



BALTIC 67
PERFORMANCE
CRUISER

*Your bluewater
cruising dream
starts here*

BALTIC 67 PERFORMANCE CRUISER

A fast, easy to handle cruising yacht benefitting from the highest quality carbon fibre construction, 44 years of seamanlike design experience and the opportunity for owners to customise layout.

This new performance bluewater cruiser is designed to meet the demands of owners looking for a fast, easy to sail, good looking, long distance cruising yacht displaying seamanlike design throughout and benefitting from the carbon fibre engineering and building skills perfected by Baltic Yachts over 44 years.

By using sandwich construction with carbon Epoxy Sprint to produce a strong, light structure the Baltic 67 Performance Cruiser will not only ensure comfortable cruising, but also sail fast in the light to moderate downwind conditions prevailing in typical ocean crossings. For anyone contemplating comfortable, speedy ocean sailing this yacht provides you with a genuine performance edge.

Those who wish take part in competitive events will find this yacht extremely effective without having to convert to race mode.

By using a uniform design for the hull and structure, build time can be significantly reduced and still provides the clients with a chance to personalise the yacht's interior to suit their needs and taste.

With her relatively light displacement, easily-driven hull and low rig loads, the Baltic 67PC will be a safe and easy yacht to handle for a short-handed crew.

“Semi-custom allows customers to capitalise on their experience and use their inspiration to develop their own yacht.”

Owner, 67-01

SOME OF THE KEY FEATURES INCLUDE

.....
SINGLE-LINE SLAB OR IN-BOOM REEFING
OPTION – OWNER'S CHOICE
.....
NON-OVERLAPPING WORKING JIB
.....
POWERED TRIMMING WINCHES WITHIN
EASY REACH OF THE HELMSMAN
.....
BOW THRUSTER
.....
EXCEPTIONALLY WELL BALANCED HELM
.....
TWIN WHEELS FOR EXCELLENT VISIBILITY
FROM THE STEERING POSITION
.....
GOOD DIRECTIONAL STABILITY TO MAKE
HER ENJOYABLE AND EASY TO SAIL FOR
A SHORT-HANDED CREW
.....
NOT TOO 'HUNGRY' ON AUTO-PILOT POWER
.....

PROVIDES PERFECT PLATFORM

Baltic Yachts has built more than 550 yachts of all types over 44 years accumulating unmatched experience in carbon engineering and construction.

The use of carbon fibre and lightweight foam cores has proven advantages in terms of weight, insulation and maintenance.

Easily driven, but with plenty of stability with her beam running well aft, this yacht will be finger-light on the helm in all conditions.

A telescopic lifting keel, the engineering for which has been perfected by Baltic Yachts over 15 years, is an option which will reduce draft to 2.50m for access to shallower anchorages.

With hull shape and bulkhead positions fixed for economy and speed of build, the Baltic 67 Performance Cruiser offers several accommodation layouts and deck options.

TECHNICAL

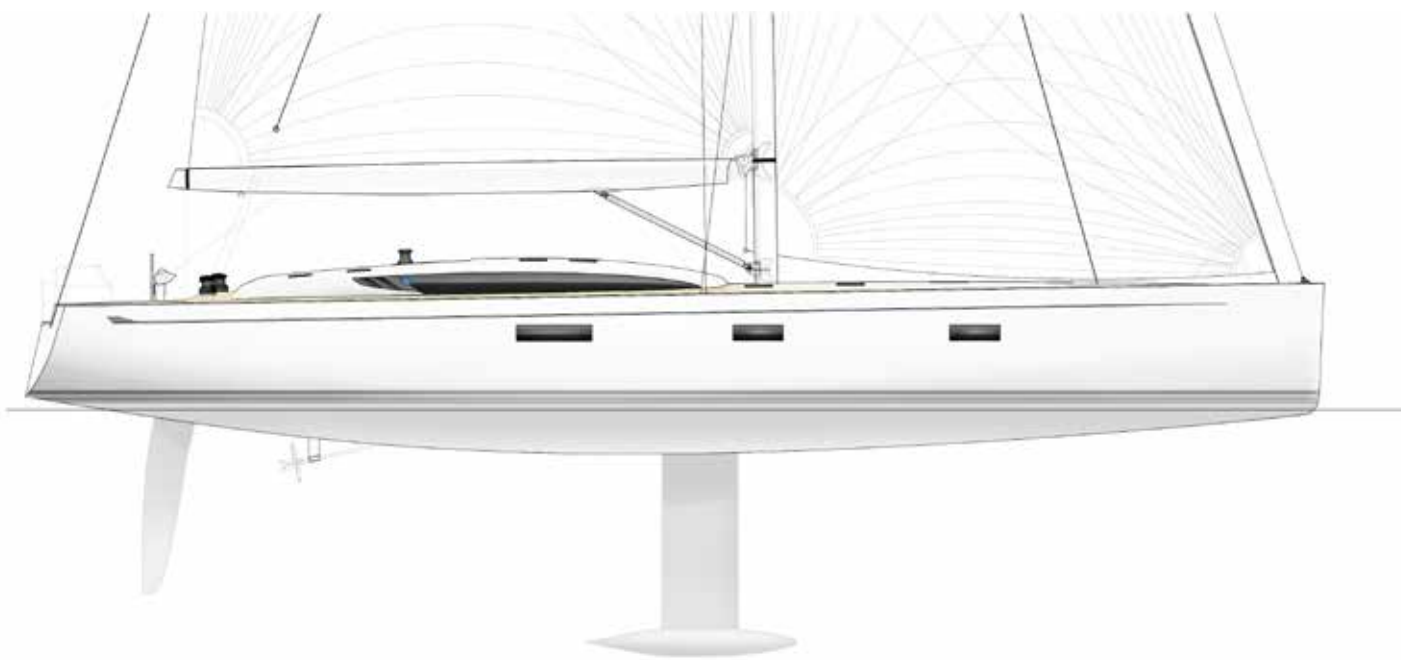
LOA	20.52 m
DWL	19.20 m
BEAM	5.45 m
DRAFT	3.90 m (fixed)
DISPLACEMENT	24,400 kg (24.4 tons)
BALLAST	9,000 kg (9 tons)

PRELIMINARY SAIL AREA

UPWIND	257 M ²
DOWNWIND	530 M ²

Naval architect: **judel/vrolijk & co**

Styling: **Design Unlimited**



BALTIC 67PC DECK LAYOUT OPTIONS

The Baltic 67 Performance Cruiser is based on the same hull for the purposes of speed of build and economy. For the same reasons the deck is from one mould, but options can be built in to provide clients with a number of choices relating to cockpit design, transom style, superstructure window detailing, bowsprit provision

and anchor stowage arrangements. Depending on a client's wishes, other detailed changes can be considered. For weight saving, the decks are constructed in advanced carbon/foam composites using the precision engineering and attention to detail for which Baltic Yachts is renowned.



DECK LAYOUT A (above) This version features an open or closed transom. Access to the dinghy garage is via a large transom door. Cockpit sole hatches also provide access to the lazarette. Twin wheels, a relatively long mainsheet track and easy-to-reach mainsail and headsail trimming winches, positioned well away from the main seating area, are features in the after end of the cockpit. The coachroof features side windows, a number of overhead opening hatches and storage lockers. A wide expanse of clean deck forward of the mast leads to a swing-out, under-deck anchor stowage arrangement and an optional integral bowsprit from which code sails can be set. A permanent anchor stowage arrangement on the integral bowsprit is an option.

DECK LAYOUT B (below) This version features an open or closed transom with protection in the latter afforded by an area of raised aft deck to meet the side decks. Apart from the additional protection, this also provides another seating area. Main access to the lazarette and dinghy stowage is via the opening transom, a feature of both layouts. The same twin wheel, mainsheet track and trimming winch positions feature. Further forward in the cockpit, two fixed tables serve comfortable seating areas on both sides. The coachroof in this version features overhead opening hatches and a wide, forward-facing window plus side windows. This option comes with a swing-out, under-deck anchor stowage arrangement and optional integral bowsprit.



BALTIC 67PC GENERAL LAYOUT OPTIONS



A **Standard layout** (above) A four sleeping cabin option with the master suite forward comprising a portside double berth, a head and shower compartment right forward and a large desk/dressing table to starboard. Twin and single berth cabins, located either side of the keel casing, share a head compartment to starboard and a separate shower unit to port.

The main saloon features an L-shaped seating unit to port set around a large dining table with a settee and coffee table opposite. A fixed, forward facing chart table is located to starboard of the companionway and a linear galley, open to the saloon, is positioned to port. A twin cabin with aft facing single berths and its own head and shower is located in the starboard aft quarter while the engine space lies between this cabin and the galley.*

B (below) A three sleeping cabin layout with the master suite forward fitted with an aft facing centreline double berth. The en suite head and shower compartment is larger than option A and there is a separate head compartment serving the twin portside cabin. An office area, which can convert to a single cabin, is located opposite.

The main saloon features U-shaped seating to port plus a dining table with an L-shaped settee opposite and a dedicated outboard facing chart table. The layout features a starboard side quarter berth with a double bunk, an en suite head and separate shower compartment. The linear galley is separated from the main saloon by bulkheads.*

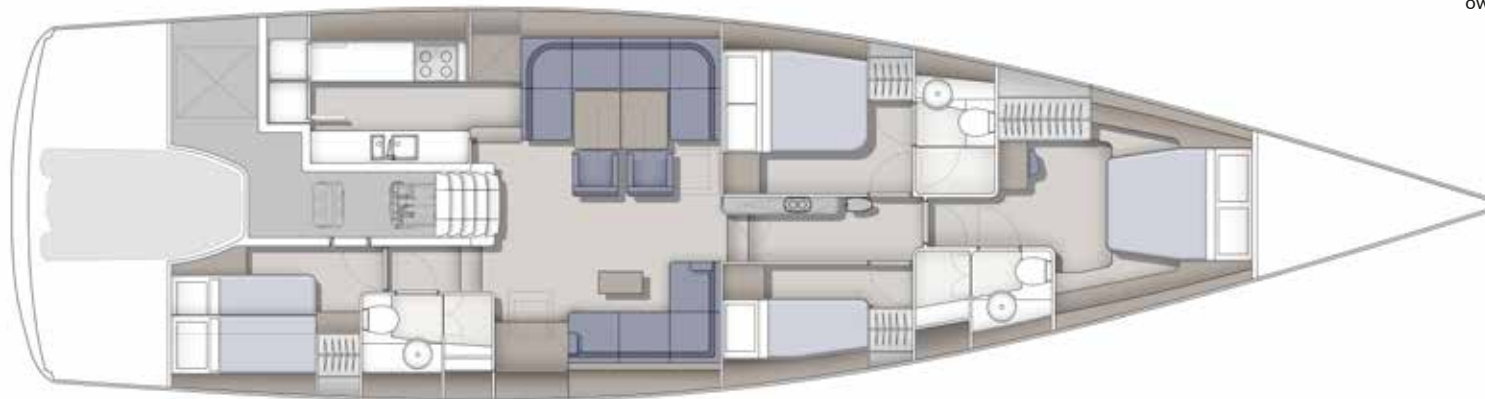


*The machinery room in the port quarter, engine room area and a centreline tender garage feature in all layouts.

BALTIC 67PC GENERAL LAYOUT OPTIONS

“When I was making my choice of builder I concluded that the Baltic 67 had been far better thought through than similar yachts.”

owner, Baltic 67-01

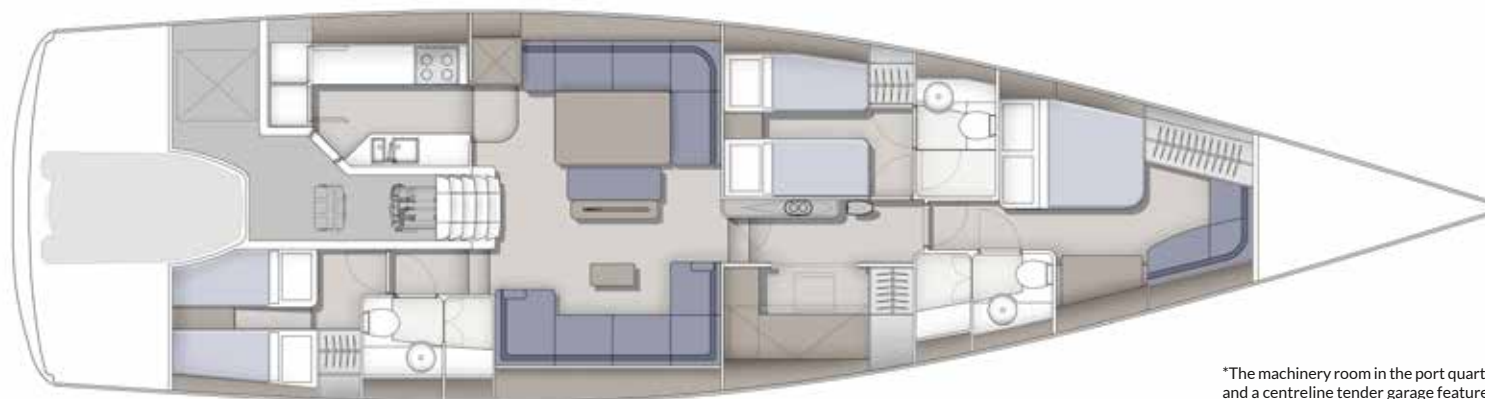


C (above) This layout features two double cabins up forward with their own en suite head and shower compartments. The owner's cabin right forward features an aft facing centreline double berth and a desk/vanity unit to port with separate head and shower compartments with their own access. The VIP double is located to the portside of the keel casing with a single berth cabin to starboard.

The main saloon is open plan with the portside linear galley and features a large U-shaped seating area to port surrounding a table for at least six settings. An outboard facing chart table is located at the foot of the starboard settee. This layout features a tired twin cabin in the port quarter with access to a separate head and shower compartment.*

D (below) The owner's suite is positioned forward with the double berth facing forward and to port. The starboard side head and shower are en suite and the cabin is also equipped with a settee and vanity unit/desk. A port side twin cabin is located outboard of the keel box with an office opposite. Large seating areas either side of the main saloon include a centreline bench seat inboard of the dining table.

Because there is no dedicated chart table more space is available for a large settee seating area to starboard. The main saloon is open to the portside linear galley with no dividing bulkheads. Twin aft facing singles in the port quarter cabin are served by an en suite shower and head compartment which also serves as a day head.*



*The machinery room in the port quarter, engine room area and a centreline tender garage feature in all layouts.

PERSONALISING YOUR INTERIOR DESIGN

We are keen to build on the understated elegance and heritage of interior styling that has evolved aboard Baltic production and semi-custom yachts.

A careful balance of selected wood and modern fabrics using a wide range of sophisticated colour and design will help clients develop their personal interior styling.

Baltic Yachts is acutely aware of the need for sea-manlike design in the accommodation, from rounded corners and proper fiddles to a galley safe to use in any conditions and equipped with proper ventilation and good natural light.

Effective passage berths, stowage, ventilation and other key items for comfortable and safe long distance cruising will not be compromised, neither will they detract from a client's choice of finish.



YACHT STYLING (top) This more traditional approach is inspired by Baltic's earlier yacht interiors with a modern take on typical Baltic style. Detailed design such as rounded edges and fiddled worktops in a practical yachting style are given a refreshing update.

APARTMENT STYLING (bottom) A more streamlined, modern approach to design and styling in which all the practical and safety features of a yacht interior are in place but create less visual impact. Cleaner, harder edged lines with a less conventional approach to design including suspended lighting and recessed features.



“The semi-custom platform affords clients the opportunity to customise the yacht’s interior to suit their taste and requirements with a comprehensive range of styling and finish options, including a choice of timbers, luxury fabrics and materials.”

Mark Tucker, Design Unlimited



LEGACY Typically more traditional timber will be used with a colour palette representing an evolution of earlier Baltic Yachts’ production yachts. Conventional yachting interior features like fiddles stand out as part of the design.



URBAN A palette using more washed out colours with less contrast. The overall feeling is for more texture, more life than the Legacy approach with a move away from traditional linear styles in wood grain, for example. Reclaimed timber style could feature.



ELEGANCE Low contrast, relaxed, beach apartment style with a natural, blended colour palette taking out any feeling of hard edges or formality. A softer approach to suit warmer climes and works well with natural lighting.

RIGS AND KEELS – THE CHOICE IS YOURS

WHEN IT COMES TO RIG AND KEEL DESIGN WE OFFER GENUINE VERSATILITY

FIXED KEELS

The Baltic 67PC can be fitted with a deep draft fixed keel drawing 3.9m or a shallow draft fixed keel drawing 3.3m. Both feature 9-ton lead ballast bulbs suspended from stainless steel fins bolted to the heavily reinforced composite hull matrix. Fixed keel yachts will be fitted with a single balanced rudder with a sacrificial tip.

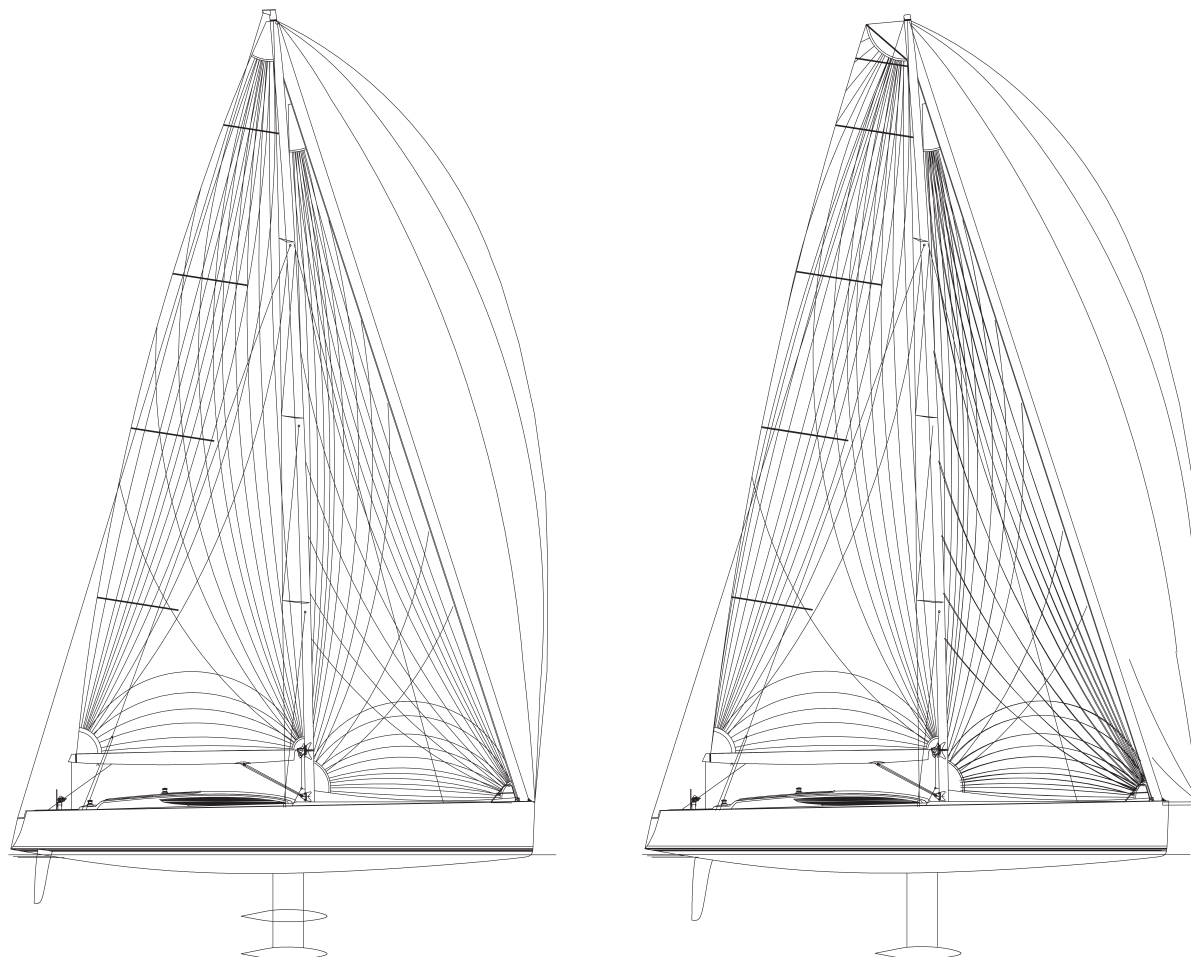
TELESCOPIC LIFTING KEELS

Baltic Yachts has perfected the design of hydraulically-driven telescopic lifting keels. This option reduces draft to 2.50m when the keel is fully up. To take full advantage of the reduced draft the yacht is fitted with shorter twin rudders, which also provide enhanced response under sail.

RIG OPTIONS

The standard sailplan has a 'pinhead' main. This option provides a slightly smaller main with minimal loss of performance. The advantage is that just a single, fixed backstay set on a bridle is required making the sail easy to handle. With less roach the main won't foul the stay. Asymmetric and Code sails are tacked to the stemhead and an arrangement for an inner forestay enables a storm headsail to be set.

The slightly larger 'square-top' mainsail provides approximately 8m² m of extra plain sail. Off the wind on long passages this could have a bearing on elapsed ocean crossing times. The rig is slightly more complex because twin running backstays are required. The short fixed bowsprit option allows slightly larger running sails to be set clear of the stemhead, which also makes gybing easier. Both versions have arrangements for an inner forestay for a smaller heavy weather sail with checkstays to counteract the load.





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