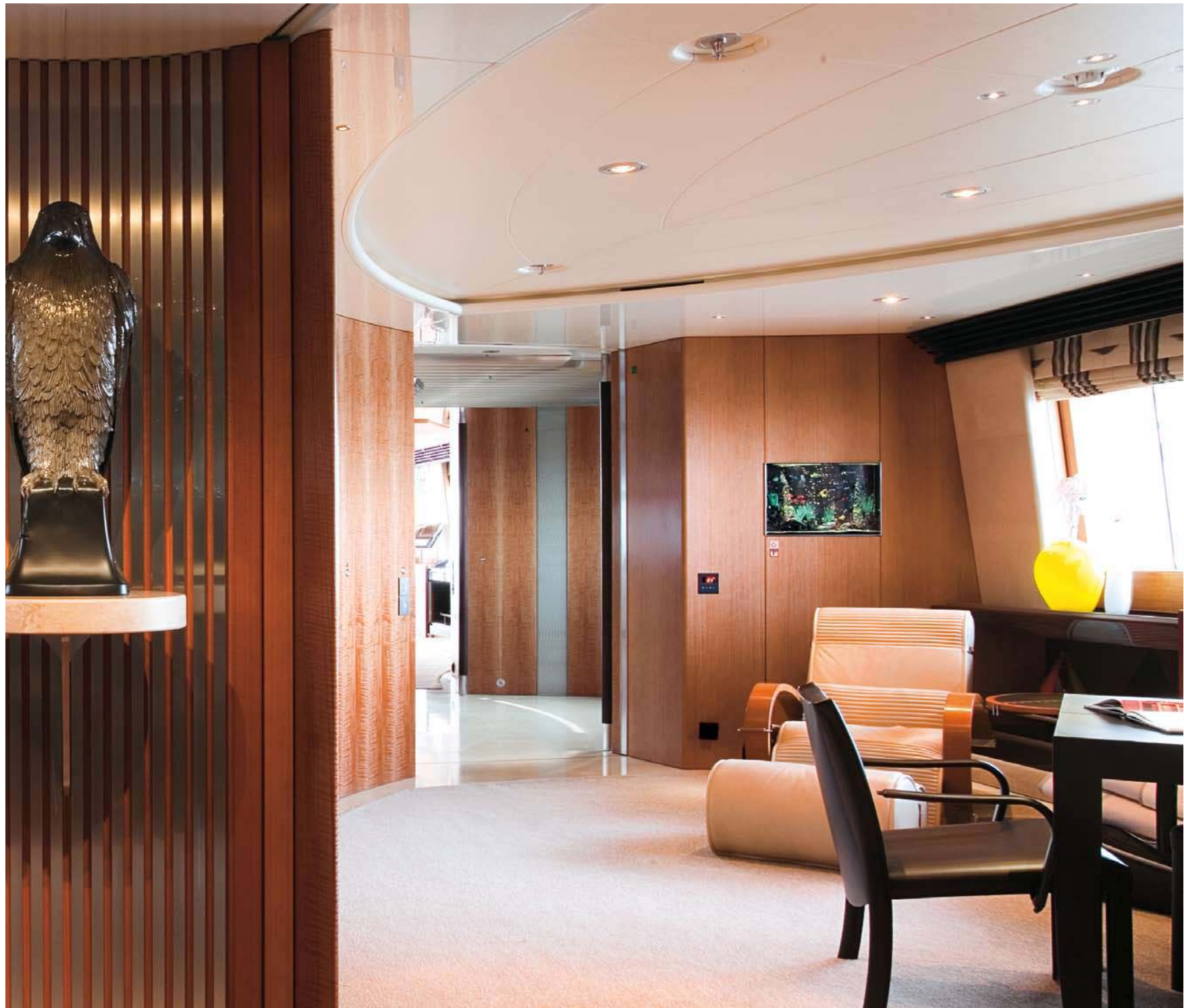


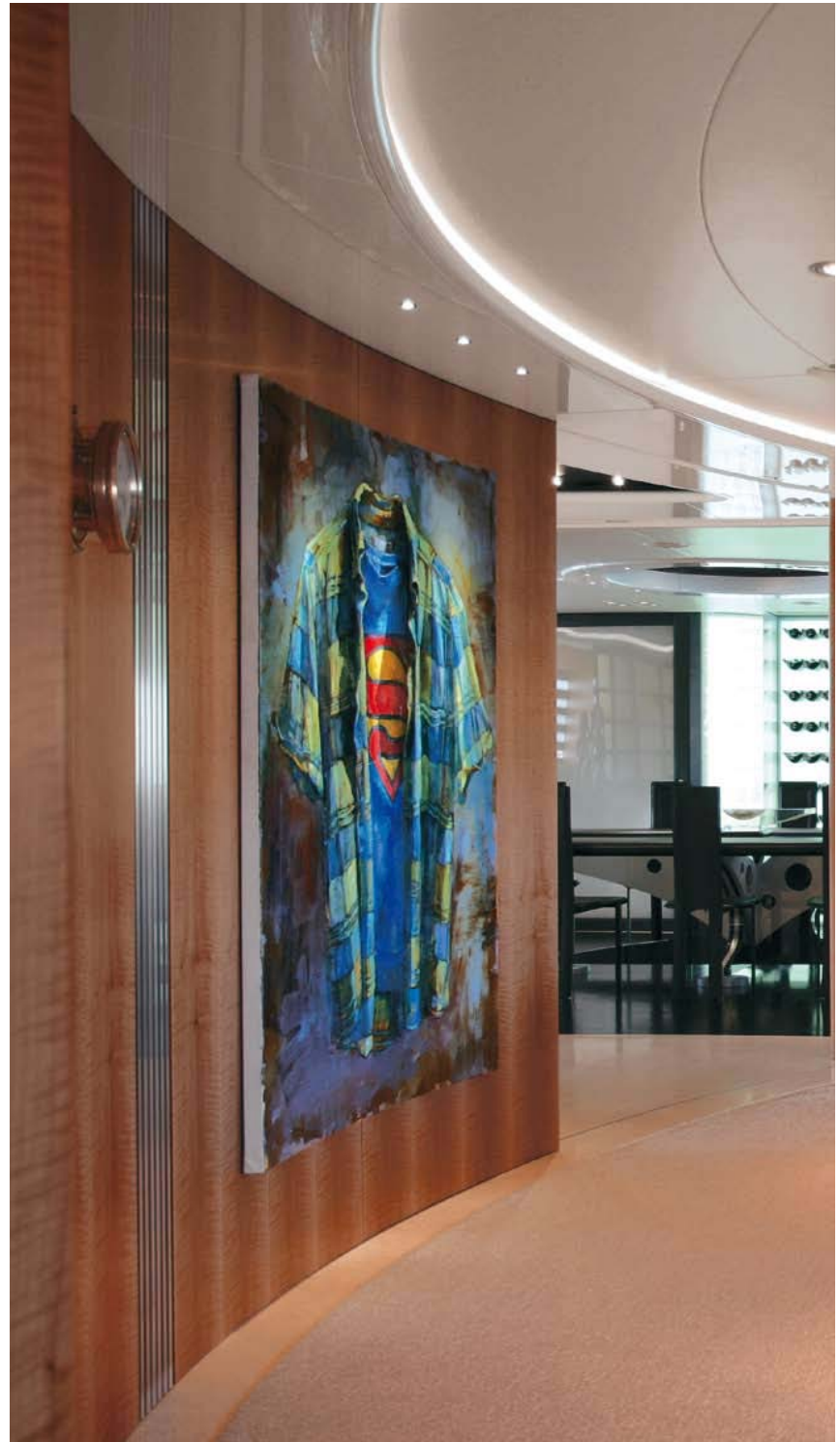








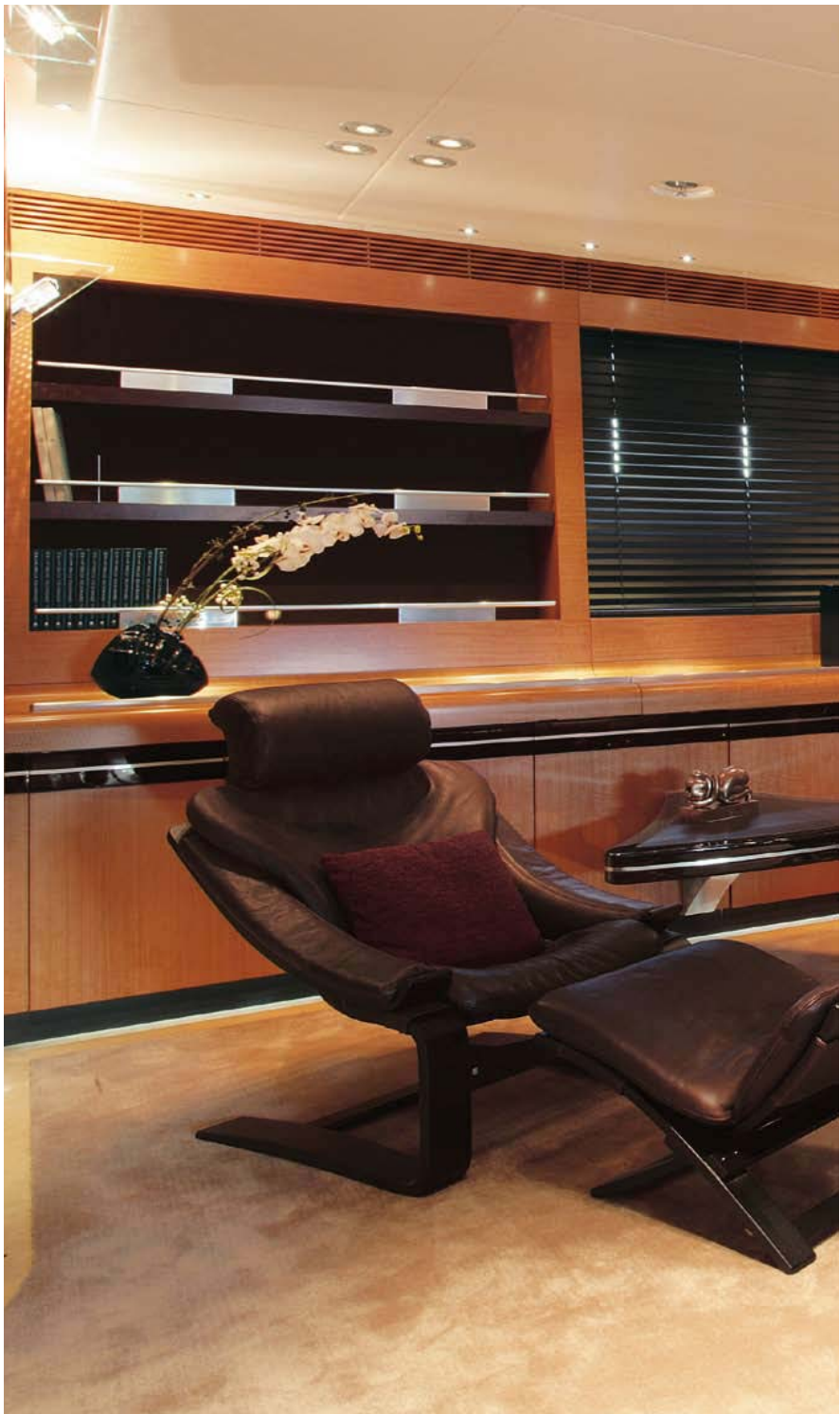




















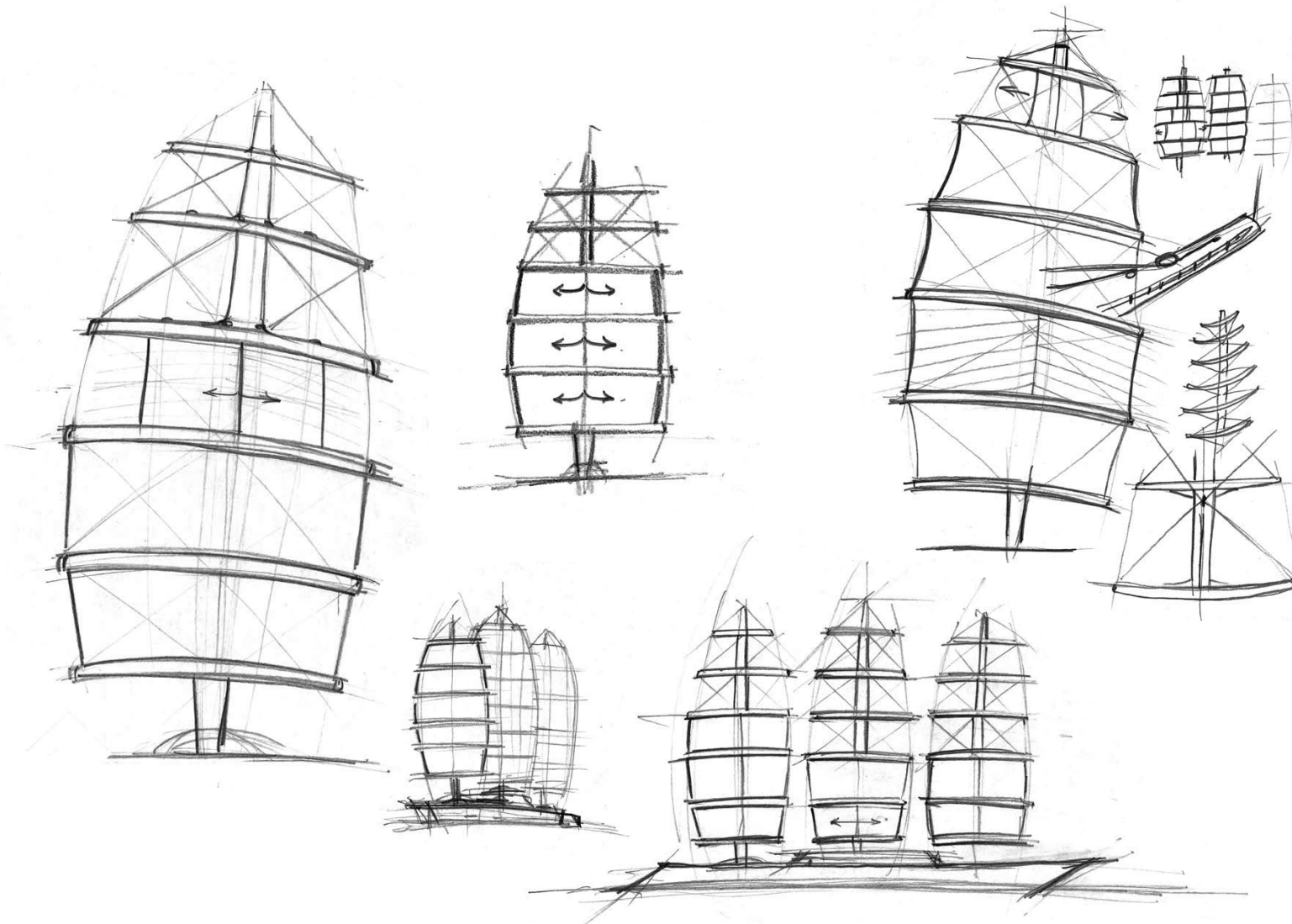












Since the glorious days of the clipper ships it has been understood that a square-rig would power a large vessel at wonderful speeds except for the up-wind point of sail. For those conditions sloops and schooners with a fore and aft configuration would be better. During the fuel crisis of the 60's the 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.

