

Mahal and her speed under sail.

Mahal sailed regularly with 10-12kn (true GPS speed). In ideal conditions up to 13kn, on waves sometimes over 20 knots. It was easy to sail above 10kn. The ship was not stopped by big waves but surpassed them. Sometimes the sight of the incoming wave was scary, but Mahal nimbly climbed the wave. In the headwind (to set up a reef) she remained responsive even in force 7 winds (5m waves).

Mahal was virtually always faster to her destination than other boats. A few times we were approached by overtaken skippers in the port of arrival: Why is Mahal so fast? Some reasons:

Mahal is a ship with small inertia for nimble reactions:

- The usual heavy hydraulic cylinders for the headsails (300kg) have been replaced by furlers (23kg), the lighter hydraulic motors for them are far inside the ship
- The attachment of the foresails with the triangle is fully made of carbon
- The mast is made of carbon and tapers towards the top. The boom is made of carbon.
- The batteries (600kg) are near the centre of gravity
- The bow thruster extends only when in use, the opening is otherwise closed
- The ship is only 80cm in the water amidships. The hydraulically moved centreboards are over 3m long. Mahal sails high on the wind, much higher than a catamaran with a fixed short keel, but comparable to a racing monohull.

These features have enabled Mahal to always be faster than comparable vessels, which are usually heavier and have heavy weights in the bow and stern. These vessels are slowed down by larger waves and must always regain speed.

Mahal was often stationed on the Atlantic coast and sailed several times to Stockholm, Helsinki, Oslo, the Mediterranean and several times across the Atlantic. The Caribbean was the main cruising area and Mahal stayed there for many years. She was always a family ship and was never chartered out.

