



THE BALTIC LOG

Lighter, stiffer, faster - together



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On Watch

My Song oozing innovation

As I write this editorial, our latest launching, the Baltic 130 My Song, has just slipped her mooring in Jakobstad bound for the Mediterranean at the start of what will undoubtedly be a long and successful career. It's always an emotional moment for the Baltic family as we say farewell to a yacht which has been part of our lives.

It's taken two and half years to design and build this complex, multi-role, high performance cruiser/racer and we take great pride in the knowledge that she is leading the way in the exciting world of modern superyachting.

My Song, like every other yacht launched by Baltic Yachts, is unique and her tapered lifting keel fin, retractable propulsion system, lightweight carbon hull involving complex engineering to accommodate special freeing ports, and an absolutely stunning interior design are some of her distinguishing features. She oozes innovation and style.

Despite the documented challenges within the superyacht market, I feel we have succeeded in meeting our customers' expectations in delivering high performing superyachts, one of which is providing them with a great sailing experience while on the helm – the true feel of a sailing yacht.

But it's not all about big boats here at Baltic Yachts. Details of an exciting plan to launch a new 67ft performance cruiser, which can be tailored to an owner's personal wish list are about to be unveiled by Baltic Yachts (see page 06).

We also have some amazing developments, due to be revealed later this year, as a result of being approached by a number of high profile industry players interested in working with Baltic Yachts on several very interesting and diverse projects.

In the meantime, I look forward to meeting you out on the water and at the Monaco and Düsseldorf boat shows.

May I wish you all fair winds!

Henry Hawkins — Chief Executive Officer



BALTIC M/Y 78 CUSTOM

Stylish motor yacht designed for all conditions

An enquiry from an experienced sailing yachtsman looking for a capable offshore motor yacht has led to the signing of a contract for this stylish custom design from the board of celebrated naval architect Mani Frers.



TECHNICAL

Dimensions

LOA	23.90 m
DWL	23.72 m
BEAM	5.76 m
DRAFT	0.90 m
DISPLACEMENT	40 tons (full load)
CRUISING SPEED	17 knots
MAX SPEED	24 knots

- **Naval Architecture & exterior styling:**
German Mani Frers
- **Interior Design:**
Design Unlimited
- **Owner's representative:**
Emanuele Cecchini
- **Owner's project manager:**
Roberto Martinez
- **Project manager at Baltic Yachts:**
Fredrik Hjulfors
- **Delivery Year:**
2017

At Baltic Yachts we believe our precision building techniques and the power to weight ratios on offer will result in very comfortable, efficient motor yachts built with all the attention to detail for which we are renowned. The build processes will be similar to those seen in a performance sailing yacht.

One of the key requirements for the MY78 was that she should be able to maintain good cruising speeds in all conditions including moderate to rough sea states at all times of the year. She should remain comfortable and safe in these conditions and offer a range of at least 1000 nautical miles. As Baltic Yachts' Sales Manager Kenneth Nyfelt emphasised: "She should maintain her sea-kindliness in a full range of conditions."

The plan will be to ship the yacht to the owner's favourite cruising grounds so that trans-ocean passages on her own bottom are unnecessary.

Together with Mani Frers, Baltic Yachts has teamed up with interior design specialists Design Unlimited who are familiar with our products and working practices. The new yacht has started building and delivery is planned for the summer of 2017.

The owner was keen for a yacht with good, clean deck spaces 'without the clutter of a sailing yacht'. Two separate saloons are contained within the Baltic MY78's composite

and glass superstructure, one for dining the other for relaxing. They both have direct, seamless access to the extensive deck areas fore and aft, which are protected by deep bulwarks ensuring, protection, safety and privacy.

Below decks there are two amidships guest cabins, an owner's suite forward and space for two crew cabins aft, all finished to a high standard of luxury and custom detailing. The styling will be more akin to a sailing yacht than a motor yacht with traditional timber like oak, teak and cherry in evidence, with all corners rounded for seamanlike safety.

Although the emphasis is for a yacht able to maintain cruising speeds of 16-18 knots in moderate conditions, her semiplaning hull is designed for top speeds of 24 knots. She will be fitted with Volvo Penta's IPS 800 system with a total of 1250hp, delivered through twin 625hp diesels driving Duo-prop propellers. Joystick control will also make for easier and safer handling.

Baltic Yachts will be working closely with the owner's representative Emanuele Cecchini and project manager Roberto Martinez. This exciting project demonstrates Baltic Yachts' ability to build to any specification and we are looking forward to the prospect of applying our specialist construction techniques and engineering experience to this motor yacht project.

TECHNICAL

Dimensions

LOA	20.50 m
LWL	19.00 m
BEAM	5.30 m
DRAFT	3.20 m (fixed keel)
DISPLACEMENT	21,000 kg
BALLAST	8,600 kg

- Naval Architecture:
judel/vrolijk & co
- Interior design and styling:
Design Unlimited



BALTIC 67 PERFORMANCE CRUISER

Genuine performance for new cruiser

The market for efficient long distance cruising yachts has yet to offer a truly light weight and efficient alternative with all the advantages those attributes offer. Baltic Yachts aims to change all that.

We all dream of what our ideal long distance cruising yacht should be. In the new Baltic 67 Performance Cruiser we not only offer customers unparalleled accommodation lay out options, but also a level of performance and ease of handling only genuinely light weight construction can provide.

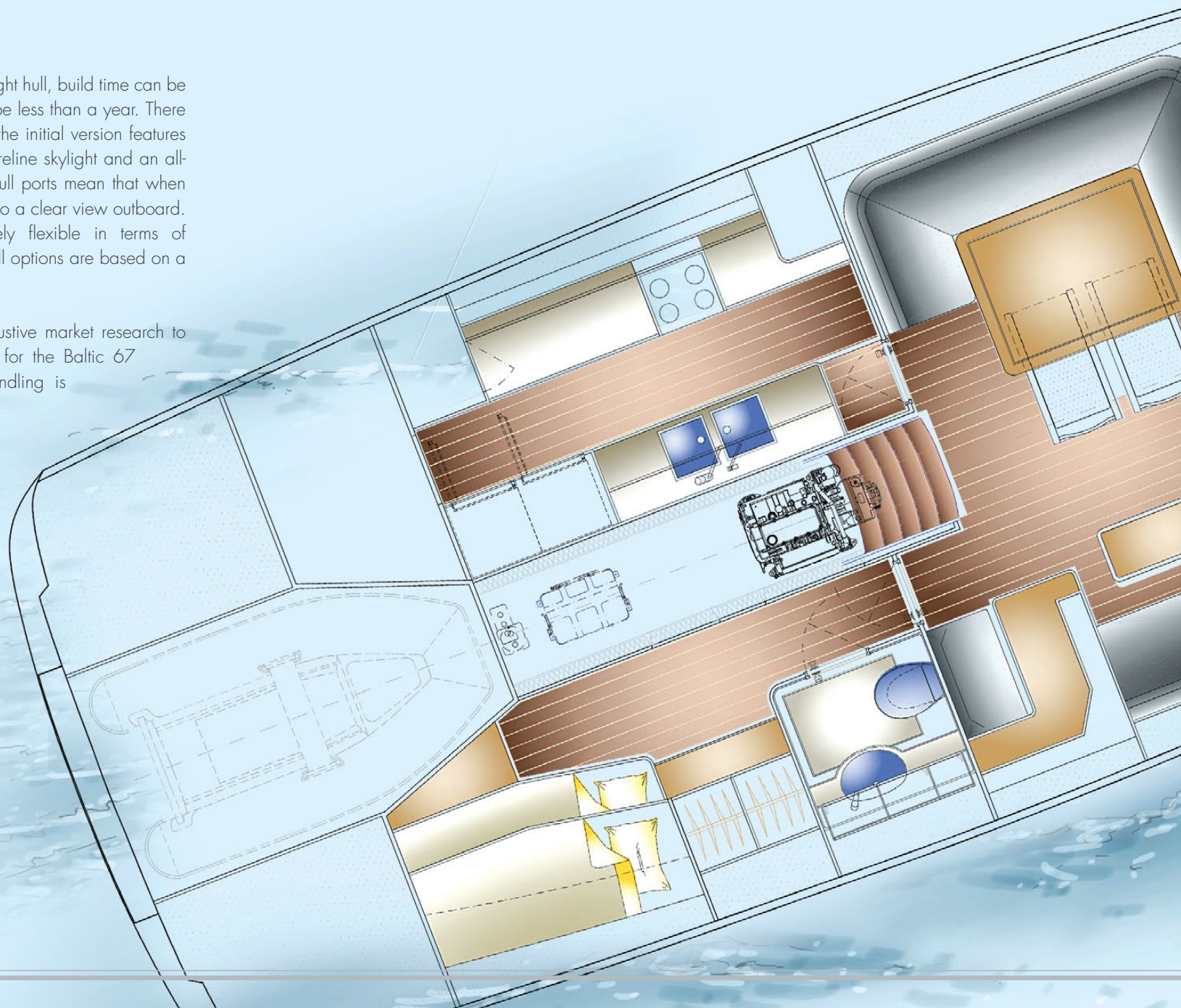
The aim of the Baltic 67 Performance Cruiser project is to offer a platform upon which clients can design their personalised cruising yacht, safe in the knowledge that the fundamental naval architecture and construction will provide them with ease of handling for short handed and family sailing and a performance which can not be matched by the majority of long distance cruising yachts currently on the market.

By using all the design, engineering, technical innovation and build techniques employed in the wide range of successful yachts Baltic Yachts are renowned for, real advantages, particularly in terms of safer, lower loads and better performance, can be achieved.



By using a pre-engineered lightweight hull, build time can be reduced to what we estimate will be less than a year. There will be optional deck designs but the initial version features a raised superstructure with a centreline skylight and an all-round view. Strategically placed hull ports mean that when sitting in the main saloon there's also a clear view outboard. The accommodation is completely flexible in terms of sleeping cabin location although all options are based on a four-cabin lay out.

Baltic Yachts has conducted exhaustive market research to help formulate the initial platform for the Baltic 67 Performance Cruiser. Ease of handling is crucial so a fully-battened main, which stows easily onto a V boom with lazy jacks, plus a single-line slab reefing system, which can be operated from the cockpit, were prerequisites. Furling systems are optional.





A foldover anchor stowage arm, a dinghy stern garage capable of stowing a 3.4m tender and the option of the well-proven telescopic keel which Baltic Yachts perfected on their popular 50-footer are all examples of the 'building blocks' customers can use to create their ideal yacht.

We estimate that building our lightweight 67-footer will produce a yacht displacing four tonnes less than her lightest rival and this fact alone offers a crucially important average long distance cruising speed advantage. Better performance enables genuine sailing in light to moderate downwind conditions at speeds that won't require engine assistance. A number of current production yachts in this sector weigh in excess of 10 tonnes more than our target displacement weight of 21 tonnes.

With the yacht's beam carried well aft she will offer capacious stowage and at the same time provide a stable downwind ride. Her lightweight hull will improve the yacht's ability to keep water off the deck while sailing fast and her directional stability won't give auto-pilots a hard time!

This opportunity to choose a long distance cruising yacht to suit your personal needs also provides the chance to join the Baltic family with its renowned quality and an after sales service provided by the company's Service and Refit organisation with centres in the Mediterranean and northern Europe.

With a number of interested clients already involved with this project we hope to start building the first Baltic 67 Performance Cruiser later this year. More details to be found on our website.

BALTIC 130 MY SONG

My Song calls the tune in superyachting

The spectacular Baltic 130 My Song is now in the Mediterranean following successful trials after her launch earlier this summer in Jakobstad, Finland.

Launched on time, this innovative all-carbon sloop is a genuine multi-role superyacht with an advanced square-top main for racing set on her all carbon rig and accommodation displaying new standards of styling, comfort, noise reduction and sensational artwork.

She is also fitted with Baltic Yachts' latest Retractable Propulsion System (RPS) which when in the stowed position leaves the hull completely flush to improve speed and manoeuvrability particularly while racing. With the RPS deployed she can motor sideways off a dock because the propeller unit rotates through 90 degrees doubling as a stern thruster, a unique feature in this latest version of our RPS.

Naval architecture and engineering by Reichel/Pugh Yacht Design should ensure My Song will reach her predicted average cruising speeds of 16.5 knots and almost 30 knots when surfing in full competitive mode. These are velocity prediction figures which are not far off those of the iconic Baltic 147 Visione, also by Reichel/Pugh and still one of the fastest yachts of her type in the world.

Our reputation for precision building in lightweight carbon with every component weighed and factored into the design has enabled displacement to be kept to the 105-ton target providing the ideal platform for

a high performance cruiser/racer. In close co-operation with Reichel/Pugh, we have also executed some particularly complex engineering in the yacht's composite hull to accommodate unusual freeing ports in the bulwark and topsides. Apart from acting as scuppers they have the additional advantage of allowing an abundance of natural light into the deck saloon.

Nigel Ingram of MCM who project managed this highly complex yacht said: "Because of their holistic, in-house approach to design, engineering and construction with teams for all disciplines constantly communicating with each other, Baltic are one of very few yards capable of building such a complex yacht on time and to weight. They are in complete control."



Nauta Design, who have worked with My Song's owner on four previous yachts, have produced one of the most remarkable styling exercises ever seen in a yacht of this size with dramatic photographic studies and other original artwork enhancing the spacious guest accommodation designed for up to eight.

While Baltic Yachts have used all their experience and latest technology in making the accommodation ultra-comfortable, lightweight and almost noise-free, sailing performance has been enhanced by designing a keel fin with a tapered chord dimension to reduce wetted surface and boost predicted performance. This in itself posed big challenges which were met here at Baltic Yachts by our engineering team.

Below decks a carbon fibre storage drum for the enormous asymmetric is designed to make sail handling faster and safer.

Like My Song's hull shape which has evolved from those employed in grand prix maxi racing yachts, her sailplan offers a modern approach, a conventional pinhead main for cruising and a square-top shape with additional sail area for racing. The rig change out which involves adding or removing runners and a crane depending which sail you want to set, has been reduced to three hours.

My Song's first date in the Mediterranean was attending the Maxi Rolex Regatta in Sardinia where she was not planning to participate, but we are looking forward to seeing her compete in regattas in due course.

1. The R/P team aboard My Song during the sea trials in Finland, left to right, Jim Pugh, John Reichel, David Oliver and A.J. Sawyer.



TECHNICAL

Dimensions

LOA	39.60 m
LWL	36.80 m
BEAM	8.60 m
DRAFT	7.00 m
LIGHT DISPLACEMENT	105,000 kg
BALLAST	37,460 kg

- **Naval Architect:**
Reichel Pugh Yacht Design
- **General, Deck & Interior Design:**
Nauta Design
- **Structural Engineering:**
Reichel Pugh Yacht Design/Gurit
- **Project Management:**
Nigel Ingram, MCM
- **Project team at Baltic Yachts:**
Håkan Björkström, Project Manager
Mats Nylund, Project Manager
Sören Jansson, Project Engineer
- **Number of cabins:**
6
- **Delivery year:**
2016



REFIT – SUNNY DAY

Original finish for classic motor yacht

The restoration and modernisation of this 82ft timber built motor yacht, for a client whose family has owned her since she was originally launched in Italy in 1989, is now complete.

After the successful re-fit work undertaken aboard the Wally 105 Nariida this project further challenged our Service and Refit teams in our way of thinking and our way of working. The modern method of building large custom yachts often

relies heavily on detailed design drawings where every system and component has been modelled from scratch.

In this instance we had the original hull and 2D systems layout drawings to work from. The responsibility for integrating modern systems and the challenges this presented were primarily left to the highly skilled foreman and workers on the yard floor.



TECHNICAL

Dimensions

LOA	25.07 m
LWL	21.55 m
Bmax	5.87 m
DRAFT	2.84 m (propeller included)
LIGHT DISPLACEMENT	52,3 t

- **Builder:**
Spertino Alalunga s.r.l.
- **Delivery year:**
1989
- **Project manager at Baltic Yachts:**
Patric Brännbacka



This project proves that Baltic Yachts maintains and will continue to develop a strong core of world class boat builders whose skill sets allow them to meet challenges large and small, from power boats and sail boats to hi-tech carbon fliers to old wooden ladies of the sea.

The Service and Refit department has an important part to play in ensuring that from top to bottom we maintain the skills for which Baltic Yachts have always been renowned.

With new MTU engines, a complete refurbishment of the interior and exterior and renewal of all her electrical, electronic and plumbing systems, Sunny Day is as good as new, demonstrating the broad and experienced skill-base available here at Baltic Yachts.

The client's brief wasn't just for a modernisation programme. He emphasised the need to retain the 'feel' of the yacht by re-using some of the original interior furniture and reflecting the style of her 1980s heritage using modern materials.





Mark Tucker of Design Unlimited who has worked closely with Baltic Yachts and the owner on a number of projects said it was a rare opportunity to upgrade a family yacht and preserve key elements of her original design.

Textiles expert Nicola Brook of Design Unlimited specified materials including velvets to emulate the 1980s style. "We've used dusty pinks, mauves, purples and olive green, all of them rich but subtle," explained Nicola.

In conjunction with Rook's Books, a London-based specialist in exotic decorative materials, she also designed lacquered fish-skin surfaces in the owner's and VIP suites producing a highly original finish on selected furniture.





Wood furniture throughout the yacht is finished in a pearlised lacquer which we at Baltic Yachts re-created to perfectly match coatings originally seen in the 1980s. This combines well with the use of timber cabinetry retained in some cabins including the wheelhouse, wheelhouse saloon and the original limed oak seen in the amidships guest cabin.

All the bathroom and head fittings were originally gold-plated but in the interests of practical maintenance and aesthetics, all these items have been stripped and chromed. The galley has also undergone a total refurbishment.

Special attention has been paid to the wheelhouse and control console. "It was important to retain the feeling of the period so we have used uncomplicated styling to enhance the beauty of the Italian design," said Mark Tucker who was also responsible for upgrading the exterior including masts and biminis.

Sunny Day has been re-equipped with twin MTU V10 diesels delivering a useful combined 3,200hp, twice the power of her original units. She is capable of well over 30 knots. Interestingly, the new engines take up almost no more space than the less powerful originals and there is still room for a large tender garage in the stern.

Sunny Day will be based in and around Monaco towards the end of September when she will be available for viewing by arrangement with Baltic Yachts.

BALTIC 68 CUSTOM

Immaculate finish for short-handed weekend

With her underwater surfaces faired and finished to the same standard as her topsides this 68ft pocket rocket with a luxury interior should be super-quick.

Shortly before fitting out and offering up the deck mould to this unique, all-carbon Baltic 68 Custom week-ender, in-house project manager Mathias Flink and his team turned the hull upside down for a final fair and finish to ensure a super-smooth finish.

"It took a week-end to long board then wet and dry sand the bottom to provide a finish as good as the topsides," said Mathias, who is preparing to launch the yacht this autumn.

Designed and engineered by Reichel/Pugh with Nauta Design responsible for the interior and styling, this fixed keel sloop is specifically designed for short-handed sailing, despite being equipped with running backstays to accommodate her square-topped main set on her Hall Spars rig. Overall project management is by Garth Brewer.

Design detail in her large cockpit includes a hidden engine control panel which opens at the touch of a button and GPS and AIS antenna mounted below a toughened glass panel to ensure an uninterrupted flush look. Other features include

an underwater anchor deployment system, which helps keep weight aft and also maintains an aesthetically clean look forward.

Deck fittings including stanchions are highly polished lightweight titanium made to look like stainless steel and deck fittings are also secured using titanium bolts. Nothing has been overlooked in the quest for weight saving and speed although the yacht is far from Spartan – quite the opposite in fact! To improve performance under sail the 68 will be fitted with a Retractable Propulsion System (RPS) manufactured by Ship motion.

The yacht will be shipped to the USA following sailing trials in Europe.



UNDER CONSTRUCTION

ON COURSE

A Diverse Order Book

It's worth reminding ourselves that in the 43 years since Baltic Yachts was founded we have built 551 yachts. The majority have been production yachts, the most successful being the Baltic 39 of which 74 were sold. Today the emphasis continues to be on much larger yachts, but the inherent skills at Baltic Yachts allow us to be extraordinarily diverse.

With more than 11 projects of all sizes keeping our Palma Service and Refit facility busy, our current and future order book is widely diverse, made possible by one of the most skilled yacht building workforces in the world.

We are first and foremost builders of high quality custom-designed carbon composite sailing yachts, but starting to build shortly alongside two well-advanced sailing yachts, is a powerful, 78ft semi-planing motor yacht which will benefit from all the specialist design and composite engineering facilities we have here in Jakobstad.

We are also using our carbon composite expertise to build a new 67ft performance cruiser which serves as a platform for your ideal yacht. We believe Baltic Yachts can offer a unique product in a market where the benefits of light, stiff carbon construction have been under-exploited.

Together with improved production efficiency, a carbon hull with a set specification will greatly reduce build time to meet the demands of our present and future customers. We also want to offer our customers a range of choice within the standard hull of the Baltic 67 Performance Cruiser.

These developments and the on-going interest in high performance superyachts will ensure that Baltic Yachts continues to thrive and succeed.

Sam Stenberg
Managing Director





NOISE & VIBRATION

Keeping the noise down

Demand for even quieter boats has led to some ingenious methods of reducing the decibel level.

Research shows that contrary to popular belief an empty hull constructed of carbon fibre is quieter than one built of aluminium. But because aluminium has to be completely insulated, normally with foam to prevent condensation, by definition it becomes quieter before fit out begins. It also becomes considerably heavier, which is where a carbon sandwich laminate benefits. It's a case of swings and roundabouts.

But to reduce noise levels to those required by clients today, who call for sub-50dba decibel readings (the ambient sound in a library), extensive sound-proofing must be applied to yachts. Here at Baltic Yachts we've been using some interesting techniques to insulate against noise.

Noise in yachts can be divided into airborne sound emitted by things like machinery, air conditioning and people and structurally transmitted sound and vibration emanating from engines, pumps, hydraulics and many other pieces of equipment attached to the structure of a yacht.

Recently, we have identified the profile of air conditioning grills as an opportunity to reduce noise. As air passes over the structure at speed, noise is emitted in the same way air over a propeller blade creates noise. Re-designing and concentrating on the shape and size of the grills has led to a reduction in noise levels.

Mounting machinery on individually designed mounts with extra-soft shock absorbers and 'floating' entire cabins on sound insulation is common practise. We are constantly looking for new ways of reducing noise and have even

experimented with pouring noise-absorbing powder made of plastic micro-balls into the cells forming the ultra lightweight Nomex core we use in bulkheads separating all cabins.

In yachts with keel boxes and other items physically connected to machinery installations we first apply damping tiles which are commonly used in the automotive industry to reduce structural noise transmission. Then we apply a layer of Melamine foam to absorb airborne noise before the accommodation lining, made of noise-deadening cork, and furniture is installed, maintaining a 3-5mm void between the insulation and the furniture to help prevent further transmission. We are also employing the excellent sound-deadening properties of cork, combined with high-density foam, in

cores of cabin soles, doors and other panels all of which are manufactured in-house. In addition we are using drop sills, which automatically close the gap beneath a door when it is closed. This is a simple mechanism, which lifts and lowers a baffle or sill running along the width of the door as it open and closes.

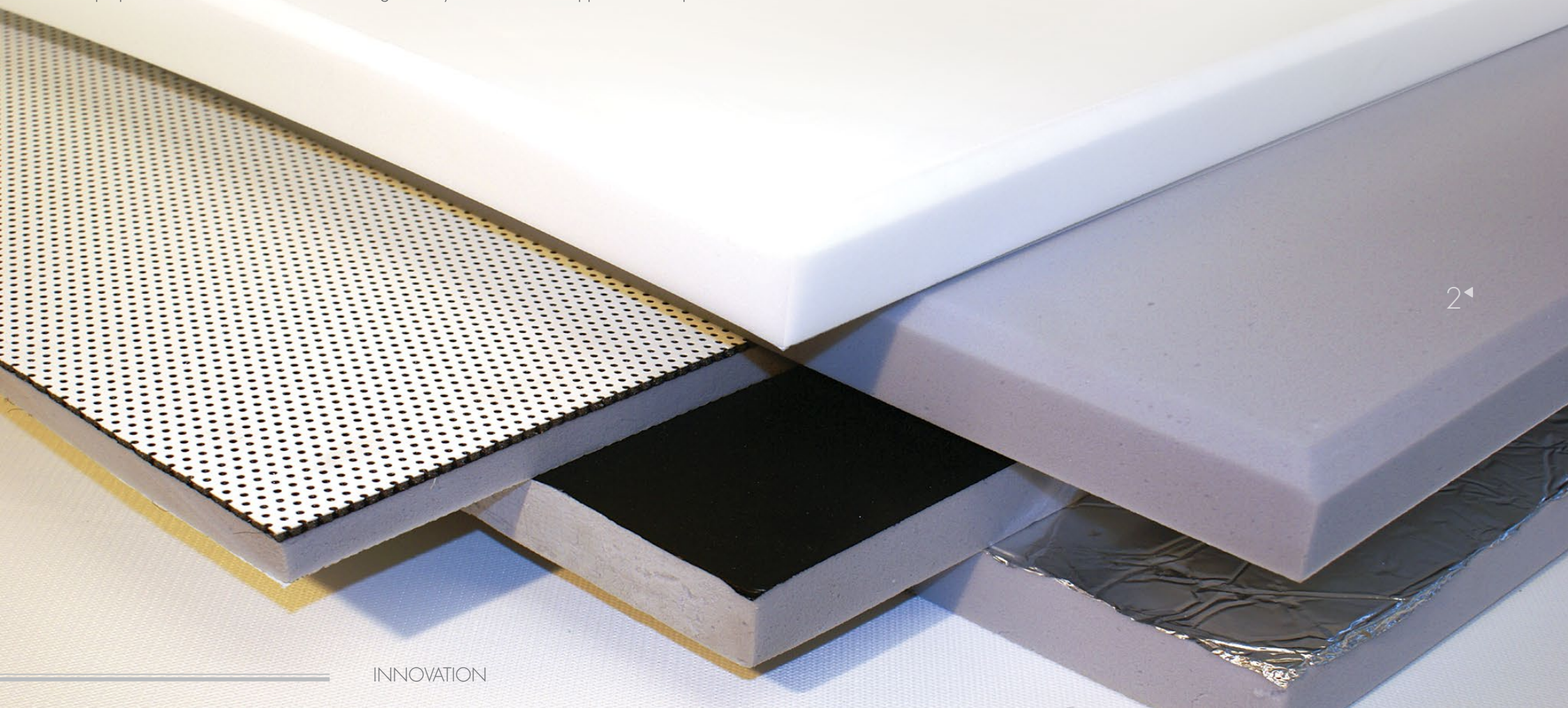
The importance of noise reduction has now led us to further categorise types of noise and question whether the ambience created by some heavily sound-deadened environments is, in fact, detrimental rather than advantageous to the occupant. This can be considered alongside the recognition that people hear sound in different ways so there may even be opportunities to personalise the control of noise for individual

users. This is something the automotive industry has been examining and we hope to take advantage of this research.

When one considers that between six and nine tons of insulation material can be used in larger yachts thus working against the weight advantage of carbon fibre, every opportunity must be taken to identify and manage noise levels in the most efficient way.

1. Jan Wikar (left), senior interior designer and Kenneth Nyfelt, sales director, examining a Hexadamp panel used to clad surfaces such as engine room bulkheads to reduce structurally transmitted noise and vibration.

2. Various types of Melamine panels used in doors and bulkheads to reduce airborne noise.





NEWS

Highlights

World Superyacht Award 2016

Yet again our yachts have been recognised in the prestigious World Superyacht Awards in Florence, Italy. This year the Baltic 116 Doryan was one of the finalist while the Baltic 115 Nikata was awarded the judges' special award for design and performance. Our warmest congratulations to the owners and their teams.

Palma Superyacht Cup

With two wins out of three in the highly competitive 20th edition of the Superyacht Cup Palma, the all carbon Baltic 108 WinWin claimed victory to take the coveted Bent Cleat Award. The super-fast luxury cruiser/racer beat a high quality fleet.

Launched two years ago, WinWin, designed by Javier Jaudenes, is one of a new generation of high speed multi-role yachts built by Baltic Yachts.

New website

We have updated our Baltic Yachts website to make it more user-friendly, to share our story and fantastic images of our unique yachts. You can visit the website at www.balticyachts.fi. Please also remember to follow us on Facebook and Instagram @balticyachts_official.

Baltic Yachts Rendezvous 2017

To coincide with the launch of the Baltic 175 Pink Gin VI, the world's largest sloop in carbon composite, we are delighted to announce the Baltic Yachts Rendezvous 2017 next summer here at the yard in Finland. It will be a three-day event when the yard will open and the Baltic Family be on hand to meet and greet friends old and new. The highlight of the event will be guided tours of Pink Gin. An Invitation with more details will be sent out later this year.

Boat shows

- Monaco Yacht Show, 28 September – 1 October
- METS, 15-16-17 November
- Boot Düsseldorf, 21 – 29.1.2017





REICHEL/PUGH INTERVIEW

A perfect synergy

Teamwork and innovation keep Reichel/Pugh and Baltic Yachts at the forefront of design, construction and performance, hallmarks that characterise the synergy between the two companies. We talk to Jim Pugh about our special relationship.

There can be few yacht designers who can match the success of Reichel/Pugh Yacht Design across so many disciplines. From the Melges 24 and her many sisters to the winning 1992 America's Cup yacht America3, the San Diego-based team has, on many occasions through its 30-year history, dominated design in sailing.

Super yachting is no exception and while Reichel/Pugh designs like Alfa Romeo, Wild Oats X1 and Rambler have blown away the opposition on the grand prix racecourse, their work with Baltic Yachts has proved how the desire for performance has become firmly established in the superyacht firmament.

Reichel/Pugh's association with Baltic Yachts goes back to 1997 and the Baltic 70 Loftari a highly advanced Nomex cored construction, which is still considered hi-tech today. Since then iconic yachts like the Baltic 147 Visione and the superketch Hetairos, designed in conjunction with Dykstra Naval Architects, have been among many stand out projects.

The latest yacht from Reichel/Pugh built by Baltic Yachts is the recently launched Baltic 130 My Song a perfect

example of the very latest thinking in high performance, multi-role superyacht design and build. Hot on her heels will be the R/P-designed Baltic 68 Custom, a highly-refined, short-handed performance day sailer with race boat pedigree.

On a recent visit to Jakobstad to check progress on the 130 and the 68, Reichel/Pugh Yacht Design co-founder Jim Pugh revealed something of how his team works with Baltic Yachts and how each project, even long after launch, remains on-going so that improvements to performance are always being achieved.

Jim explained that the attraction of low maintenance, lightweight, stiff carbon structures were the perfect compliment to the Reichel/Pugh philosophy of high performance sailing yachts delivering real satisfaction for their owners. "Baltic Yachts' engineering, their quality control and the constant exchange of ideas between us is appealing," said Jim.

Of all their designs for Baltic Yachts, perhaps the most extraordinary is the Baltic 147 Visione. "For sure she was ahead of her time," said Jim Pugh of the rocket ship which was launched in 2002 but is still winning today. Much of her success can be put down to her owner's dedication to improvement. "The keel is the same but we put a new rig in her three years ago and more recently we put a bigger rudder in her," said Jim.

He recalls taking part in the St Barths Bucket aboard Visione

some years ago and noticing how she wasn't that easy to steer in certain conditions. "We wanted to make her easier to steer and straighten her out in the bumpy stuff so that she was faster round the race track," said Jim.

The work on the new rudder was carried out at the Baltic Yachts Service and Refit facility in Palma and the result was an overall win in the St Barths Bucket 2015. Visione remains one of the fastest yachts of her type in the world.

Another good example of how an older yacht can still remain highly competitive is the impressive Reichel/Pugh designed Lupa of London, originally launched 16 years ago as the Baltic 78 Super Baltic 5. She's the epitome of a wolf in sheep's clothing, with the stylish look of a comfortable luxury cruiser, but with a 13-ton canting keel and full Nomex and Corecell composite construction making her very fast from the outset.

In recent years she's chalked up a string of wins including the RORC Transat Race, the Maxi Yacht Rolex World in 2013/14 and at a number of Caribbean regattas. Jim Pugh said she had a good chance of silverware in this year's Sydney Hobart had she not been involved in a collision on the start which forced her to retire.

More recently the Baltic 112 Nilaya, launched in 2010 has been a stand out performer with wins in all the leading superyacht regattas. Now it's time for My Song and the shortly to be launch Baltic 68 Custom to carry on the success established between Reichel/Pugh and Baltic Yachts.

Photos: Left, R/P co-founder Jim Pugh. Right, Jim with sales director Kenneth Nyfelt on a recent visit to Jakobstad.

Baltic yachts with naval architecture by Reichel/Pugh

Baltic 70 Lofffari (1997)
Baltic 78 Super Baltic 5 (2000)
Baltic 147 Visione (2003)
Baltic 45 Bodacious3 (2009)
Baltic 112 Nilaya (2010)
Baltic 219 Hetairos (2011)
Baltic 130 My Song (2016)
Baltic 68 Custom (Autumn 2016)



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