



Baltic Yachts

ИП UKSHUK



NEWSLETTER SPRING 2014

Editorial

At your service in Palma

Our Lifecycle Service has become an increasingly important part of the business. It used to be the project managers that stayed in touch with our boats after they had departed Finland. However, as the number and complexity of the boats grew it became clear that we needed to establish a dedicated department in order to more effectively serve our owners, skippers and crew thereby allowing the project managers to concentrate solely on building new boats.

It was already some years ago we created a role for someone who would be solely focused on service and warranty issues for our family of boats around the world. Today this department has grown to include six

people, and we have had a really positive response from owners. We like to think we have always maintained good relationships with our owners, but now we are also focusing increasingly on building equally close relationships with their captains and their crew.

Recently we set up a new Baltic Lifecycle Service centre in Palma, Mallorca. Its central location in the Med and its popularity with many of our boats means that it makes a lot of sense for us to have our own full-service facility there. We are leasing one of the halls in STP to use as a workshop and it has everything required to service and maintain the Baltic fleet. However, it is important to point out that our doors are open to owners of non-Baltic yachts too, and indeed we are very proud to be carrying out a full refit in Jakobstad of Nariida, the beautiful Wally 105ft ketch.

Very briefly I'd like to mention some of the key people on the LCS team, starting with Niklas, our first service

foreman who has been working at the yard for more than 25 years. He knows everything there is to know about after-sales service and maintenance work. Then we have our two Fredriks, who joined Niklas last year as service foremen. Back in the office is the heart of our organisation, LCS Assistant Pamela, and LCS Coordinator Monica, who is currently away on maternity leave.

We hope to see you at our Rendezvous, in Port Adriano, Mallorca in August 22-24. We plan to have the whole LCS team there to enable you to meet them and we will be available should any assistance be required. We really look forward to seeing you there!

Have a wonderful, trouble-free season on the water!

Regards

Matthew Lester
Lifecycle Service Manager



“ It is important to point out that our doors are open to owners of non-Baltic yachts too ”



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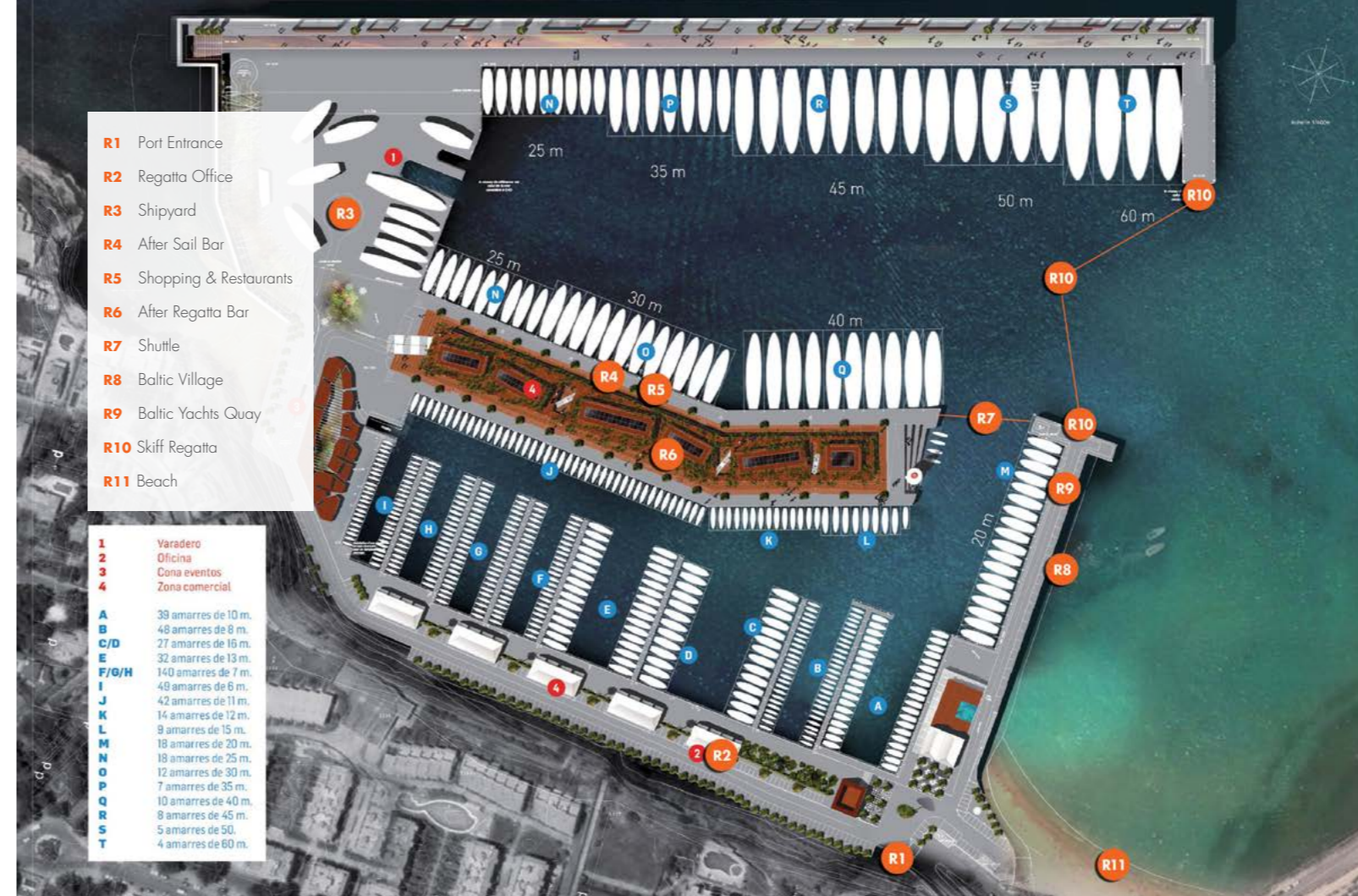
Our Lifecycle Service team will be present for the duration as will other members of the Baltic team to introduce themselves and offer any assistance required. So please join us and spend a few relaxed days with friends and family sailing, laughing and enjoying all that is good about yachts and sailing. We are proud of our history and believe that the unique Baltic Yachts family spirit is present in all our boats, large and small, and we are very excited to see so many together again.

If you have not yet informed us of your interest please contact us, info@balticyachts.fi, stating your name, address and boat name/number and we will provide you with the relevant information.

PROGRAMME	
Thu August 21 st	
Registration at Regatta office from 11:00 - 14:00 and 16:00 - 19:00	
Fri August 22 nd	
Captain's briefing	11:00
Warning signal	13:00
Bar on the dock	17:00 - 20:00
Skiff regatta	19:00
Sat August 23 rd	
Captain's briefing	11:00
Warning signal	13:00
Bar on the dock	17:00 - 20:00
Skiff regatta	19:00
Baltic Yachts Beach barbeque	20:30
Sun August 24 th	
Captain's briefing	11:00
Warning signal	13:00
Bar on the dock	17:00 - 20:00
Skiff regatta	19:00
Prize Giving event	20:30



RENDEZVOUS



REGATTA ORGANISATION				
Baltic Yachts, Finland Elisabet Holm T. +358 6 7819214 info@balticyachts.fi www.balticyachts.fi	Baltic Yachts, worldwide See backside cover of Newsletter	Race committee Ariane Mainamare T. +34 630 921 251 ariane@yatess.com	Port Adriano Customer care: Paloma Lemm Harbour Master: Luis Nadal Regatta Manager: Nani Mas T. + 34 971 232 494 www.portadriano.com	Notice of Race www.silverbollardregatta.com

PORT ADRIANO

Information

GPS position	02°28,3' E 39° 29,6' N
Location	South coast of Mallorca, El Toro (Calvià)
Designed by	Philippe Starck
Managing company	Ocibar
Number of berths	506
Parking space	2/yacht
Shopping area	40 shops, 4000 m ²
Technical area	10000 m ²

Address and contact

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www.portadriano.com

TECHNICAL

Dimensions

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

Sail Plan:

I	40.760 m
J	12.530 m
P	42.790 m
E	14.790 m

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

BALTIC 115 CUSTOM

Race-oriented cruiser designed for outdoor living

Construction of the hull and transom moulds is underway for the Baltic 115 Custom commissioned last September just before the Monaco Yacht Show. A high-performance cruising yacht with some race-oriented features, the sleek hull lines come from judel/vrolijk, with exterior styling and interior design from Nauta Design.

The yacht will have a full carbon sandwich construction and be equipped with a lifting keel, ranging from 3.65m to 5.85m draft. Of many special features on the B115, Project Manager Mathias Flink makes special note of the transom. "This is a very complicated part of the boat", he says. "It is designed to be the 'grand entrance' for guests as

they are welcomed on board. The hatch is very wide, and when you open the hatch, the staircase is the same width as the hatch itself. The aim is to make you feel like you are walking up the stairs of a luxury hotel."

The transom is also designed as an area for relaxation. There is an integrated fridge so that owner and guests can enjoy some drinks while using the dive platform, fitted with a bathing ladder.

Flink says: "This is a boat designed very much for outdoor living. The rest of the deck is pretty flush. There is a flush deckhouse with a lot of windows to bring plenty of light into the saloon. At the aft end of the deck, there are a lot of details that will be finished in teak, and the seating is very comfortable for sunbathing."

Accommodation consists of an owner's cabin, a VIP cabin, two further for guests and three for crew. The owner's cabin is situated forward with a generous double berth, a sofa to starboard and a desk area. The saloon incorporates a bar area, next to that is a dedicated entertainment area for relaxing whilst watching movies or reading books. The talented team at Nauta Design has created a contemporary interior styling with oak veneer, giving a light and airy feel to the boat.

Even though the boat will be used primarily for cruising, there are a lot of racing influences on the boat, with equipment and fittings optimised for speed. "The jib sheeting system is very much race oriented," says Flink. "With a normal system you have the track running forward and aft along the side deck, and therefore making it difficult to move your sheeting point inboard or outboard. However on this boat we will fit an inboard/outboard system with three controls, hydraulically operated, allowing control of the sheeting angle very accurately between these three points."

Flink points out the additional benefit that you don't have any tracks or blocks sticking up on deck, getting in the way when you're in the marina. "It's a good race feature and also a good aesthetic feature, it's a very clean solution for the boat when not in use."

Flink is very pleased with how smoothly such a complex project is proceeding. "We have had fantastic cooperation with other parts of the project - really good meetings at Nauta Design in Milan, with Rolf Vrolijk and Nigel Ingram, the Project Manager from MCM. It is impressive the way Rolf has optimised the performance of the boat. He has not just drawn one hull, he has tested several hulls, keels and rudders. Rolf brings an America's Cup mentality to the project, a lot of experience from the racing world. With Nigel Ingram, it's hard to find anyone with the amount of experience he has, and he provides great support for the project team here at Baltic."

The Baltic 115 Custom is on schedule for delivery in Autumn 2015.



BALTIC 175 PINK GIN VI

Bringing the outside in

The delivery date of June 2017 might seem a long way away, but construction of Baltic 175, Pink Gin VI, is already well advanced. The keel trunk and the underwater body of the hull are being laminated. Bulkheads are being manufactured, hull girders laminated, and work will soon commence on an interior mock-up.

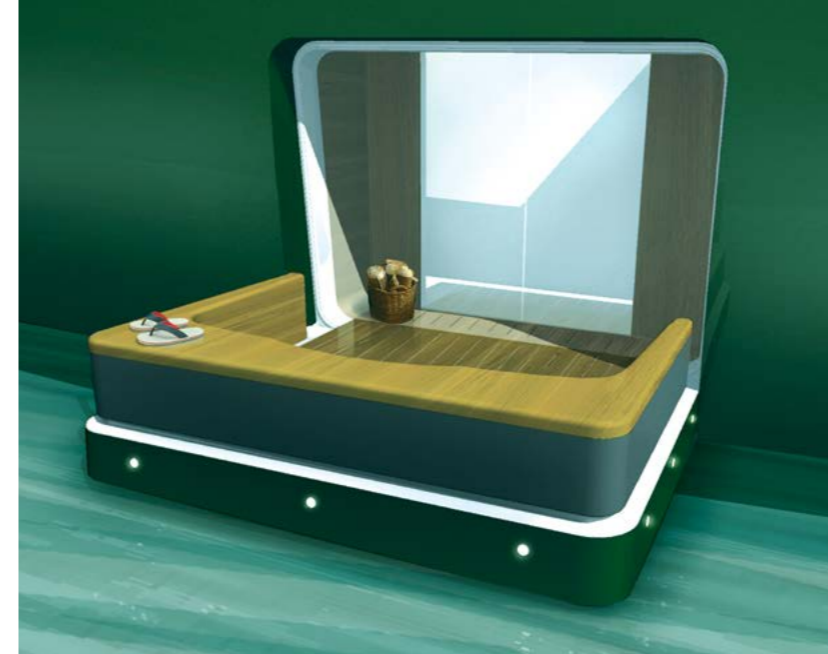
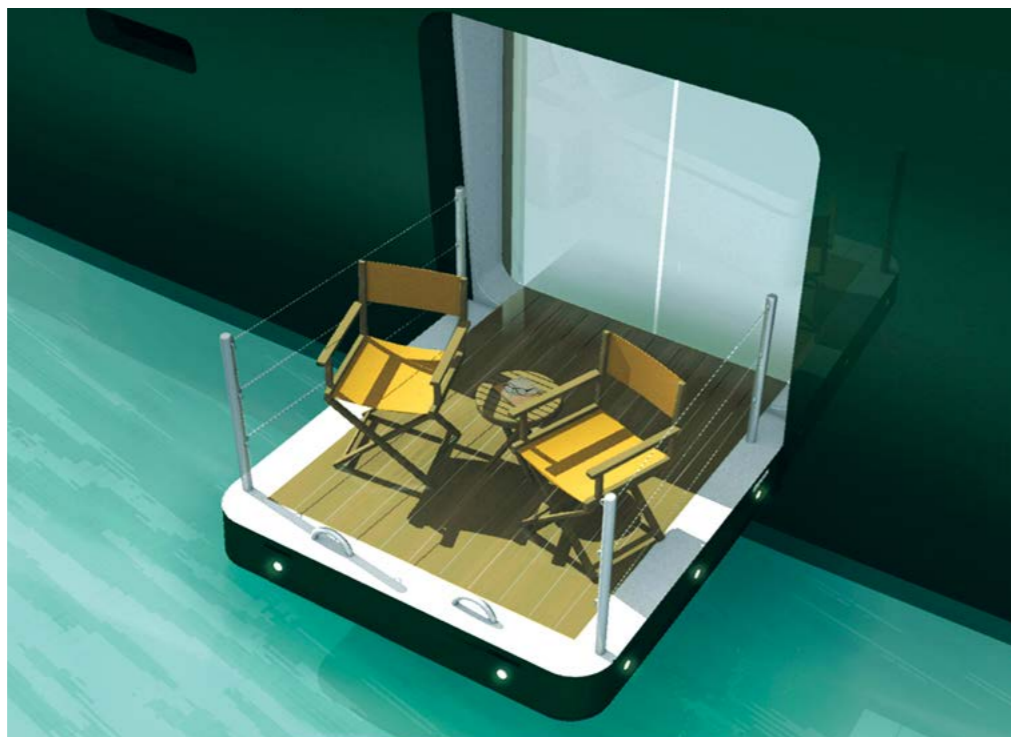
Project Manager Patric Brännbacka says there is a very clear direction from the owner. "This will be his sixth yacht from our yard," he says. "The basic concept behind the design for the Baltic 175 is to improve on the already successful concept of Baltic 152. The hull lines and naval architecture is by judel/vrolijk. We are looking for even more performance.

The displacement of 240 tons (light craft) is low for a boat of this size due to the carbon sandwich hull and deck construction. The lifting keel configuration allows for a draft of 7.00m in sailing displacement and a minimum draft of 4.50m. The sail plan is very generous with a mast height of nearly 68 metres above sea level which will ensure good performance in all conditions. The rig is fitted with two headstays, one for the big

non-overlapping jib, one for a large staysail. The big furling Code 0 will be attached on a fixed bowsprit.

The most exciting - and challenging - innovation on the project is the installation of two hull doors, one amidships on the port side, the other forward on starboard side in the owner's cabin. Brännbacka comments: "It's the first time hull doors as a part of the structure will have been

installed in a sailing yacht, and the first time approval for such an innovation has been given by Germanischer Lloyd, who are watching the process very closely. It requires a lot of additional structure around these parts of the hull, with reinforcements to the laminates and added structure to the bulkheads and beams. However we believe the end result will be worth it, because when they are open it will really bring fresh air and light into the boat, and they will



be great as diving and sunbathing platforms." The forward door will measure 1.86m by 1.93m, and the amidships door will be much bigger, at 1.99m by 2.67m, so it is easy to appreciate the technical challenges of creating hull doors of these proportions.

The deck layout has now been decided and draws on the owner and crew's experience from the previous Pink Gin. Just aft of the deckhouse is a big centre cockpit, then a helmsman/crew cockpit and an aft guest cockpit for sunbathing and relaxing. As with Pink Gin V, the transom will incorporate a drop-down swim platform. In short this will be a wonderful boat for outdoor living and enjoyment. Pink Gin V has travelled to many exciting destinations around the world, including South America, and it is expected Pink Gin VI will do the same.

TECHNICAL

Dimensions

LOA	53.90 m
LWL	45.10 m
BEAM	9.55 m
DRAFT	4.50/7.00 m
LIGHT DISPLACEMENT	240 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 Manager at Baltic Yachts:**
Patric Brännbacka

• **Project Engineer at Baltic Yachts:**
Daniel Wahlroos

TECHNICAL

Dimensions

LOA	35.50 m
DWL	32.00 m
BEAM	8.25 m
DRAFT	3.50/5.50 m
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 Management:**
Nigel Ingram, MCM

• **Project Manager at Baltic Yachts:**
Mats Nylund

• **Project Engineer at Baltic Yachts:**
Jonas Krokvik



BALTIC 116 CUSTOM

A generous interior in classical style

The Baltic 116 Custom is due for completion in October this year, all the lamination and structural work is now complete, with the project team now focused heavily on installing the pre-manufactured interior.

Project Manager Mats Nylund is very aware of the time. "There have been years where the first ice has arrived in late October, which means we have little time to spare. Even though October may still seem a while

away, this has been a short build period for a project of this size. We are doing our best to undertake as many processes as possible in parallel, simultaneously working on separate parts of the boat without any compromise on quality."

The concept for the Baltic 116 is based very much on comfortable, blue-water cruising, although naval architects judel/vrolijk have worked hard to ensure the boat retains a high level of performance. The lifting keel gives a range of 3.5m to 5.5m. The high-volume hull shape allows for large storage tanks, making the boat more than capable of crossing oceans without the need for refuelling.

Between judel/vrolijk, Nauta Design and Baltic Yachts, the final styling of the exterior was made to enable comfortable living without compromising the looks of the boat. The result is a very elegant wraparound window deck-house with an integrated fixed bimini.

The brief Nauta Design received for the interior of Baltic 116 Custom incorporated an "owner forward" layout with five guest cabins and three crew cabins. They arranged the guest areas around the saloon, which hosts a 270° panoramic view deck house. There are two guest cabins situated aft of the saloon and two further cabins forward in addition to the very wide Owner's suite. The interior volumes are generous and especially the owner's area which includes a walk-in closet. The owner's cabin



enjoys truly large headroom, a separate shower box and bath tub and is amongst the largest designed in this size of yacht. The décor styling is classic, with well-rounded corners with generous radii adopted. Nevertheless, being a Baltic construction, all the furniture is very light, to keep weight on board to a minimum to help improve the yacht's performance under sail. All the interiors panels are in teak, with maple striped floorboards and doors.

The atmosphere is classic but light, thanks also to the large hull windows and to the white inserts on walls and bulkheads which are covered by Loro Piana linens. The bathrooms too are very classic, with marble furniture tops and brass fittings.



UNDER CONSTRUCTION

BALTIC 108 WINWIN

Chasing weight without compromising safety or comfort

Construction of the Baltic 108 WinWin is now very close to completion, with the team focused on hitting the launch date of early May, and a scheduled delivery date in June. Project Manager Håkan Björkström and Project Engineer Sören Jansson have enjoyed the challenge of this custom 108-footer. "It has been very inspiring, working with a new client and a new designer," says Björkström, who has been impressed with designer Javier Jaudenes' attention to detail.

"It's not just a matter of getting the hull and deck right, Javier wants to investigate every detail properly. He is very much

involved in the whole building process and the details through every stage of the process. He has been at the yard frequently, which has been very good for us working on this project."

Even for a yard like Baltic Yachts which is always focused on achieving weight saving wherever possible, WinWin has taken the quest for lighter weight to new levels, says Jansson. "We really pushed the limits on interior carpentry," he says. "This is a very optimised structure, and we have really been chasing weight. With an all-up weight of 82 tonnes, with 34 of that in the keel, WinWin really is a

challenge without compromising the living comfort and safety on board."

The carbon mast and carbon composite rigging is being provided by Hall Spars, with a mast height measurement of 42.4 metres. The interior, styled by Mark Tucker and Design Unlimited, is very light both in colour and weight, with oak clad, carbon fibre panels. The entire construction is done in pre-preg carbon composite combining corecell and nomex cores.

From the bow to the keel is a dedicated owner's area. It features a very large master bedroom, with its own study and lounge. There is also a full Pullman cabin, which can be used for sleeping when in rough weather.



One of the Baltic 108 WinWin's defining luxury yacht features will be the automated glass bulkhead between the deck saloon and cockpit. This bulkhead will drop down discreetly, ensuring an uninterrupted transition between interior and exterior. The spacious cockpit features a sun-bathing platform on either side, provides an excellent area for manoeuvres while racing, and a large enough space for enjoying exterior dining. The aft crew entrance ensures quietness and owner's privacy. A great deal of emphasis has gone into sound insulation to make the boat as comfortable as possible.

With a removable bowsprit, the boat is designed for long-distance cruising and also for Maxi racing. The lifting keel varies the draft from 3.50m to 5.50m, and a retractable propulsion

system is one example of the drive to keep hull drag to an absolute minimum. Another technically advanced part of the project was to develop the submarine anchor system in the bow, as Jansson explains: "It's very far forward, just aft of the bow, so you want to keep it as lightweight as possible, whilst having enough weight in the anchor for it to do its job effectively."

A plate for the anchor door needs to be carefully shaped to the hull. The whole process requires a lot of detail and customisation, but that is what WinWin is all about. She has been a great project for all of us to work on, and we have enjoyed the collaboration with the other partners and especially the support of the owner's Project Manager, Garth Brewer."



TECHNICAL

Dimensions

LOA	33.00 m
LWL	30.68 m
BEAM	7.58 m
DRAFT	3.50/5.50 m
LIGHT DISPLACEMENT	82 tons
BALLAST	34 tons

Sail Plan:

I	42.466 m
J	12.000 m
P	42.540 m
E	12.825 m

• **Naval Architect:**
Javier Jaudenes

• **Interior Design:**
Design Unlimited

• **Project Management:**
A2B Maritime Consultants

• **Project Manager at Baltic Yachts:**
Håkan Björkström

• **Project Engineer at Baltic Yachts:**
Sören Jansson





NARIIDA

Looking forward to handing over a modernised and sparkling yacht

The Olympic Winter games in Sochi have just passed. The gold medallists go live on TV and explain how they succeeded. An appropriate “level of tension” seems to be a part of the winning formula; you stretch, challenge the comfort zone, and rely on years of good training. Sounds like Baltic Yachts.

The refit of Nariida has passed the half way mark in good speed and spirit. We are lucky to have her good crew on the arena, as well as the owner visiting and coaching frequently. The amount of dedication and goodwill surrounding this project is of Olympic standards. We are therefore confident of reaching the podium in May!

As anticipated, the project has grown since the start, but not more than we are able to handle in the timeframe agreed. Our confidence in the yacht, and in the way she was built 20 years ago, has also grown. The new and the existing are coming together to an extent that should make the owner, the original builders, and ourselves proud. Nariida has proven to be a yacht well worth taking through a refit.

The new teak deck is in place, and new, restored and rearranged deck hardware is about to be installed. The deck and topsides have been painted, so from the outside

she begins to look her best. Work on her interior is well underway, and we are gradually closing off cabin after cabin. Quite a bit of work remains in her saloon and navigation area, as well as in the galley. In the latter, we ended up digging deeper than planned, but with a modernised layout and all-new technical equipment as a result. A big boost for the yacht.

For the renewal of interior teak surfaces, we have had some challenges in finding premium quality teak that matches the original. But we are now relieved to report that we managed. The carpentry work is going very well and Nariida begins to look like new, also below decks.

We have also concluded the design and planning for the yacht’s new power generation, storage and consumption elements. A new generator is installed, battery packs



Max Nordlund, Project Manager, is pleased with the progress of the project.



The crew of Nariida, here Engineer Brett Corlett (left) and Mate, Jonathon Turner, have followed the refit in Jakobstad

enlarged, and consumers, such as freezers and water heaters, are either replaced or rebuilt. We will most likely achieve our goal of almost doubling the yacht’s “silent time”.

After relaunch and sea trials in May, Nariida will be redelivered to her owners for a full season of cruising, first in Scandinavia, and later in the Mediterranean.

Please do not hesitate to get in touch with us to hear more about our Lifecycle Service, and what we are able to do for your yacht.

Written by Peter Brandt

TECHNICAL

Dimensions

LOA	32.04 m
LWL	27.93 m
BEAM	8.00 m
DRAFT	4.85 m
LIGHT DISPLACEMENT	60,300 kg
BALLAST	18,000 kg

Rig Dim. Mizzen

IM	26.99 m
P	25.58 m
E	6.80 m

Rig Dim. Main

IM	36.56 m
J	9.93 m
P	35.26 m
E	10.40 m

• **Naval Architect:**
Luca Brenta

• **Project Manager at Baltic Yachts:**
Max Nordlund



In memory of Carl-Ivar Ström

In the middle of September 2013 we received the very sad message that our friend and colleague, Carl-Ivar Ström had passed away. Several times last summer and autumn Carl-Ivar had visited us together with clients and was very active and in good spirit - so his death came much unexpected and as a total shock to all of us.

Carl-Ivar came into the Baltic Yachts activities at a very early stage of our history. In the mid to late 1970s I was contacted by phone by a Swedish person presenting himself as Carl-Ivar Ström from Gothenburg Sweden. He wanted to visit us at the yard in order to discuss the possible purchase of one of our sailing yacht models and a possible business cooperation. He came together with some friends and I remember the reaction when I saw him the first time. To me he was a very young person, far too young to have a chance to be successful in our segment of the yachting business. My first evaluations and

assumptions were to be proved totally wrong. When Carl-Ivar departed, he had purchased a Baltic 42 as a demonstrator and for his own use. In addition Carl-Ivar ordered one additional Baltic 42 and a Baltic 39 and was appointed as Baltic Yachts' representative in Sweden. That was the beginning of a success story and a long-lasting relationship.

Almost immediately Carl-Ivar managed to sell the two additional boats he acquired to some of his business contacts and it became very clear to me that Carl-Ivar, in spite of his youth, had the capacity and capability to market and sell our type of products. Thanks to Carl-Ivar's work and enthusiasm, Sweden turned into one of our best market regions.

Personally I had the pleasure and honour to get to know Carl-Ivar very well. We spent much time together at Boat Shows, visiting prospective clients together plus a number of other marketing activities. We did a lot of demonstration sailing together with potential clients etc. I also had the pleasure of sailing with Carl-Ivar in some races including one Gotland Runt in his Baltic 42 and another in his Baltic 51 - both boats named Diamond. The things Carl-Ivar did in his life, he did full-hearted. This was visible in his racing activities, the best-prepared boat, sails and crew and the results proved his point.

During the many hours, days, months I have spent together with Carl-Ivar we discussed not only business but also all kind of mysteries of life. I will miss Carl-Ivar but as Helen Keller once said: "So long as the memory of certain beloved friends lives in my heart, I shall say that life is good."

My deepest sympathies are with Carl-Ivar's family.
PG Johansson



NEWS

Highlights

18 SPRING 2014
NEWSLETTER



Design & Engineering

Baltic Yachts' design & engineering department has moved into new facilities next to the yard in Jakobstad. The highly motivated team, now based in the former customs building, is a great mix of long experience and young enthusiasm. The topics covered in-house today include yacht calculations, mechanical engineering, interior, propulsion, plumbing, HVAC and electric and electronics, together with the team from Flink Engineering.

The design & engineering department has a close relationship with the sales organisation supporting them, with specifications among other things. R&D projects also play a big role in their daily work and Baltic Yachts is involved in many interesting projects today, which we hope to be able to share with you in the near future.



Boat Shows 2014

The Boat Show in Düsseldorf earlier this year was very interesting with good meetings and more visitors than previous years. We are already looking forward to next year, but before that we have the highlight within the superyacht industry, Monaco Yacht Show, September 24-27.

We will be visiting the Ft Lauderdale boat show in October as well and we look forward to meeting our overseas customers and friends.



Baltic Yachts Service and Refit, Mallorca

We are proud to announce our new Lifecycle Service centre in Palma, Baltic Yachts Service and Refit, Mallorca. Its central location in the Med and its popularity with many of our boats means that it makes a lot of sense for us to have our own full-service facility there.

Our team at the workshop is ready to service and maintain the Baltic Yachts fleet and of course our doors are open to owners of non-Baltic yachts too.

Matthew Lester
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Award-winning Inukshuk

Baltic 107 Inukshuk has raised a lot of interest wherever she has sailed and it has not gone unnoticed by the industry. Inukshuk was a finalist in all four categories for the ShowBoats Design Awards, and won both the interior and exterior design award with the following explanation:

"In the Interior Design category, sailing yacht 32.64m Inukshuk was deemed a runaway on visual appeal, functionality, use of space and innovative features. The passion of the method by which Adam Lay's cerebral design approach met the owner's brief — "with nature not with glamour" — was key to the win. In addition, the judges agreed that her exterior styling by Frers Naval Architecture and Engineering shows the seamlessness of the design vocabulary between naval architect and owner; resulting in a fast and safe family sailing yacht that offers exceptional comfort." Inukshuk is also a finalist in the World Superyacht Awards. The prizegiving will be held in Amsterdam later this Spring.

SPRING 2014
NEWSLETTER

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