

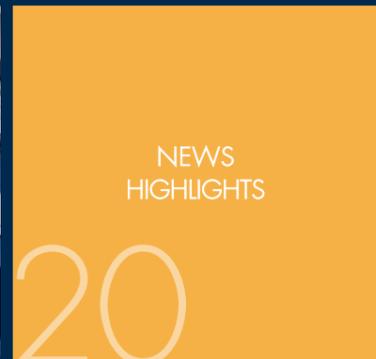
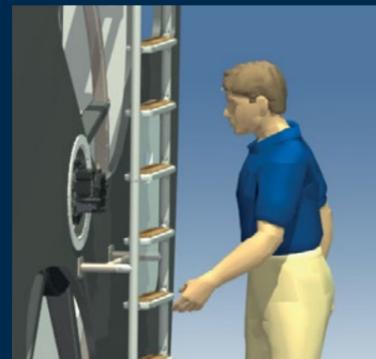
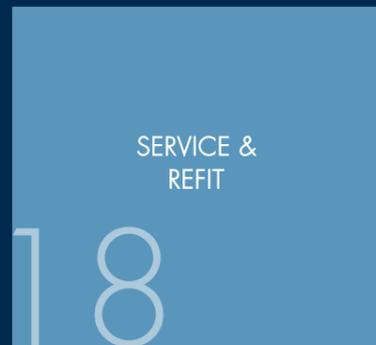
Spring 2016

# THE BALTIC LOG

Lighter, stiffer, faster - together

 *Baltic Yachts*





Front Cover:  
BALTIC 115 **NIKATA**  
Successfully delivered 2015

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# On Watch

Welcome to our latest newsletter and to a new hand at the helm.

As Baltic Yachts' new managing director I am proud to be taking over at a time when our advanced carbon fibre construction methods using leading edge design and engineering have been rewarded with success on the race course and through prestigious design awards.

Baltic Yachts is recognised as the world's leading builder of lightweight carbon composite superyachts and benefits from working right alongside in-house research and development, design and engineering teams.

This unique combination has produced a string of multi-role yachts, the latest of which is the 115ft, award-winning Nikata. She will be followed shortly by a 130-footer equipped with the latest version of our innovative retractable propulsion system.

The biggest carbon fibre sloop in the world, the 175ft Pink Gin VI, will be launched in 2017 and plans for a new range of 65ft semi-custom yachts for the world cruising market are also keeping us busy in Finland.

Playing an important role in our company success is our expanding Service & Refit department with bases in Palma, Mallorca and Jakobstad offering a complete package of support to any yacht looking for top quality, reliable work.

Here at Baltic Yachts we are always looking ahead and we're keen to explore ways of using our advanced carbon composite knowledge in other non-marine areas, so watch this space for exciting new developments.

None of what I have just described would happen without our dedicated, highly skilled workforce which prides itself in building the best carbon composite sailing yachts in the world. Together with my team I'm confident that we can lead the Baltic family on to even greater success!

Sam Stenberg

# BALTIC 115 NIKATA

All-round winning start for Nikata

Following a high speed Atlantic crossing Nikata excelled in the Caribbean 600 and swept the board in the ShowBoats Design Awards.

After an Atlantic crossing during which she reached a top speed of 29 knots the brand new, all carbon 115-footer Nikata won the Superyacht Class in the RORC Caribbean 600, posted a 5th in the highly competitive Class Zero in the same race and at a ceremony in Kitzbühel carried off four prizes in the ShowBoats Design Awards.

Nikata's first test was a 2,800 mile transatlantic passage from the Canary Islands to Antigua which she completed in less than 10 days. With 14 people aboard she proved to be a fast, comfortable, very well balanced yacht according to her captain. Even more impressive was the yacht's performance in moderate conditions in which she regularly maintained 13 knots of boat speed in 11 knots of true wind.

Designed by judel vrolijk & co. with styling on deck and below by Nauta Design and project management by MCM, Nikata displays leading edge thinking for multi-role superyachts.

RECENTLY DELIVERED



## The SHOWBOATS DESIGN AWARDS 2016

WINNER

Her lines have evolved from mini-maxi 72 naval architecture while her lightweight all-carbon build allows a luxury fit out below and on deck.

Nikata's first regatta in the Caribbean was the Superyacht Challenge Antigua in which she scored a creditable 4th in class. She was in experienced company as the newly re-fitted Baltic 112 Nilaya won the class followed closely by the evergreen Baltic 147 Visione.

Soon after this event Nikata's crew were busy preparing to compete in the 8th Royal Ocean Racing Club Caribbean 600, which would take the 70-strong fleet from Antigua, north to Anguilla and then south to Guadeloupe before returning to Antigua. With multiple course marks the 600 has a reputation for being one of the toughest offshore sprints, but with sublime sailing conditions in sub-tropical warmth.

05 SPRING 2016 THE BALTIC LOG



### TECHNICAL

#### Dimensions

|                    |             |
|--------------------|-------------|
| LOA                | 35.00 m     |
| LWL                | 32.52 m     |
| BEAM               | 8.07 m      |
| DRAFT              | 3.65/5.85 m |
| LIGHT DISPLACEMENT | 88,000 kg   |
| BALLAST            | 33,000 kg   |

- **Naval Architect:**  
judel/vrolijk & co
- **Concept, interior and exterior design:**  
Nauta Design
- **Project Management:**  
Nigel Ingram, MCM
- **Project team at Baltic Yachts:**  
Project Manager: Mathias Flink  
Project Engineer: Jan Vidjeskog
- **Number of cabins:**  
7
- **Delivery year:**  
2015



Nikata was close to the front of the fleet throughout, finishing in just over two days and winning the Superyacht Class ahead of Adix and Farrfalla. Perhaps more impressive was her 5th place in the highly competitive IRC Class Zero, just two places behind the super-maxi 100-footer Comanche and one place ahead of Tonnerre 4.

If her performance on the water was impressive as a newcomer, her achievements ashore were even more noteworthy because at a gala ceremony in Kitzbühel in Austria she won four prizes at the 2016 ShowBoats Design Awards, as the first Baltic yacht in history. They included the Exterior Design and Styling Award; Interior Layout and Design Award; Naval Architecture Award (joint winner) and the Holistic Design Award.

For a yacht barely six months old, this was an impressive start to life by any standards.



## TECHNICAL

### Dimensions

|                    |           |
|--------------------|-----------|
| LOA                | 19.51 m   |
| LWL                | 18.66 m   |
| BEAM               | 5.22 m    |
| DRAFT              | 3.80 m    |
| LIGHT DISPLACEMENT | 16,400 kg |
| BALLAST            | 7,900 kg  |

### Sail Plan:

|   |          |
|---|----------|
| I | 27.785 m |
| J | 7.400 m  |
| P | 27.250 m |
| E | 9.400 m  |

• **Naval Architect:**  
Reichel Pugh Yacht Design

• **Interior Design and Styling:**  
Nauta Design

• **Project team at Baltic Yachts:**  
Project manager: Mathias Flink  
Project engineer: Jonas Krokvik

• **Project Management:**  
Garth Brewer

# BALTIC 68 CUSTOM

## Fresh interior for high performance week-ender

Fast, fun and comfortable this high-speed sloop is designed to give her two-man crew the ride of their lives.

Designed as a weekender for two with a zippy performance, this all-carbon, fixed keel sloop sports a super-extreme rig and an interior with a bright, fresh touch.

Milan-based Nauta Design have been commissioned to design an interior using horizontally-grained oak veneered bulkheads, light-coloured linen upholstery, removable directors' chairs and natural light to great effect.

"Straight and neat lines are the essence of a clean-style concept," said Mario Pedol of Nauta Design. "All the furniture is very lightweight, built using composite panels covered with a thin veneer to keep weight low," he added.

As comfortable as the accommodation may be, much thought has been devoted to weight saving, examples being a removable Rainman water maker. Even the superstructure portholes are in a lightweight Perspex rather than heavier glass and in some parts of the accommodation liners have been removed.



Increased pressure in the hydraulic system means smaller, lighter hydraulic cylinders can be used and all ram rods are in titanium. On deck she steps an ultra-high modulus carbon rig from Halls Spars.

The decision to opt for a fat-head main necessitates twin running backstays fitted with 'deflectors' which allow the position of the backstays to be altered when smaller, fractional headsails are set in stronger winds.

This yacht will be used on the west coast of the USA where long fronds of kelp are the bane of local

yachtsmen's lives. To keep the keel clear of this speed-wrecking hazard a kelp cutter has been fitted to the leading edge of the keel.

To further enhance speed while sailing, the Baltic 68 Custom is fitted with a Retractable Propulsion System manufactured in conjunction with Ship Motion using a conventional shaft moving on a universal joint. Once the propeller and shaft are retracted the hull is completely flush.

Designed by Reichel Pugh for a repeat client, this exciting yacht is due to be launched in the autumn of this year.

**3D render:** Nauta Design has used light oak and fabrics to create a clean, bright interior with plenty of natural light. Lightweight bulkheads and furniture are used throughout.

**Picture below:** the 68's carbon/Corecell hull takes shape in Jakobstad.



# BALTIC 130 CUSTOM

## Revolutionary new propulsion system for Baltic 130

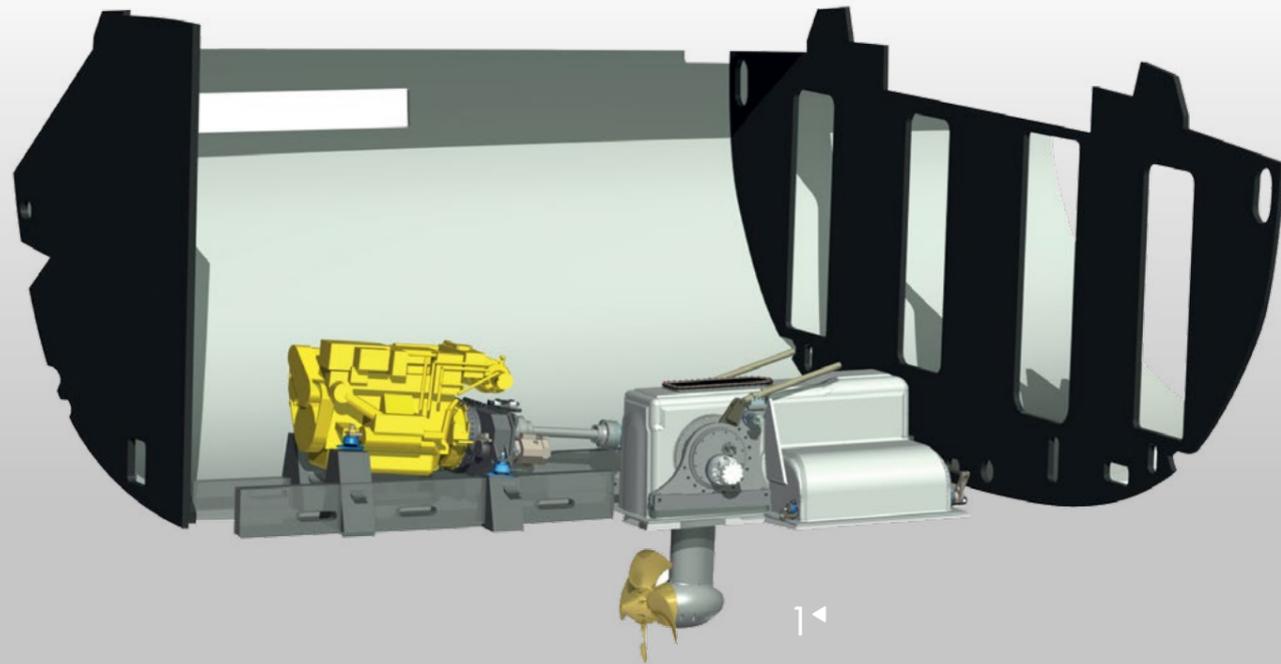
Due to launch in May, the Baltic 130 is bristling with innovation including a retractable propulsion system, which doubles as a stern thruster, and a huge stowage drum for the asymmetric sail.

Trials of the retractable propulsion system (RPS) by Baltic Yachts/Hundested have been completed successfully in Denmark. The key design feature of the new RPS is a main propulsion drive

leg with a controllable pitch propeller (CPP) capable of rotating through 90 degrees in just three seconds so that it can double as a stern thruster. Deployment of the drive leg takes between 20 and 30 seconds.

Advantages not only include increased speed and faster acceleration when the propeller is retracted, especially when racing, but also improved efficiency when motoring and easier close quarters handling.

Because the retractable leg allows the propeller to operate in a horizontal line of thrust, it is more efficient than conventional shaft driven propellers in which the line of thrust can be 7-11 degrees below horizontal.

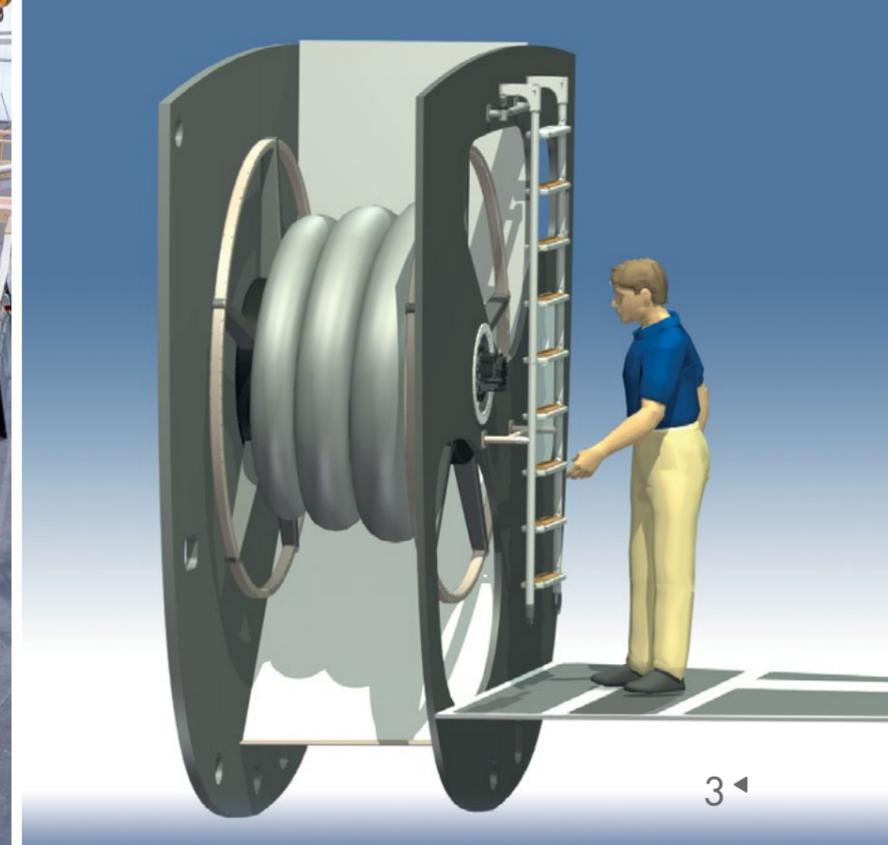


## TECHNICAL

### Dimensions

|                    |            |
|--------------------|------------|
| LOA                | 39.60 m    |
| LWL                | 36.80 m    |
| BEAM               | 8.60 m     |
| DRAFT              | 7.00 m     |
| LIGHT DISPLACEMENT | 103,500 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



The trials also confirmed the successful operation of the automatic doors which render the hull fair when the leg is retracted. Once the doors are closed, water in the housing is expelled pneumatically.

A 2m diameter carbonfibre sail storage drum weighing 250kg will be fitted in the forepeak of the yacht. This enables the asymmetric to be handled safely and stowed efficiently using a handheld remote control.

Currently nearing completion in Baltic Yachts' modern waterside premises in Jakobstad, the Baltic 130 has received the first of 23 hull coatings. A 'showcoat' has been applied

and will be left for eight weeks to check for any print through of the carbon laminate. Once paint technicians are satisfied with the quality and fairness of the hull, final coats will be applied in a carefully controlled, dust-free atmosphere.

The Reichel Pugh designed Baltic 130 is a high performance racer cruiser which will provide a luxurious cruising platform as well as real potential on the race course.

1. The controllable pitch propeller faces forward and pulls the yacht rather than pushes it. The main engine is slightly offset to starboard.

2. The Baltic 130 Custom nearing completion in Jakobstad. A 'showcoat' has been applied to her topsides, the first of a 23-coat painting schedule.

3. This illustrates the size of the asymmetric sail storage drum installed in the forepeak of the 130 with the axle aligned fore and aft.

# BALTIC 175 PINK GIN VI

World's biggest carbon sloop on course for 2017 launch

With accommodation modules now being installed in her carbon fibre/Corecell hull, Pink Gin VI is embarking on fit out and finishing.

## FOLD-DOWN STERN STEPS

The yacht's elegant counter stern incorporates a 12-step fold-down stairway and bathing platform. There are also openings for the passerelle, electrical and water umbilicals.

## 78-TON KEEL LIFTS AT TOUCH OF A BUTTON

This is one of the biggest lifting keel assemblies ever installed by Baltic Yachts. Three giant hydraulic rams can lift the fin and bulb to three set positions. Draught can be reduced from 7.00m to just 4.00m.

## 223ft TALL, ONE-PIECE CARBON RIG

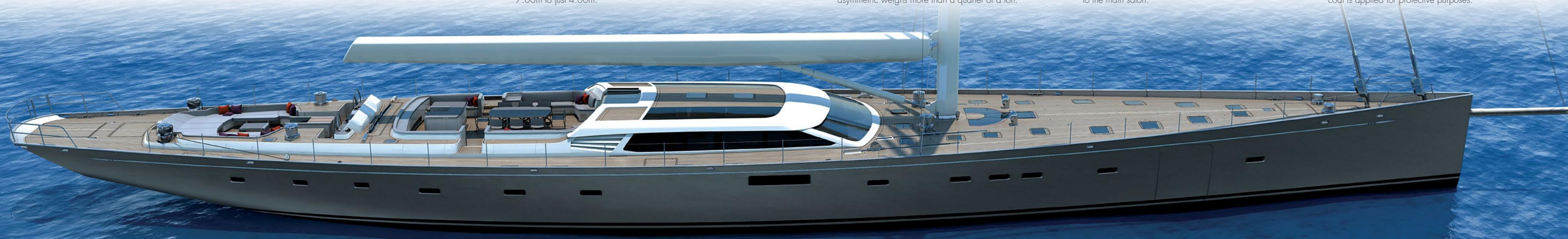
Pink Gin VI's carbon fibre mast will be manufactured by Rondal in Holland. It's more than 50ft taller than the average J Class mast. She will set 1,322m<sup>2</sup> of upwind sail and her asymmetric weighs more than a quarter of a ton.

## HULL DOORS TO BALCONIES

Unique in a sailing yacht are two large openings in the topsides which form balconies for the owner's suite and a portside reception platform for guests, leading them directly to the main salon.

## SEVEN MONTHS TO FAIR AND PAINT

To create an immaculate finish it will take seven months to prepare, fair and paint the hull using a showcoat to reveal any imperfections then a multi-coat system before a clear coat is applied for protective purposes.



## ACCOMMODATION FOR 10 GUESTS

Super-quiet luxury awaits guests who will be accommodated in five cabins finished in oak and fabric trim. The eight-man crew accommodation is located aft with the owner's suite forward.

## REVOLUTIONARY STEERING SYSTEM

Remote electronic steering with Baltic Yachts' Force Feedback mechanism makes the helmsman's work easier and still provides him with a fingertip sensation of sailing.

## THREE SEPARATE COCKPITS

Twin wheels, from which there is a perfect view of the sail plan, and a 5m-wide control and navigation 'dashboard' form Pink Gin VI's navigation nerve centre. There's a separate cockpit aft for relaxation and a large dining area forward illuminated by two boom-mounted chandeliers.

## 72 HYDRAULIC FUNCTIONS

Pink Gin VI has a hydraulic ring main supplying power to 72 separate functions from rig controls and sail stowage to the keel lift system and the unique opening doors in the topsides.

## CARBON HULL IN THREE PARTS

The 53.34m hull was moulded in three parts to make installation of systems and accommodation faster and more accurate. Each section was scanned with an electronic wand to ensure the three parts came together perfectly.

## CARBON RIGGING

Pink Gin VI's teak decks will be super-clean with her Carbo-Link standing rigging passing through the deck where shrouds will be attached to the chainplates and length adjusted using special shims. A tensioning ram for her twin backstays will be hidden below decks.

# BALTIC 65 SEMI-CUSTOM

## Demand for performance long distance cruiser

In response to a number of clients asking for a versatile, fast, long distance cruising yacht in the 60 to 70' range, we have approached four leading designers for their ideas.

We have recently been approached by a number of clients looking for a yacht able to carry them long distances, possibly around the world, comfortably and quickly, particularly when sailing downwind.

She should also meet all the requirements for comfortable, fast Mediterranean sailing.

We were asked first by the owner of a Baltic 51, a yacht designed in 1979, who was looking for a good performance downwind in light airs, a flexible sailplan, a yacht which could be handled without the need for a permanent crew and one with a smooth 'ride' upwind when required.

A further three enquiries extended the wishlist to include good load carrying ability, twin rudders and possibly a telescopic-style lifting keel enabling access to more anchorages. There should be flexible accommodation on offer, ranging from three or four cabins for eight people to a six cabin lay-out capable of accommodating 12 crew. In terms of the sail plan and sail handling, two clients were

interested in a flathead mainsail version while others wanted a furling main. Code furlers set on a fixed bowsprit were also on the list. In short this yacht should be offered as a semi-custom design within the parameters of a standard hull shape.

We have developed these ideas and asked four leading naval architects to consider the brief and submit their ideas. All have a performance pedigree running through their work, but equally, all have experience with performance cruising yachts.

We are keen to get this project underway this year with delivery in 2017. The demand for the Baltic 65 Semi-Custom is driven by experienced yachtsmen interested in Mediterranean and long distance, global cruising.



## WHAT'S IN @BALTIC

### A comfortable yacht is a quiet yacht

**Privacy aboard yachts is fundamental to comfort for owners, guests and crew but the modern multi-role yacht presents builders with an increasing challenge.**

The demand for yachts to perform a multitude of roles is increasing. From flat out race boat and luxury cruiser to floating holiday home and occasional hotel the modern yacht must not only perform well as a sailing machine but also keep its occupants comfortable.

The need to maintain privacy, especially in a fully crewed yacht, and to keep noise levels low in the accommodation, is of paramount importance and here at Baltic Yachts we are constantly striving to meet those demands.

As our yachts get more sophisticated an increasing amount of mechanical and electronic equipment needs to be installed and this all adds to the challenge of insulating owners and guests from the cacophony of noise this drive for innovative, modern convenience creates. Clients are looking for library-quiet accommodation for enhanced relaxation.

Lifting keels, main engines, generators, retractable propulsion systems, hydraulic and electric winches, pumps, compressors, freezers, coolers and thrusters all produce noise and at Baltic Yachts we're meeting

the challenge of keeping the decibel level down to a minimum.

Maintaining a quiet environment for crew, owner and guests is an increasingly demanding challenge and only by tracing noise and vibration back to source and differentiating between structural and airborne sound can we be successful in reducing noise levels.

Everything from plastic micro-balls, cork, foam, automotive damping tiles and highly specialised shock absorbers are being used to insulate individual cabins from the sources of noise in attempt to increase comfort and privacy.

The seemingly simple task of making a door soundproof and lightweight is, in reality, a highly complex process of research and manufacture but is one of the fundamental requirements of keeping cabins quiet.

In the next newsletter we will be looking at some of the innovative techniques and materials we are using to keep yachts comfortable and exceptionally quiet.

1. *Kenneth Nyfelt (left) and Senior Interior Designer Jan Wikar examining keel trunk sound insulation aboard the Baltic 130 Custom due to launch this year.*



# INNOVATION

## Car technology to revolutionise yacht steering

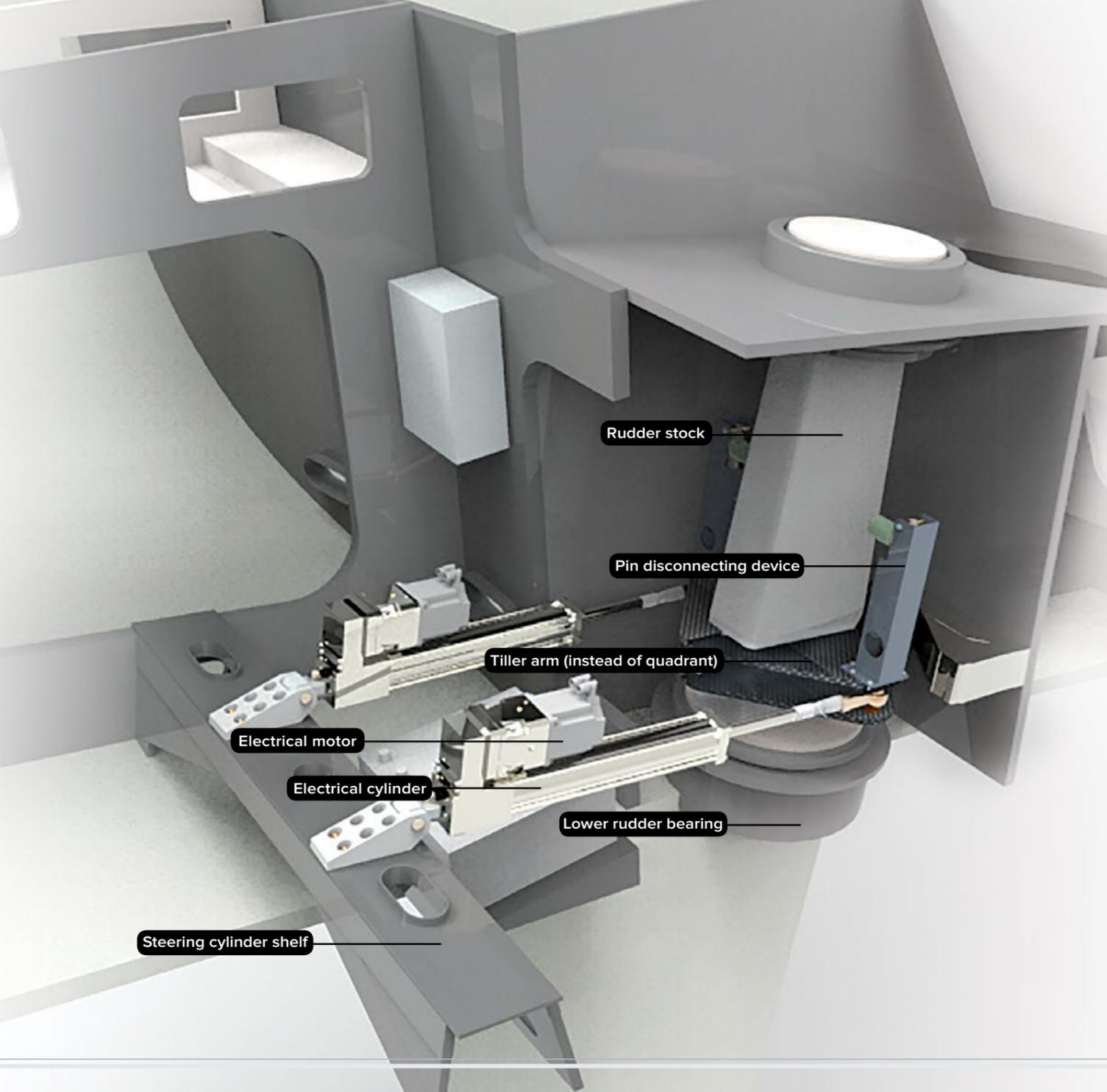
Trials are almost complete on Baltic Yachts' electronic, remote steering system which takes the weight out of the wheel but mimics the nuances of load and movement.

Baltic Yachts' innovative and completely new electronic steering system does away with long mechanical linkages between the rudder and the wheel, takes the weight out of steering for the helmsman, but provides the nuances of feel and load which keep him in touch with the behaviour of the yacht.

Trials of the steering system are nearing completion in Switzerland where a company called Esoro, which specialises in prototype development using innovative engineering, has been bench testing the Force Feedback System. The first example will be installed aboard Pink Gin VI, the Baltic 175 Custom which will be the biggest carbon fibre sloop in the world when she is launched in 2017.

Although designed initially for superyachts, we are confident that the Force Feedback System can be scaled down for smaller yachts of around 70ft which will be able to benefit from the elimination of heavy and space hungry steering cables or rods. Another big benefit is that the system will be designed to interface with automatic steering controls.

The system relies on two, electrically-driven cylinders which push and pull the carbon fibre tiller arms connected to the rudder stock. These movements are, in turn, relayed to the



force feedback motor mounted close to the steering wheel. When the yacht's wheel is turned, the electric cylinders move the rudder accordingly, taking care of all the heavy work. Any loads on the rudder, applied by wave movement or weather helm, for instance, are transmitted in milliseconds to the force feedback motor, which then applies them to the wheel. While the helmsman doesn't feel the full force of what is happening, he gets a scaled down sensation, keeping him in touch with the yacht's behaviour.

Roland Kasslin, head of Baltic Yachts' research and development department, said that one of the main goals was: "To ensure that the helmsman never felt out of control." During research and development, we have been able to reduce the size of the electric cylinders resulting in a weight saving from the original concept of some 180kg for the overall unit. The cylinders are manufactured by Parker in the

USA, world leaders in motion and control technologies. They specialise in extreme force electromechanical cylinders required to produce high loads very quickly.

In conjunction with Esoro in Switzerland, we have also designed a failsafe system in case one of the electric cylinders fails, potentially jamming the steering. The bolt connecting the electric cylinder rod to the steering arm can be removed if the system senses a cylinder failure. In trials it takes between 7sec and 10sec to free the cylinder allowing the other one to work

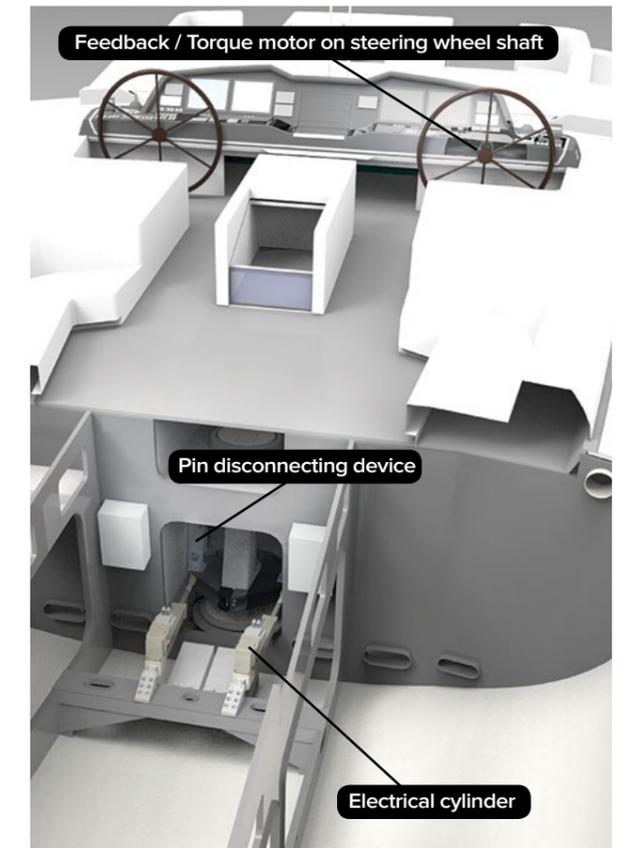
normally. This and other system guarantees, including the provision of a dedicated emergency battery in the event of the yacht losing all electrical power, have been submitted to DNVGL for classification approval.

While many of the components have been tried and tested in the automotive industry, the software is new, developed specifically for sailing yachts. One of the innovative features is the ability to set up modes for use in different conditions and for different, identifiable helmsmen and women.

This ability to personalise settings means that a helmsman can simply tap in their identity and the system will automatically switch to their characteristics. Condition settings will make adjustments for rough and smooth seas and also offer harbour use and manoeuvring options.

Apart from being able to manufacture units for smaller yachts we believe also that the system can be retro-fitted relatively easily to existing yachts. Units will be made available through Baltic Yachts and retro-fitting completed by our Service and Refit team.

1. Roland Kasslin, head of R&D at Baltic Yachts, has led the development of the new steering system.



# BALTIC YACHTS SERVICE AND REFIT

Quality, speed and a holistic approach define expanding service

With centres in Palma and Jakobstad our new look Baltic Yachts Service and Refit operations offer a complete range of disciplines for any yacht requiring specialist work.

An important and expanding business sector at Baltic Yachts is our Service and Refit operation with bases in the western Mediterranean's superyacht centre Palma, Mallorca and in Jakobstad, Finland.

Offering wide ranging support to our growing fleet of yachts and to any other yacht keen to take advantage of our extensive skill sets and high standards of refit and service, the Palma team has grown to a team of ten. It continues to be headed up by former yacht captain and engineer Jim Wadham and the highly experienced Aila Bell.

A rolling programme sending experienced foremen and workers from Jakobstad to work in Palma has proved very successful and we are currently selecting additional staff for postings in Mallorca.

An important aspect of the Palma base is the ability to offer Temporary Importation Licences (TPA) to yachts registered outside the EU for smooth customs clearance.

Baltic Yachts Service and Refit is being managed by Pamela Honga (pictured opposite, top centre), based in Jakobstad, with Matthew Lester now heading up sales. They will have a presence at the upcoming Palma Superyacht Show (28 April - 2 May, 2016) and the Superyacht Cup in Palma (22-25 June, 2016) where service will be offered to all yachts.



With a 300-ton lift available in Palma and a complete range of services from engineering and electronics to painting and rig servicing we offer a holistic approach to refit and repair.

We are just completing a four-month programme of work on the 152ft Pendennis-built ketch Christopher including TPA handling, re-caulking her deck and replacing much of the yacht's cabin sole. Extensive work has been carried out on a Swan 82 and following a lightning strike the Baltic 83 Gof is in for repair and service work.

In Finland we recently completed a 10-week programme of work on the highly successful Baltic 112 Nilaya, launched in 2010, including building three portholes into the topsides. One provides more natural light in the

galley and another required careful engineering as it is positioned close to the chainplates. We also painted the hull and deck, serviced her lifting keel and rudder, replaced a 400l black tank and re-touched internal varnish work. Nilaya's build project manager Nigel Ingram of MCM commented that he had rarely seen such a programme of complex work completed to such a high standard in such a short timeframe.

The key to this success was good pre-planning by the yard team in conjunction with the yacht's crew.

With a large, skilled workforce in Jakobstad, yachts visiting for a programme of work, will benefit from fast, high quality work with every conceivable skill on hand at our modern waterside facility.





# NEWS

## Highlights

### ShowBoat Design Awards

This event took place on February 22 in Kitzbühel, Austria where we were proud to have two Baltics among the finalists, Baltic 115 Nikata and Baltic 116 Doryan. Our warmest congratulations to the winners, owners and teams involved.

Read more about Baltic 115 Nikata's achievements on page 04. Next up are the World Superyacht Awards in Florence, Italy on May 14, 2016.

### Baltic Yachts will take part in the following events in 2016

- Palma Superyacht Show  
28th April – 2nd May
- Loro Piana Superyacht Regatta,  
Sardinia 7th-11th June
- Superyacht Cup Palma  
22nd – 25th June
- Monaco Yacht Show  
28 September to 1 October



## BALTIC 56 SPIRIT V

### Carbon cruiser sets early pace

Spirit V is one of 33 yachts taking part in the World ARC, a 26,000-mile circumnavigation starting from St Lucia. She was the first yacht to complete Leg 1 to Santa Marta, Colombia where we caught up with her owner and crew.

Erik Lindgren and Pia Hultgren's Baltic 56 Spirit V (formerly Penthesilea, Baltic 56 hull number six, 2007) has been providing her owners with some great sailing as she completes the early legs of a circumnavigation with the World ARC which started in St Lucia in the Caribbean in January. We caught up with the yacht at the end of the first stage in Santa Marta, Colombia where the crew were celebrating a line honours win.

Although the WARC is more a cruise in company than a race, e-commerce entrepreneur Erik Lindgren was keen to avoid motor sailing around the world so he needed a yacht which would perform well downwind in 10-15 knots of wind which, he calculated, would be the prevailing conditions for the majority of the 26,000-mile event.

Designed by judel/vrolijk & co, this carbon composite 56 is, at about 20 tons in fully loaded WARC trim, a relatively light yacht compared to some of her competitors in the event. Erik looked at several well-known builders of conventional blue-water cruising yachts when he was considering a yacht for the WARC, but claimed most would under-perform in light to moderate downwind conditions. The owners also appreciate the 56's lifting keel, which they anticipate will be extremely useful as they continue their circumnavigation.

In the first leg of the WARC from St Lucia, Spirit V completed

the 850 miles in about four days declaring just 12.7 motoring hours. By comparison, for instance, another competitor of a similar length took almost 24 hours longer with marginally more motoring hours.

At one stage, close to the Colombian coast in a breeze which reached 35 knots, Spirit V was recording speeds of up to 15 knots for about an hour as she ran towards her destination under a full main and symmetric spinnaker.

One of the obvious benefits of Spirit V's downwind pace is that she can reach WARC stopovers ahead of schedule providing Erik and Pia with additional time between legs. With up to 30 stopovers in this 15-month round the world trip this is a significant advantage.

Apart from performance, Erik and Pia wanted plenty of living space and they were attracted by the three cabin lay-out

in the Baltic 56. A yacht of this size would normally be designed with four sleeping cabins.

There's a lot of room at the chart table where Pia, a professional meteorologist, could analyse the latest weather downloads using specialist software to put the yacht in the best position. During last year's Atlantic Rally for Cruisers, a preamble to the start of the circumnavigation, Pia's specialist knowledge enabled Spirit V to slip between two areas of light air to record a class win.

When we rendezvoused with Spirit on her approach to the Santa Marta finish she looked as though she'd just been out for a day sail with none of the pushpit-mounted cruising paraphernalia normally seen on a long distance sailing yacht. Also absent were the ubiquitous deck stowed jerry cans yachts normally need to carry for extra main engine and generator fuel.

At the time of going to press Spirit V had transited the Panama Canal and was cruising in the Las Perlas islands before heading for Galapagos. The fleet will then embark on the longest leg of the rally from Galapagos to the Marquesas group, a distance of 2,980 nautical miles.

1. Spirit V and her crew prepare to enter Santa Marta Marina at the end of the 850-mile passage from St Lucia.

2. Spirit V approaching Santa Marta almost a day ahead of the next yacht.

3. Looking in good shape after a four-day passage.

4. Erik and Pia in Spirit V's large saloon. By opting for a three cabin layout they enjoy more living space aboard the Baltic 56.

5. Spirit V's crew celebrate a line honours win, left to right, Pia Hultgren, Erik Lindgren and crew, Eivind Boymo-Malm and Lena Having.

## Contacts



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### BALTIC YACHTS SERVICE AND REFIT MALLORCA - SPAIN

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