



MALOREN

Outpost Maloren

The island Maloren arose from the Bothnian Bays and then it became a fishing ground, pilotage area, lighthouse spot and finally a holiday location. It was as late as 1500 years ago that Maloren rose from the sea and the island developed into an early retreat for the Bothnian fishermen. The island has been characterized by fishing and shipping, but here is also the country's only archipelago chapel with a cathedral spire on the roof. It's not hard to be impressed by the beautiful timber carpentry in the church.

The lighthouse of the island is just as impressive, but it was also here a prospective building master who, for the first time, showed what he really could accomplish. Gustaf von Heidenstam, who later became famous for his Heidenstam lighthouses, visited the island in the summer of 1850 and then designed the beautiful wooden lighthouse which was ready the following year.

Today Maloren is a holiday paradise for those who seek calmness and tranquility. It is a unique and beautiful island which is about three kilometers long and shaped like a horseshoe. Big parts of the island are covered in fine, round stones, but you can also experience sandy beaches and different vegetation. The nature is distinctive and there is a rich bird life on the island.

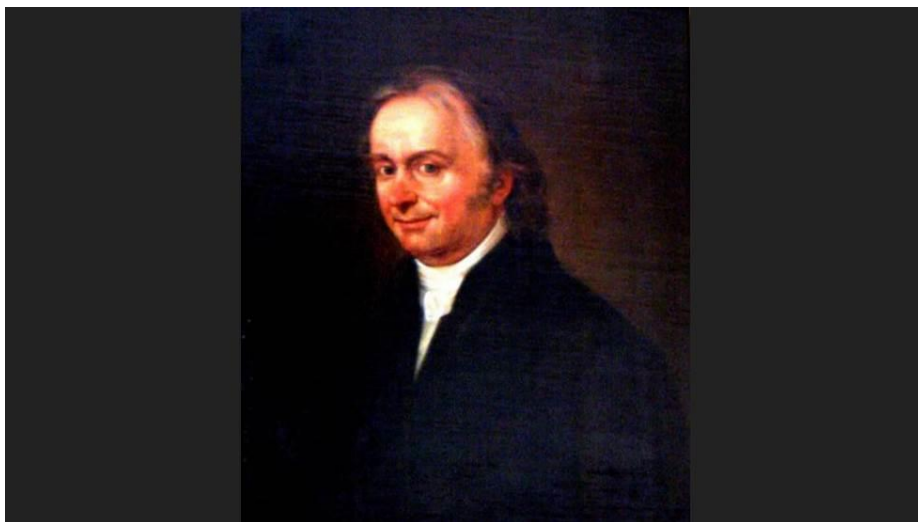


History

It was during the 17th century that fishermen began to build small fishermen cottages on Malören. This was made in order to harvest the richness of the sea in a more convenient way than before. The Baltic herring culminated in the second half of the 18th century. At that time, as many as 70 boat teams, both self-supporting fishermen from Karlö and employed fishermen from Tornio, could be on the island at the same time.

The observatory

At the end of the 18th century an observatory was built a bit southeast of the church on Malören. At that time, the professor Jöns Jacob Svanberg, a native of Kalix, performed measurements to determine the shape of the Earth. During the coldest winter nights between 1802 and 1803, Jöns Jacob Svanberg made measurements by which he determined the latitude of Malören to 65 31 30. The exact value of Malören's latitude is today determined at 65 31 41.2, so Svanberg's over 200 years old measurements can still be said to "fill the bill". In 1806, Jöns Jacob Svanberg was awarded a prestigious award from the French "Institute National" for the best astronomical work of the year.



The Finnish war, 1808-1809

By the time when the Finnish war was fought between Sweden and Russia, Finland belonged to Sweden. The Russian Tsar, Alexander I, received support from the French emperor Napoleon during the war against Sweden. On March 25th, 1809 the Swedish army was forced to surrender in Kalix and Finland accrued to Russia. Until 1809, Malören was owned by Finland. However, Finland had belonged to Sweden for almost 600 years before that. Sweden gave up Finland and Åland as well as countries east of Muonio and Tornio Rivers, but could keep Malören, which was now only Swedish. In the 1700s, the island was inhabited by Finnish fishermen from Tornio and Karlö. Since Malören now became Swedish, it was considered that a Swede would be harbormaster and in year 1895 it was announced that Per Bergström, native from Kalix, was given the post.

When the Bothnian trade ban was repealed in 1765 larger ships began to appear in the Gulf of Bothnia, and the need for safer sea lanes emerged from Malören into ports, sawmills and industries. Therefore, it was decided that beacons, or navigation marks, were to be built on Malören and that sea lanes would get proper markings. This was the starting point for the development of the cross-country labeling of sea lanes and the pilotage of Malören to begin.

The pilot station

When Malören became a pilot station and the lighthouse became fully staffed, the island began to be more and more permanently inhabited. However today, as well as many other small coastal residences, Malören isn't a workplace but a place for recreation and leisure. The pilot station has been relocated to Luleå, the lighthouse is unmanned, and it's already a long time ago since there was salted Baltic herring in the old pails on the wooden deck. Roads of wooden hiking trail and narrow casted hills binds the settlement together. If you look around from the "main street", two wooden trails pass over the lichen gray cobblestones to the island's most eye-catching construction: the lighthouse and the church.

The church

One of the most beautiful and remarkable chapels of the Bothnian coast is located on Malören. The chapel is commonly referred to as the "Archipelago Cathedral", as it is the only sea church with a cathedral spire on the roof. In the 18th century you relied on luck while fishing out on the sea and that's why it was important to have a good relationship with the higher powers. At Malören, like in many other fishing villages, stone labyrinths whose magic was considered to contribute to good catches can be found.

After years of discussion it was decided in 1768, in Tornio, that a church would be built at Malören. As an archipelago church, it was built unusually high, perhaps to reflect the economic importance of the island and to give a good first impression of Tornio city. The chapel was transported to the island loaded on eight boats, leaving Karlö in Finland on July 15th, 1769, arriving at Malören on July 17th, 1769. The building was first assembled in Säivisnäs and was dismantled for the journey across the sea. Once it had arrived on the island, the eight-tier church hall was reassembled. The church is cleverly assembled, and you can see the tracks of axes, knives and planes in the wood itself. The vaulted roof leads your imagination to the inside of a ship's hull, one prow to the west and one to the east.



The Lighthouse

Due to its location, Malören has been the natural wharf for shipping to the ports in the far north.

Navigation marks has been on the island for hundreds of years. Since the Swedish Maritime Administration decided to take responsibility for the region's maritime safety, a lighthouse was set up on Malören.

The famous lighthouse engineer Gustaf von Heidenstam visited Malören in the summer of 1850 and a year later the lighthouse and the keeper's residence was built. The method of construction and the lighthouse's shape in harmony with the church shows both Heidenstam's sense of the environment and his knowledge of construction. At first, the beacon's illumination came from an Argand lamp, in 1873 it received a paraffin lamp instead.

At the end of the 1880s a tower was built on the lighthouse keeper's residence. A lantern and optical lenses were installed to increase the intensity of the light. This came to replace the newly built lighthouse. The reason to this change, according to tales from the island, was that the lighthouse keeper preferred the lower residence where he lived. He didn't want to hurry up all the stairs in the real lighthouse to manage it. Until the year 1910, when the pilotage took over the lighthouse's service, the lighthouse shone from the low residence where the keeper stayed. Nowadays the lighthouse is powered by electricity and since 1986 by wind power. The lighthouse shines up with two flashes for the letter "M" every sixth second.



The shipwreck

On the 2nd of November 1935, the ship Jenolin from Mariehamn was floating towards Malören. The pilotages from Malören went out into the hard-southeastern winds to find the ship abandoned. It turned out that Jenolin had begun to leak water and could not be controlled. A skiff and a dinghy were on board and all crew members left Jenolin together in them. The salvage vessel Valkyra from Luleå was called to Malören in an attempt to save Jenolin but arrived too late.

In the spring after the ship had been stranded, the pilotage decided that what remained of Jenolin would be distributed among the islanders, and in some of the island's cottages you can still see its timber built in with the rest. The remains of the wreck are to be seen on the eastern side of the island.



Jenolin när hon strandat vid Malören

Seamen's Grave

In 1835 a sailboat capsized after it was stranded on the southeastern side of Malören. The bump against the bottom of the boat was so powerful that the captain was thrown down into the control room and died of the damages he suffered.

Captain Blomfeldt is buried on Malören and his tomb is still there. The gravestones are surrounded by large pebble stones joined by an anchor chain from the boat Jenolin.



The ports at Maloren

During the 1700s and 1800s, the southern lagoon was used as a port. The boats were pulled ashore. When the waves were big and hit land, they moved the pilotage boats by rail to the north side where they could get shelter. The rails were used until 1954 but have now been taken away from Maloren.

The south harbor

The present long southern quay was built in 1944 by the Swedish Maritime Administration. At the beginning of the 1970s, this was renovated on the initiative of the Forest Service (Domänverket/Skogsstyrelsen) to enable investments in tourism. The leftover wood, the islanders used to build an outdoor dance court adjacent to the quay.



The north harbor

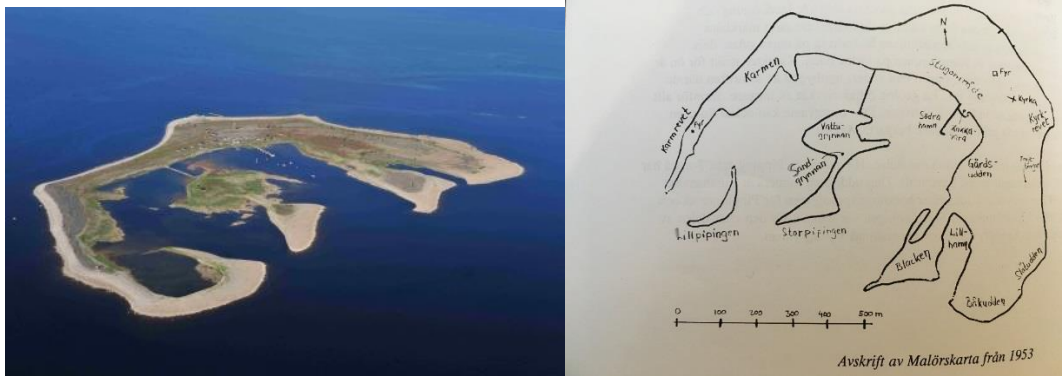
Due to land elevation as well as the low water level in the southern port, during the 1950s, a new port was to be built. The islanders, who had a great knowledge of the island and its conditions, carried out warnings and protests when it was decided that the new port would be located on the north side of the island where the waves and the pressure from the ice is the strongest. Despite the protests, a concrete structure was built which was going to take a far longer time than planned to construct – and also become significantly more expensive than expected. However, in 1960 the stone harbor was ready. A year later, damages to the pier could be seen and the harbor basin was filled with rocks and gravel. In 1967 the port ceased to be useful and after that, the forces of nature continued to design the port to a cape. This means that the island's natural rounding on the north side has disappeared and that the currents have sought other way, which in turn has caused erosion on the western side of the cape, while the eastern side of the harbor is being filled up.



The different parts of Malören

Malören is constantly changing. The land elevation is one cause of the change, sand coming in and making the bay on the south side all shallow is another one. On the south side you can find traces of old volcanic activity. If you look carefully, you can find the beautiful dark green mountain rock Malörit.

The map shows the geography of Malören. The harbor bailiff (sheriff) Pipping from Tornio has had two capes, Lill-Pippingen and Storpippingen (today called Sandgrynnan) named after him.



Wildlife on the island

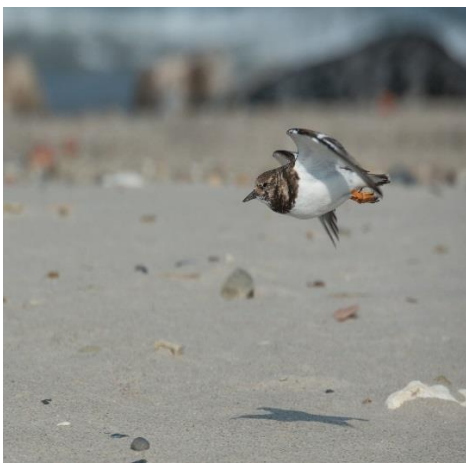
Maloren's character bird is the Baltic tern. It hedges in Europe, Asia and South America - and during summer it has its residence on Maloren. The Baltic tern belongs to the species of gulls and can travel up to 40,000 km/year. In addition to the Baltic tern, you can also see other gulls, such as the herring gull and the great black-backed gull, at Maloren. Even skuas are hedging on Maloren, these can often steal the prey of terns as well as gulls. On the island, small and large beach plover, the ruddy turnstone and redshank can also be observed. Normally you can't find mammals on the island since they don't survive the hard winters.



The Baltic tern



The redshank



The ruddy turnstone



The plover

The vegetation

The vegetation on Maloren has over the years grown more and more luxuriant. Maloren's characteristic plant is the purple sea pea and it spreads beautifully over the island's shores. Even sand ryegrass, fireweed and tufted vetch grows on Maloren. In summer there are lots of wild strawberries as well as sea buckthorn and raspberries on the island.



The sea pea



Wild strawberries



Sea buckthorn

Our business idea

We offer a fresh accommodation on an island, 19 miles out at sea. On Maloren you experience calmness and tranquility with the horizon as a view.

We offer accommodations in the Pilot cabin and the smaller Lighthouse. The environment is relaxed and comfortable. Here you can rest and feel the calmness from the surroundings.

It is a distinctive island that few have been able to visit and stay overnight at. We now make this unique place available to our guests. A unique and exclusive holiday destination for those who want to feel the calmness and silence of the sea, yet the opportunity for experiences.



Welcome to Maloren Lodge



Patrik and Hanna
www.maloren.se