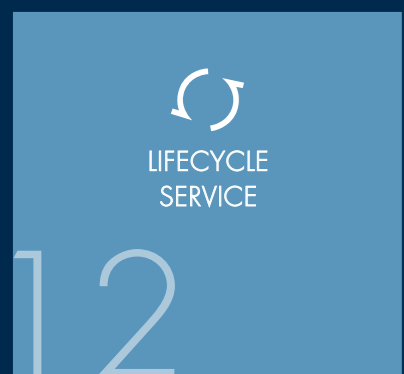




THE BALTIC LOG

Lighter, stiffer, faster - together





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On Watch

The will to explore and create

Having worked with the Newsletter for more than 10 years, and in the company for nearly 18 (!), I have been fortunate to get to know the yard and the Baltic Family rather well. However, whilst in the process of producing this Newsletter which you are now holding in your hands, I was once again blown away by the knowledge, enthusiasm and passion running through the veins of all Baltic workers. Some were chasing extra grams in order to save weight by cutting bolts or searching for smaller washers. Lamination techniques were being investigated, tested and optimised for stronger and lighter laminates. The will to explore and create something new was apparent in every shed I visited.

The people of Ostrobothnia are not necessarily born this way, but surviving the long and dark Finnish winter provides you with some useful survival skills. However, what really inspires and make us tick are the challenges presented to us in form of new innovations or maybe tougher weight requirements from the customers, who have the ability to see beyond the ordinary and are not afraid of pushing the boundaries of what is technically possible. And together we make it a reality.

This creativeness and the desire for renewal have also inspired the refit of our Newsletter that I have been working on together with my team. We wanted the Newsletter to better reflect the Baltic spirit of innovation and personality with a refreshed design, new articles to keep track of what's up at Baltic and a new name to describe it all. Hence the Baltic Log.

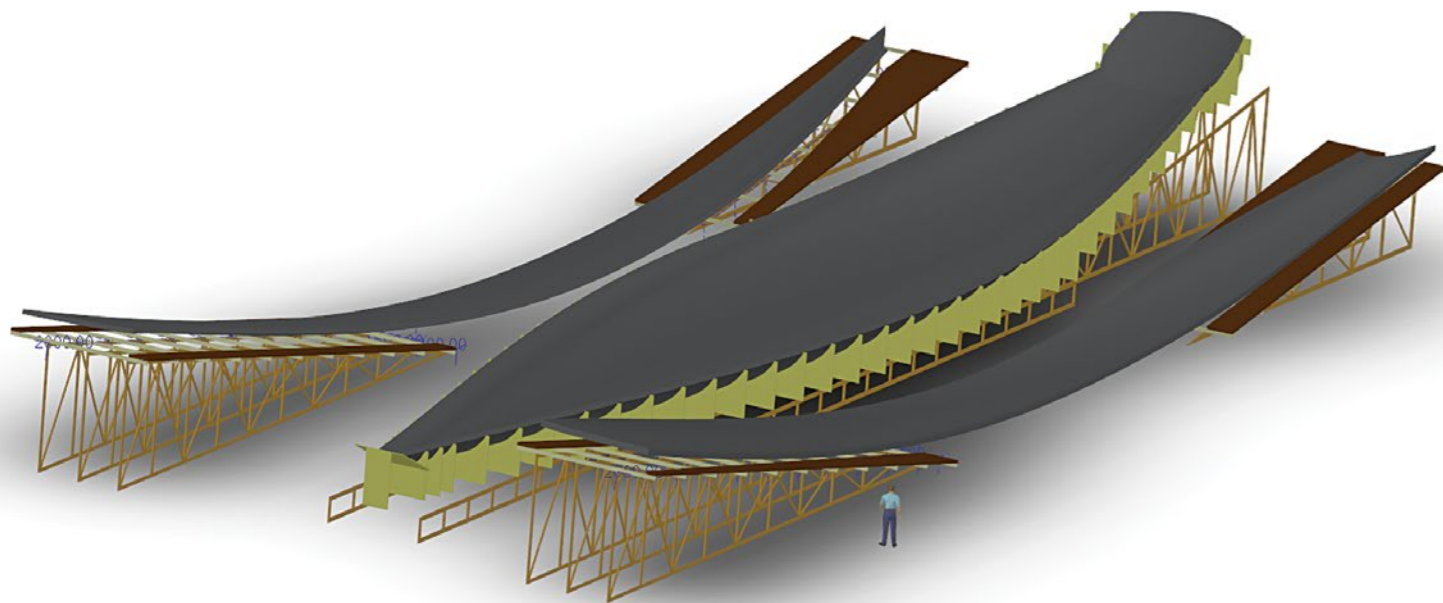
Hope you will enjoy the read and all that the spring and summer season have to offer. I look forward to logging some lighter, stiffer and faster miles – together.

Elisabet Holm



BALTIC 175 – PINK GIN VI

New era of the classic cocktail



Pink Gin has become a house brand for Baltic Yachts as yet another barrier breaking super yacht is under construction for the same owner. The idea of the new build was no sudden thought.

Ideas, plans and designs for the next generation of the current Baltic 152 Pink Gin matured for a couple of years before the four year building process commenced in Autumn 2013 with a spectacular launch scheduled for Summer 2017.

The new Baltic 175 is introducing a number of novelties to the floor of Finnish boat yard. She will be the first Baltic hull built in three parts. There are a number of practical reasons behind this pronounced build method. The request for two hull doors meant a longer design and testing period for the sides of the super yacht, however, having the hull built in

three parts saved time allowing construction to continue by starting on the bottom part of the hull, bulkheads and interior. The sides have been laminated in a horizontal position, allowing ideal working conditions for the demanding structure. Additionally, the interior has been easily accessible for the builders and the fitting of the bulkheads and various systems such as the drop-down anchor has been a much smoother operation.

“...She will be the first Baltic hull built in three parts. There are a number of practical reasons behind this pronounced build method...”

TECHNICAL

Dimensions

LOA	53.90 m
LWL	45.10 m
BEAM	9.55 m
DRAFT	4.50/7.00 m
LIGHT DISPLACEMENT	250 tons
BALLAST	approx. 75 tons

Sail Plan:

I	61.320 m
J	17.550 m
P	60.515 m
E	20.455 m

- **Naval Architect:**
judel/vrolijk & co
- **Interior Design:**
Design Unlimited
- **Exterior Design:**
judel/vrolijk & co design and Design Unlimited
- **Project team at Baltic Yachts:**
Patric Brännbacka, Project Manager
Daniel Wahlroos, Project Engineer
- **Number of cabins:**
Owner's Cabin, 5 guest cabins and 4 crew cabins
- **Delivery year:**
2017

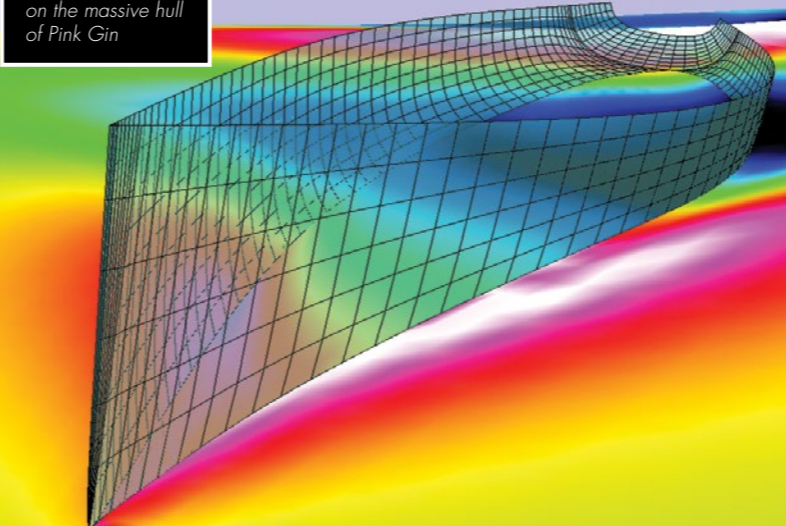
The hull doors offer a remarkable feature to the largest carbon sloop ever built. Both the owner's cabin and the salon will be equipped with multifunctional terraces for enjoying the blue water life. To fulfill the classification standards, every effort has been made to strengthen the hull around the doors thinking of all aspects of use. The owner's cabin hull door measures a square of 1.8m x 1.8m while the main terrace opening is 1.9m high and 2.7m wide. "The door structures are another very concrete example how we have been able to deliver increased living comfort and pure sailing performance without compromising either one", explains Project Manager Patric Brännbacka.

"The scale of the Baltic 175 is roughly comparable with building three hundred-footers", says Jens Kastrén, production

foreman. "We will be using 2,400 sqm of carbon fiber to build a high-performing 250-ton yacht with 1321sqm of upwind sail area and all comfort features for the family life." The keel structure alone is a major engineering project – including the three alternative depth positions at 7/5.7/4.5 meters.

Noise reduction will be its own project as a quiet interior is one of the key attributes in this order. For example the engine beds and cushions will be designed and built after a thorough analyzing and testing of the loads and resonance levels of the twin generators. Even the drop-down anchor will incorporate a tailor made "soft anchoring" mechanism, removing the noise of the anchor chain.

Using the Finite Element analysis helps calculating all loads and structural demands on the massive hull of Pink Gin



Building the hull in three parts means easy access to the core of the yacht until a rather late state in the build process



BALTIC 130 CUSTOM

Silent lightweight performer

The project team behind the Baltic 130 has a bold target. Their task is to deliver a racing pedigree 130-footer to meet a challenging combination of demands: lightweight performance and extremely quiet interior.

"While we weigh and calculate every single part and item going onboard, we are also aiming at one of the most silent super yachts in the market", explains Project Engineer Sören Jansson. A review of the ongoing build process reveals that every builder on all fields of the project has bought in the "think weight" approach. Even bolts and screws are tested and researched to find the lightest possible option.

The carbon-laminated hull of the Baltic 130 is no compromise. The base structure has been made as light as possible while

all critical areas have been strengthened according to a precise weight optimising plan and engineering against FEA model. "For instance we have measured carefully all the overlaps of the carbon layers to make sure there is no extra material anywhere", explains Project Manager Håkan Björkström. Using prepreg lamination with varying weight and strength optimised core materials in the hull and deck with noise reducing foam core in the bottom of the hull are no standard specifications. The philosophy is very clear – make it light and silent.

Baltic 130's features include several specific choices by the owner. Her stylish flush deck speaks for the racing attitude and goes hand in hand with the tapered lifting keel drawing 7 meters in the down-position. The 30-ton keel bulb will

be fitted with a crash nose eliminating the worst impact in any undesired situation of grounding. The low deckhouse structure disappearing behind the high bulwark has lead to another unique structural solution. To save the views through the salon windows, a 4-meter long opening has been built in the bulwark. "That took 110 layers of carbon around the opening to meet the loads on the sides", confirms Jansson.

Ensuring the 130 footer's function matches its high performance structure has put the hydraulics under extreme demands. Line speeds exceeding 200m/min and seven alternative headsail configurations enable effective and optimised sailing. However there is always a spot on board for enjoying the elements thanks to the integrated sunbeds and a sheltering sprayhood.

When it's time to drop the sails, Baltic 130 will be taken to her destination by Baltic Yachts' first in-house developed RPS (Retractable Propulsion System) fitted powertrain. It is all in line with the high performance targets set for the new build.

BALTIC 130 update, March '15:

- HULL is being laminated
- DECK mould is being built
- STRUCTURAL BULKHEADS are under work

Another specialty of the Baltic 130 is the thorough planning of the owner's cabin. Three mock-ups will be built for feeling and deciding on all materials and details before the real cabin gets built.

TECHNICAL

Dimensions

LOA	39.60 m
DWL	36.80 m
BEAM	8.60 m
DRAFT	7.00 m
LIGHT DISPLACEMENT	99,107 kg
BALLAST	41,200 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
Sören Jansson, Project Engineer

• **Number of cabins:**
6

• **Delivery year:**
2016



UNDER CONSTRUCTION



UNDER CONSTRUCTION

TECHNICAL

Dimensions

LOA	35.00 m
DWL	32.52 m
BEAM	8.07 m
DRAFT	3.65/5.85 m
LIGHT DISPLACEMENT	88,000 kg
BALLAST	33,00 kg

- **Naval Architect:**
judel/vrolijk & co
- **Deck & Interior Design:**
Nauta Design
- **Project Management:**
Nigel Ingram, MCM
- **Project team at Baltic Yachts:**
Project Manager: Mathias Flink
Project Engineer: Jan Vidjeskog
- **Number of cabins:**
1x owner, 1x VIP, 2x guest, 3x crew
- **Delivery year:**
Autumn 2015

BALTIC 115 CUSTOM

A race winning family boat

Less than half a year from her launch day, the Baltic 115 is already a busy boat. And her owner's plans will continue to keep her in the middle of the action even after the test sailing period and delivery in Pietarsaari. Hitting the water towards the end of the Nordic summer allows plenty of time to reach the Med and the Caribbean later in the year.

This extremely sleek design has been carefully thought out to meet high expectations in both racing and leisure cruising. Clean flush deck, high-speed hydraulics option for the running rigging and tailor made barber hauler systems instead of tracks are all aiming at non-compromising performance on racecourses. At the same time every visitor onboard will be warmly welcomed by the unique stern opening with easy access and cool refreshments on hand.

The owner, family and guests will have an extremely comfortable and social holiday home onboard the new Baltic 115. Optimized positioning of hull windows, light interior

colours and a welcoming layout are well suited for relaxing and social activities. Also the yacht's professional staff is well looked after with spacious crew quarters. "A happy crew creates warm atmosphere and on this boat even this part has been very well thought", summarizes a seemingly proud Project Manager Mathias Flink. He continues: "The project has run very smoothly from concept and design phase into the build process and we are nicely on schedule."

The engine room is being partly built and equipped in modules. Every detail and technical unit will be in its place before all the components of the interior are completed. Hydraulics on deck can be used in either fast speed racing mode or energy saving cruising gear. The planning of this advanced hydraulics system represents the creative thinking of Baltic Yachts' in-house engineering and serves perfectly the dual purpose of the advanced superyacht.

Baltic 115 is designed to be a superfast and extremely enjoyable boat. The main interior is already complete and the deck will be mounted during March. Then it will be time for painting of the hull in April and fitting the sleek teak deck during the month of May. She will be launched in the summer conditions of August and delivered later in the autumn after a thorough testing period in the waters of Pietarsaari.

“...A happy crew creates warm atmosphere and on this boat even this part has been very well thought...”



TECHNICAL

Dimensions

LOA	24.70 m
LWL	20.80 m
BEAM	6.10 m
DRAFT	0.95 m
LIGHT DISPLACEMENT	53,500 kg



- **Builder:**
Spertino Alalunga s.r.l.
- **Delivery year:**
1989
- **Owner's representative:**
Justin Grubb
- **Project Manager at Baltic:**
Patric Brännbacka

TRULY SUNNY DAY

Unique wooden powerboat restoration

Baltic Yachts has built two powerboats in its history, but now it is taking yet another exciting step into a new field of expertise. As part of the growing popular Lifecycle Service programme, the entire project team is applying its wide variety of skills and experience to a new and somewhat exceptional project.

One can almost touch the enthusiasm involved in the restoration of the beautiful Italian crafted wooden powerboat built in 1989, Sunny Day. The project started in Italy and will now be completed at Baltic Yachts by spring 2016. The jobs list on the restoration team's desk is impressive. The 25m hull, having already been

lengthened during its time in Italy is being fully inspected and a major interior refurbishment carried out. Sunny Day's style and as many as possible of her original parts will be restored and maintained. The convenient option of replacing things will be the last resort. The project team is keen to identify every single issue; agreeing solutions and schedule before embarking on the master plan by April. Then it is all steam ahead for completion by May 2016.

The most challenging parts of the project are located deep down in the heart of the hull. The empty engine room will accommodate two 1600hp engines, which will comfortably deliver the owner's request of reaching 30 knots of cruising speed. With double generators and the advanced gyrostabilizers, the space will ultimately be used to the max. Although work had already commenced in Italy before Baltic Yachts took delivery of the boat, nothing has been taken for granted, the whole hull has been scanned to make sure her shape, waterline and floating position remain correct and pleasing to the eye.

The master cabin of the family classic is also going through a total revamp. The original single berths will be replaced by a proper double bed leaving space for a writing desk and a sofa plus plenty of storage space. Like the modern blue water cruisers, Sunny Day will also be carrying effective noise insulation to guarantee restful sleeps between the sunny days.



Justin Grubb,
Owner's
representative



BALTIC 35

returns to her roots

Spirit of Ailsa's facelift

Spirit of Ailsa was number 41 in the series of 45 Baltic 35's built and she is now back at Baltic Yachts in Bosund. It is time for a proper facelift – despite the exceptional TLC by her original owner since 1993.

The owner, a true Baltic enthusiast, had a number of reasons which persuaded him to come back to Finland and the boat's roots for the refit. A one stop shop on offer by the original builder being a major point but also the dedication, knowledge of the boat and the top quality of work.

The owner retains the Spirit of Ailsa in her original shape and has visited the yard a couple of times during the refit. The hull, bottom and entire rig will be faired and repainted. New teak decks will be fitted and the interior will get a thorough polish to maintain her stunning looks. To complete her time at the yard, Spirit of Ailsa's original electronics will be upgraded to today's standards and all deck gear serviced.

The owner is then planning to explore the archipelagos of Turku, Åland and Stockholm for the next couple of seasons. Only after that will it be time to bring Spirit of Ailsa back to her home waters.



TECHNICAL

Dimensions

LOA	10.64 m
LWL	8.75 m
BEAM	3.50 m
DRAFT	1.85 m
LIGHT DISPLACEMENT	4,480 kg
BALLAST	1,880 kg



- **Naval Architect:**
judel/vrolijk & co
- **Delivery year:**
1984
- **Units built:**
45
- **Project team at Baltic Yachts:**
Jan-Erik Krokvik, Foreman
Kirsi Palomäki, Lifecycle service coordinator



Lifecycle Service

Buzzing Mallorca service base

Although new and still taking shape, Baltic Yachts Lifecycle Service in Palma, Mallorca is proving to be a great success.

Baltic Yachts is sending a build team from Finland to be permanently located in Palma and we are in the final stages of hiring an Operations Manager and assistant to run the services in the Mediterranean hub. "The permanent team working in Palma will all be experienced Baltic employees and in the case of future new local employee's we will train them for their jobs at Pietarsaari yard before they get started", explains the Lifecycle Service Manager, Matthew Lester. "All our sub-suppliers will be going through an auditing process to meet the quality requirements and the high Baltic Yachts standards."

Palma is a perfect location. In addition to being an attractive and convenient option for existing Baltic owners, the base will also offer service and refit works for non Baltic yachts. The service works and refit projects can be delivered in the natural spot for a stopover. Palma will be a crucial part of the future Baltic Lifecycle Services, a very welcome addition to Pietarsaari facilities and the mobile support services.

The idea with the current setup of an office and a workshop with availability of a travel lift is to create a true feel @ home atmosphere for the boat owners and crews. This has been made possible through the valuable co-operation with STP Shipyard in Palma. By 2020 Baltic Yachts will be running



a significant operation at its Palma location and it is fair to expect the number of interested customers will grow thanks to the handy location and our most valuable asset: a team of the best boatbuilders in the world permanently located in Palma.

A characteristic example of a refit project in Palma is a teak deck renewal. And when a service facility is so conveniently located, small maintenance or repair works need no longer be "saved" for longer scheduled refit times.

There are already great examples of effective service stops at Palma – the highly successful Baltic 112 Nilaya has been upgraded during her two visits during 2014. After leaving Palma service base this victorious super yacht was drawing admiring looks at both Monaco Yacht Show in September and the Volvo Ocean Race start in Alicante in October.





TECHNICAL

Dimensions

LOA	35.50 m
LWL	32.00 m
BEAM	8.25 m
DRAFT	3.50/5.50 m
LIGHT DISPLACEMENT	94,350 kg
BALLAST	32,000 kg

Sail Plan:

I	44.800 m
J	12.450 m
P	44.500 m
E	15.050 m

- **Naval Architect:**
judel/vrolijk & co
- **Interior Design:**
Nauta Design
- **Exterior Design:**
judel/vrolijk & co and Nauta Design
- **Project Manager:**
Nigel Ingram, MCM
- **Project team at Baltic Yachts:**
Mats Nylund, Project Manager
Jonas Krokvik, Project Engineer
- **Number of cabins:**
1x owner, 1x VIP, 2x guest, 1x nanny,
3x crew



BALTIC 116 DORYAN

The fast, comfortable & silent lady in red...

Doryan – the Baltic 116 Custom – represents all known Baltic core features. She is unique in looks and style while her outstanding warm red color meets no match on the oceans.

While Doryan has been built for living onboard and enjoying the relaxed family life in the Med area, speed and performance have not been compromised. At the same time she is not just the ultimate blue water cruiser - her technical features and the design team's out of the box thinking have resulted in a pedigree ocean cruiser. The Baltic 116 Doryan also challenges any other yacht in its category for offering the quietest and smoothest ocean passage. Exceptional attention was paid to Doryan's noise reduction and isolation during the relatively short but effective build period.

Project Manager Mats Nylund is all smiles for a good reason: "The owner wanted the best in the market. We are very proud that the outcome of the selection was the Baltic 116." Doryan was delivered to her owner early this year and she





has completed her first Mediterranean cruises successfully. Baltic Yachts will proudly be presenting her to the audience of Monaco Yacht Show in September.

Doryan offers elegance and functionality welcoming her owners and guests into the practical, but elegant teak interior designed for real life and family atmosphere on board. The stylish deck of Doryan combines a very practical and charismatic deck salon, with an integrated fixed bimini roof. These features offer sheltered cruising in all conditions without compromising the visibility from the cockpit or the looks of the yacht itself.

The specification list of Doryan include stern and bow thrusters, two generators, a watermaker and large tanks for longer journeys. With help of the advanced hydraulics systems and a practical deck layout, the 116-footer can be sailed and managed by a small crew unit.



TECHNICAL

Dimensions

LOA	33.04 m
WL	31.20 m
BEAM	7.63 m
DRAFT	5.50/3.50 m
LIGHT DISPLACEMENT	77,400 kg
BALLAST	30,600 kg

Sail Plan:

I	45.10 m
J	12.00 m
P	42.54 m
E	13.38 m

• **Naval Architect:**
Javier Jaudenes

• **Interior Design:**
Design Unlimited

• **Project Management:**
A2B Maritime Consultants

• **Project team at Baltic Yachts:**
Håkan Björkström, Project Manager
Sören Jansson, Project Engineer

BALTIC 108 WinWin
A true racer/cruiser

DELIVERED YACHTS



Baltic 108 WinWin has successfully crossed the Atlantic since her launch in Pietarsaari last autumn.

The stunning Baltic 108 WinWin is currently enjoying the cruising waters of the Caribbean while her owner and crew are looking forward to some true racing as well. WinWin - a 77.4-ton light displacement superyacht - is a proven success offering the options of comfortable short-handed cruising and fully crewed high performance racing.

The first Baltic designed by the young naval architect, Javier Jaudenes, has already won ShowBoat Design Awards in both interior and exterior design categories. Design Unlimited was responsible for the interior design and WinWin is now also listed as a finalist for World Superyacht Award.

WinWin's features such as the 3.50/5.50 meters deep lifting keel, the performance optimizing RPS-driven power train, her modern & functional interior and the non-compromising noise isolation complete the sleek-lined performer.



What's in @Baltic

Retractable Propulsion system

I am very excited about the current situation and future views of Baltic Yachts. We have recently experienced a number of trends that we are creating and responding to. The very strong trend in the 100ft category has kept us busy for some years now. A variation of even larger racer/cruisers is on demand and each one of them is taking the evolution to a new level. We are closely scanning the new trends and requests from the market while reacting fast within our product offering and development.

As much as we like to be open to customer requests and ideas, we remain loyal to our core value. That is performance through lightweight construction. Within every build project we face challenges, which turn into new innovations and breakthroughs. The levels of comfort and tailor made features onboard are an individual case and we are happy to find the solutions.

We are working on a number of key areas, which have and are becoming standard features. Baltic Yachts' development project on Retractable Propulsion System (RPS) in cooperation with Hundested is a great example. Only larger commercial vessels have so far been fitted with this type of advanced systems. The RPS also supports Baltic's performance thinking, as the propeller will not cause any drag while sailing. At the same time the Controllable Pitch Propeller (CPP) offers maximum grip and power in maneuvering – also on reverse. It can be used on higher rpm levels, producing quicker and safer handling in tight spots. The yachts fitted with RPS also reach wider operation range thanks to improved fuel economy with the more effective propeller. Add the high standard noise insulation plus vibration damping and a very quiet engine as a result - and you have a winner!

Safe, fast and comfortable sailing!

Kenneth Nyfelt



LEADING THE WAY

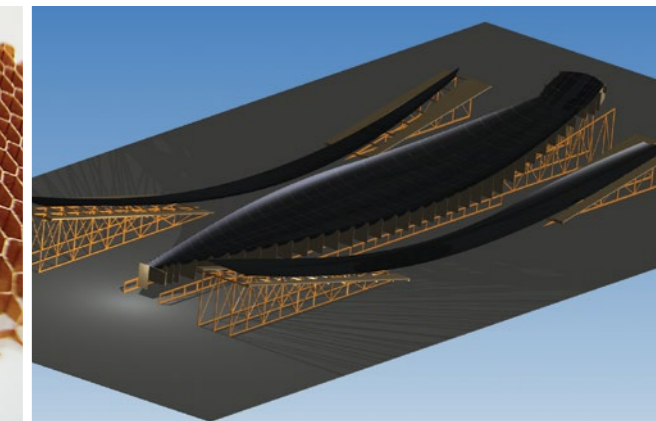
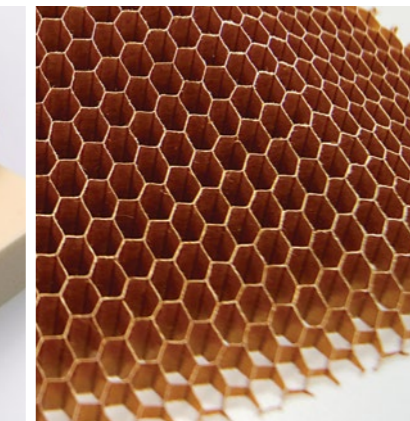
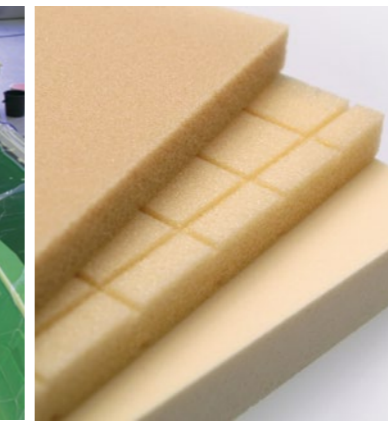
On the cutting edge of lamination technology

Baltic Yachts is known for its ambitious philosophy in producing the light displacement performance cruiser/racers. Since 1973 Baltic Yachts has wanted to drop weight and add speed to its fully equipped cruisers. Through the years Baltic Yachts has been looking for better ways to build strong and high-performing yachts with lower displacement. Lamination techniques have been central in this development.

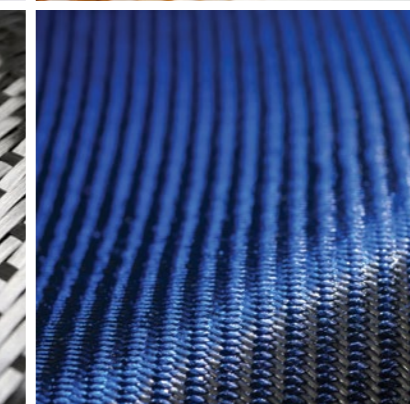
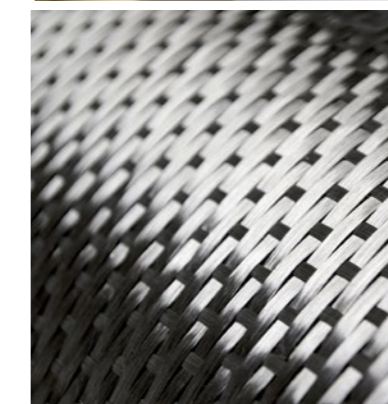
Ole Björkström, production foreman, explains the development through decades: "Our key principle has been and still is "light & stiff". The ways in producing it have evolved during the years and every project has been a further step in the innovation. In 1970's we believed in the combination of balsa sandwich and directional glass fiber. In 1980's we used kevlar in the hulls of the popular Baltic 43's, while carbon fiber was used in certain components. Whitbread maxi Martela (1988) marked yet another step as she was

Baltic Yachts' first wet vacuum laminated carbon hull. Our first pre-impregnated carbon yacht was launched in form of the Baltic 67, Aledoa, in 1996. She also had a carbon rig and rudder. Then the series of 56's from 2004 onwards were built in the infusion technology."

Baltic Yachts uses three lamination methods: Infusion, SPRINT™ and prepreg (pre-impregnated) technology. Infusion technique has been used for up to 116ft hulls at



Baltic Yachts, which is quite a remarkable size for this method. SPRINT™ lamination involves use of dry fibers together with a resin film, optimised for the specific fabric in question. SPRINT™ was invented by SP Systems (known as Gurit today) and the name stands for 'SP Resin INFusion Technology'. In the most extreme alternative, the prepreg lamination, the main benefits are effective weight control and the lightest structure achieved through directional fibers and fewer layers. At the same time the prepreg carbon technology requires remarkable skills and experience from the builders.



impact resistance. Carbon fiber and unidirectional carbon fiber are the lightest and stiffest options for a high performance super yacht. The choice between the core materials has moved from balsa to foam and Nomex. Nomex as a honey comb structure is very light and flexible but also offers the strongest and lightest result. Nomex can only be used in prepreg laminates.

Björkström points out that the customers and designers are an important part of the evolution. The build team is continuously facing new challenges and Baltic Yachts is known for its encouraging attitude to all innovations.

Baltic Yachts has used female moulds for the previous serial models and semi-custom yachts and the earlier custom builds were produced on wooden male plugs. Today's 100ft category typically materializes as a centerline split structure, where two halves are being made separately and attached at a later stage. The bigger yachts like the current Baltic 175 Pink Gin are easier to build in three parts, where the sides of the yacht will be attached to the center part after having all bulkheads and a lot of the interior in place already. Decks or deckhouses are typically built in female moulds and fitted to the hull as late as possible.

The choice of the right materials is crucial. Aramid, or Kevlar, is typically used in decks as it offers excellent



Sales Director Kenneth Nyfelt adds other materials to the discussion: "We of course compete against other philosophies as well. Composite has a number of benefits over aluminum and steel except the obvious weight factor - let's think about corrosion for example. Or thermal and noise insulation benefits? Also we can use stronger structures where it's needed and build the yacht lighter in other parts by use of unidirectional fibers in the directions of the loads, which gives weight advantages compared to metal that has the same strength in all directions. With our in-house facilities and expertise, we can answer all questions and we also take full responsibility of the end product. From a customer's point of view, we offer a true one-stop-shop with all the needed expertise at hand."



NEWS

Highlights



Baltic 108 WinWin

Double winner of ShowBoat Design Awards

2014 launched Baltic 108 WinWin was the winner of the ShowBoat Design Award 2015 in both the exterior and interior category for sailing yachts between 30 - 39.99m.

Javier Jaudenes was awarded for the exterior design of WinWin for successfully balancing the owner's needs for racing and cruising.

Design Unlimited is the team behind the award winning interior design of WinWin.

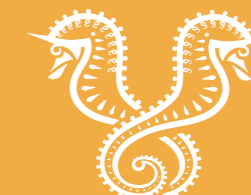


Baltic 107

Inukshuk wins the ISS award

Baltic 107 Inukshuk was awarded "The Best Sailing Yacht" in the 24 - 40 meters category at the International Superyacht Society awards ceremony in October 2014 in Fort Lauderdale.

This is an extremely great achievement as our peers in the yacht building and design world vote for the winners of these awards. This is the fifth prestigious award that Inukshuk has received from the yachting industry



Baltic 116 Doryan

At Monaco Yacht Show

The latest launch of Baltic Yachts, the Baltic 116 Doryan, will be present at the world's largest mega yacht show, the Monaco Yacht Show, during 23-26 September 2015. Since its first edition in 1991, the show in Monaco has grown to become the ultimate luxury rendezvous for the international elite clientele. Doryan will be joining an impressive fleet of around 115 custom made super yachts.

Contacts



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