

SPRING 2018



THE BALTIC LOG
Lighter, stiffer, faster - together

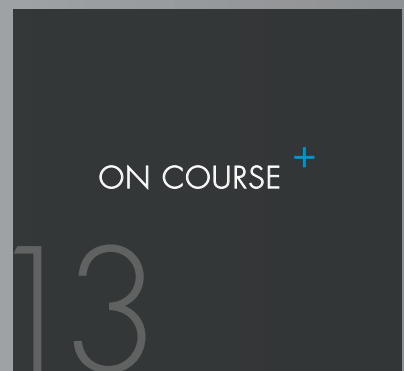
 *Baltic Yachts*



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PRODUCTION

Editor: Elisabet Holm

Art direction: COLL'S Design Studio

Writer: David Glenn

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ON WATCH

Innovation drives our business

Innovation supported by rigorous research is one of the cornerstones of Baltic Yachts' success and there can be no better example than the Dynamic Stability System foil we are installing in the new Baltic 142 Custom.

Last summer our symposium, The Next Generation of Superyachts, identified innovative thinking throughout a company as a driver of success. Designing a superyacht with this performance enhancing foil is a world first and many of the company's staff will be involved in a system with the potential to create a design breakthrough.

We saw the spectacular results of another innovative design exercise when Pink Gin was launched last summer, her topsides balconies presenting a tough engineering challenge Baltic Yachts' met on time and to the satisfaction of the client and classification authorities.

Pink Gin has been acclaimed as the most important superyacht launch of 2017.

Meeting challenges like these sets this company apart and it is a credit to the Baltic Yachts' team and the combined efforts of each department that we are able to take on the special demands of clients with real confidence.

We are doing the same at the other end of the size spectrum with our Baltic 67 Performance Cruiser. Baltic 67PC-01 will be launched this spring and the second is sold and under construction.

The owner of the first Baltic 67PC reports that of all the yachts in this crowded sector of the market it was our product that demonstrated the highest level of planning and design thinking, backed up by unparalleled build standards.

This year marks the 45th anniversary of Baltic Yachts and I am confident we are continuing to uphold our founding principals by building yachts that are Lighter, Stiffer and Faster – Together through innovation and an open-minded approach to custom building.

Henry Hawkins — Chief Executive Officer





BALTIC 67 PC - 02

Second yacht rings the changes

With the first of the new Baltic 67 Performance Cruisers due to launch this spring, the hull for the second yacht is now moulding and there are exciting prospects for further sales of our fast bluewater cruiser.

The second yacht demonstrates Baltic Yachts' ability to offer numerous options enabling clients to customise their yacht while benefitting from the economies of using the same judel/vrolijk-designed hull and structure.

The client for Baltic 67PC-02 has opted for a closed transom with the deck moulding featuring a twin table cockpit lay out with a centreline walkway between the two. Alterations in the moulding have also enabled the client to specify two additional winches for dedicated headsail and asymmetric sheeting.

This yacht will be configured with a fixed, shallow draft keel drawing 3.3m, a deeper, single rudder with no stern thruster and a standard Volvo main engine with a V drive. This allows the propeller to be located further forward enabling the thrust to interact with the rudder.

Accommodation layout and styling options by Design Unlimited offer a wide range of timber and fabric

finishes and in the first two yachts mahogany is the principal material creating a more traditional look.

Kjell Vestö, head of Semi-Custom Yachts, explained that although the Baltic 67's hull remains standard, careful engineering has enabled additional topsides' portholes to be introduced into 67-01 although this option has not been chosen for the second yacht.

On deck, the separate superstructure moulding which offers clients a number of detail options, will feature shallow storage lockers instead of an optional wide, forward facing window.

Both yachts feature substantial stern garages with Baltic 67PC-02 stowing her dinghy athwartships while Baltic 67PC-01 has opted for fore and aft stowage making launch and retrieval of a 3.20m RIB fitted with a 20hp outboard, theoretically faster and easier.

With Baltic 67PC-02 due to launch early next year the intention is to unveil the first yacht at the Cannes Yachting Festival in September 2018.

For more information visit: www.baltic67.com

⚙️ TECHNICAL BALTIC 67 PC - 02	
L.O.A.	20.52 m
L.W.L.	19.20 m
BEAM	5.45 m
DRAFT	3.30 m
LIGHT DISPLACEMENT	24.9 tons
BALLAST	9.3 tons

🏡 DESIGN	
Naval Architect	judel/vrolijk & co
Interior Design & Styling	Design Unlimited
Project Management Baltic Yachts	Kjell Vestö

BALTIC 142 CUSTOM

Leading edge technology for fast bluewater cruiser

A plethora of innovative technology will be on display when the Baltic 142 Custom is launched in a year's time providing improved performance, increased comfort in a seaway, a cleaner propulsion and generating system and a quieter, lighter yacht.

With her pre-preg carbon hull shell now complete, the Baltic 142 Custom, with naval architecture by Farr Yacht Design, is intended as a fast, comfortable, economical and easy to maintain long distance cruiser.

She will not only pioneer the Dynamic Stability System foil technology in super-sailing yachts (see page 18), but also benefit from an advanced diesel electric propulsion and generating system using high voltage to run equipment normally driven by hydraulics.

The machinery room, housing the remarkably compact 400kW propulsion motor, two 210 kW generators, six banks of Alkasol lithium-ion batteries, water makers and other

ancillary equipment, has been assembled outside the yacht in our Jakobstad facility and has recently been craned into position as a complete module.

Project manager Sören Jansson said the decision to install the diesel electric system, which has been designed by Finland-based specialists Visedo, will reduce fossil fuel consumption, vibration and noise.

Weight is being saved by specifying a 700-volt electrical system which uses lighter cabling and allows equipment normally run on heavy and space hungry hydraulics to be powered by the main battery bank.

With styling and interior design by Lucio Micheletti and Baltic Yachts, the yacht sports a sleek, low deck saloon with a hard, fixed bimini extending over the forward cockpit area.

Below, her vast deck saloon, providing panoramic views, forms the focal point of her luxury accommodation.

TECHNICAL	
L.O.A.	43.30 m
L.W.L.	41.60 m
BEAM	9.00 m
DRAFT	3.80/6.50 m
LIGHT DISPLACEMENT	140 tons
BALLAST	49 tons

DESIGN	
Naval Architect	Farr Yacht Design
Exterior Design	Farr Yacht Design / Lucio Micheletti
Interior Design	Baltic Yachts / Lucio Micheletti
Composite engineering	Gurit UK
Owner's Project Manager	Mattia Belleri
Project Management Baltic Yachts	Sören Jansson, Valter Asplund



Roland Kasslin, Head of Research and Development (left) and Kim Kolam, Senior Electrical Engineer, are managing the installation of the DSS foil and electric propulsion and generating systems



Unusually, the owner's suite is located almost amidships, where motion is at its least, with further accommodation for four guests in two cabins.

Other features include a Rondal rig with electric in-boom furling, a lifting keel and a propeller leg rotating through 180 degrees.

BALTIC 112 CUSTOM

Dual role for fast family cruiser

Designed to perform as a fast, long distance family cruising yacht as well as a genuine contender on the race course, the latest design from in-vogue naval architect Malcolm McKeon reveals some fascinating detail above and below decks.

Interior specialist Adam Lay, who has worked with us on other projects, has produced a modern, clean-lined interior,

some of the modules for which are nearing completion and are ready for installation following the ‘closing’ of the split hull in January.

The juxtaposition of a telescopic keel controlled by three integral hydraulic rams and a RPS (retractable propulsion system) with a rotating leg, meant Baltic Yachts was faced with a challenging engineering issue, according to project

manager Tommy Johansson. “It took us eight months to do the engineering but we are on schedule for the deck to go on in May,” he said.

Interesting sail and rig control features include an under deck winch ‘pod’ close to the mast which is protected by a sliding hatch while cruising, but can be exposed for full-on operation on the race course.

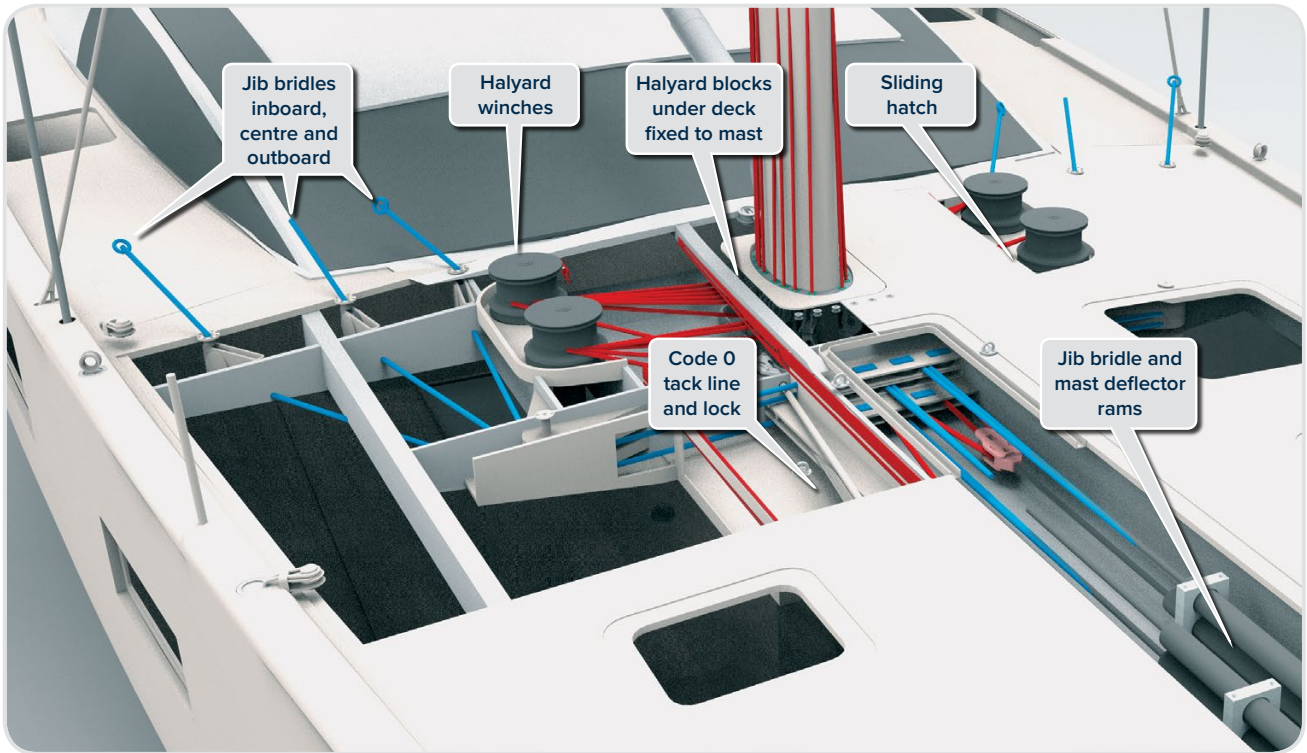


Diagram showing three-part jib bridle for precise trimming, under-deck rams and winch pod around the mast.

Considerable planning went into the jib sheeting system comprising three barberhaulers controlled by three under-deck hydraulic cylinders. These provide infinite headsail trim options. Two further cylinders under the foredeck provide push button deflector control for mast trim.

A Bosch Rexroth hydraulic system which works at 350 bar benefits from a reduction in hydraulic oil volume and smaller pipe diameters resulting in a smaller system and weight

saving. It also uses what project manager Tommy Johansson referred to as smart pumps which instantaneously sense the demand for increased hydraulic pressure.

“It means the Harken winches can be operated at full speed simultaneously, which is what the client demands when the yacht is going through complex manoeuvres when racing,” said Tommy.

TECHNICAL	
L.O.A.	34.14 m
L.W.L.	32.00 m
BEAM	7.90 m
DRAFT	3.95/6.15 m
LIGHT DISPLACEMENT	83.71 tons
BALLAST	31.35 tons

DESIGN	
Naval Architect	Malcolm McKeon Yacht Design
Interior Design	Adam Lay Studio
Owner’s Project Manager	Sebastian Allebrodt, A2B Maritime
Project Management Baltic Yachts	Tommy Johansson, Håkan Björkström, Daniel Wahlroos

Other features include a stylish, carbon composite bimini, which can be removed for racing and a Southern Spars rig package.

Sebastian Allebrodt of A2B Maritime is representing the owner during the production. Delivery is expected in summer 2019.

BALTIC 85 CUSTOM

A superyacht made for two

This high performance sloop is being built for an experienced client who wants a fast, rewarding and easy to handle sailing boat. He will use her primarily for day sailing and short cruises in the Mediterranean.

Naval architect Bill Dixon said that with her in-boom, hydraulically-furled main and blade jib the Baltic 85 Custom would be an easy yacht to sail. “She will be lightweight and very slippery – in short a lovely yacht which will be great to

sail and really comfortable for her owners and two guests,” said Bill.

The yacht’s restrained looks above the waterline belie a fast underwater shape including powerful after sections, which should make her quick and stable off the wind. Her rig is by Southern Spars. She is fitted with a telescopic lifting keel, a torpedo-style ballast bulb, single rudder and a conventionally-driven prop.



Her hull, built using a resin infusion technique, comprises a carbon inner skin, a foam core and an E-Glass outer skin and will be finished in palladium silver.

Unusually her accommodation consists of just one double guest cabin in addition to the owners’ suite leaving a generous amount of living space for four people. Features include an oval shaped lobby in way of the mast. Crew accommodation aft is also for four,

providing a guest to crew ratio rarely seen aboard a yacht of this size.

Accommodation styling is by UK-based Mark Whiteley and features pear wood inlaid with a nickel motif. The clean, modern styling combined with the abundance of light provided by numerous hull ports is designed to create a refreshing, open feel. Mark said: “In a yacht of this size she has to be practical and the use of

woven leather on hand rails, for instance, and rounded corners on the lightweight cabinet work combines style with practicality.”

Project managed by Nigel Ingram of MCM and Baltic Yachts’ Fredrik Hjulfors, the Baltic 85 Custom will have her carbon deck fitted in April before finishing touches are applied for her launch in mid-July.



TECHNICAL

L.O.A.	26.00 m
L.W.L.	23.90 m
BEAM	6.25 m
DRAFT	2.95/4.30 m
LIGHT DISPLACEMENT	50 tons
BALLAST	11.5 tons



DESIGN

Naval Architect	Dixon Yacht Design
Interior design	Mark Whiteley Design
Owner’s Project Manager	Nigel Ingram, MCM
Project Management Baltic Yachts	Fredrik Hjulfors



REFIT M/Y PEGASUS

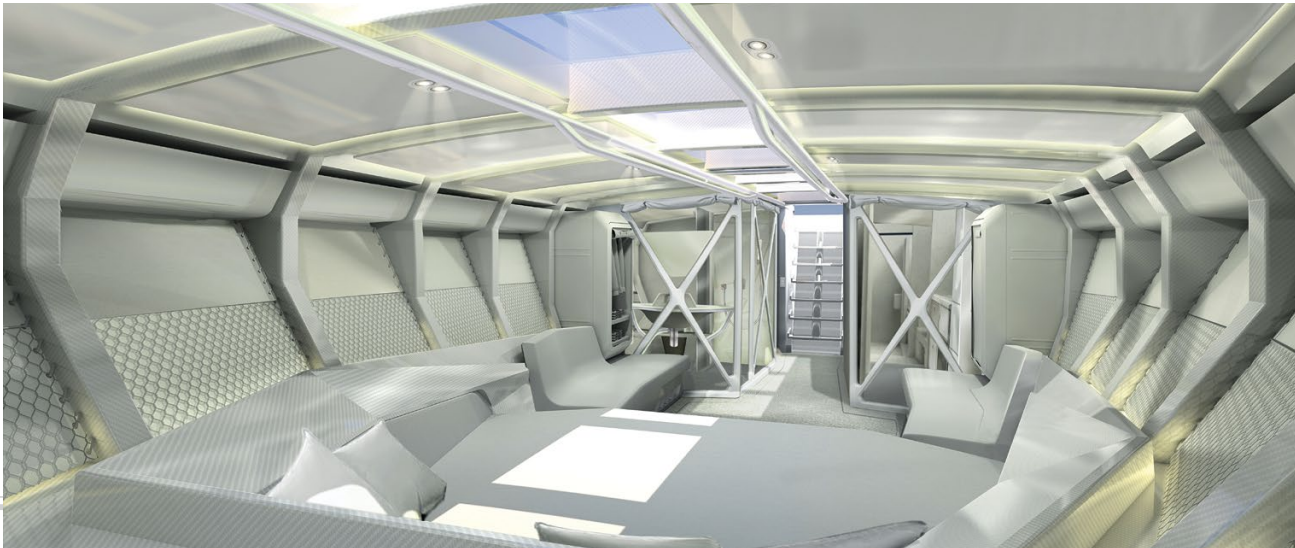
Service & Refit team mastermind new interior for Magnum 70

Baltic Yachts’ specialist Service & Refit teams are building a completely new lightweight interior for the high speed Magnum Marine 70 Pegasus in time for spring delivery.

The high performance ‘muscle’ boat, built by the iconic Magnum Marine in Florida in 2008, is currently in Baltic Yachts’ Palma base where the entire interior has been removed. Back in Bosund, Finland, another team of specialist craftsmen has built a full-size mock up of the hull using a 3D scan of the original yacht.

This has enabled interior specialists Design Unlimited to design a completely new interior based mainly on a carbon structure using dramatic, contemporary styling finished in white. Despite nearly half the yacht given over to an enormous engine room, the interior arrangement allows for four sleeping cabins, two bathrooms and a galley.

Pegasus is a classic Magnum Marine powerboat capable of speeds in excess of 60 knots thanks to her twin MTU V16 2400hp engines driving surface piercing propellers.

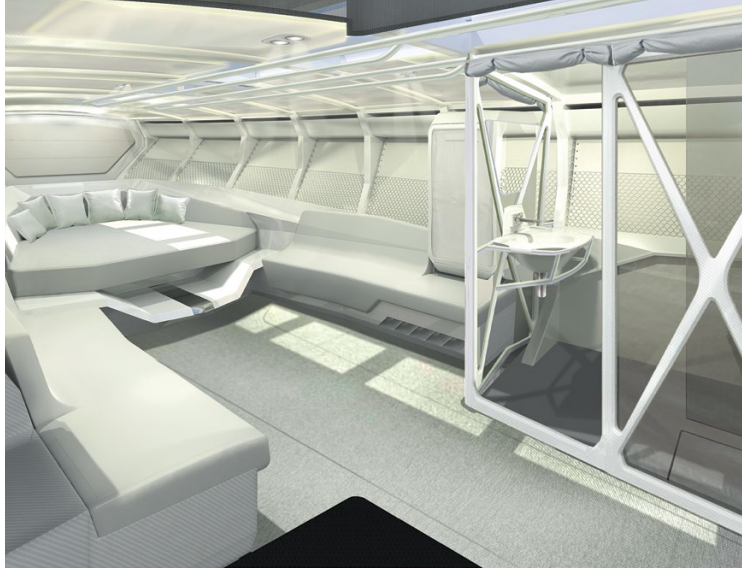


To maintain this performance the yacht’s new interior has to be ultra-light and be able to withstand the rigours of high speed power-boating, challenges the interior design team and Baltic Yachts’ Service and Refit are well equipped to meet.

The new interior structure, now being built in Finland, will be fitted to the full size mock-up in Bosund to ensure a perfect fit. The first units were shipped to Palma in December and the remaining units in February enabling the entire project to be completed by mid-April.

Managing the refit in Finland is Andreas Wiklund who is in constant touch with the Palma base where Göran Svenlin will be over-seeing the final installation. Andreas said: “This is an exciting project involving an iconic American brand and is a perfect example of how our Jakobstad headquarters can work seamlessly with our Palma base.

“Our proven ability to work in advanced lightweight materials is ideally suited to this highly specialised task,” he added.



TECHNICAL

L.O.A.	21.00 m
L.W.L.	18.64 m
BEAM	4.19 m
DRAFT	1.22 m
LIGHT DISPLACEMENT TONS (Lcc)	36.601 kg
LOADED DISPLACEMENT MASS (mLDC)	45.362 kg



DESIGN

Builder	Magnum Marine
Delivery year	2018
Owner’s Project Manager	Van Ineveld & Co
Project Management Baltic Yachts	Andreas Wiklund

SERVICE & REFIT

ON COURSE

Our strongest asset

In the past year we have welcomed 50 additional staff into the Baltic Family and we are continuing the important process of carefully familiarising each one of them with the company’s standards, ethos and ‘The Baltic Way’.

Our current success is due largely to the skill and dedication of our workforce some of whom have been with us for decades. Everyone from our woodworkers and engineers to our design experts and procurement team has honed his or her skill to meet the high standards we set ourselves.

Together they create a highly effective team and they are unquestionably the company’s strongest asset.

When we employ new staff a unique opportunity is presented to the individuals concerned because no one outside Baltic Yachts can impart the skills, values and mind-set that combine to produce the world-class product we see in Jakobstad at every launching.

It is vitally important that new staff possess an attitude combining a willingness to learn with the ability to remain open-minded. They shouldn’t be afraid to question what we do and we welcome new ideas from across the workforce.

Baltic Yachts thrives on innovation and I would like to encourage new members of the Baltic Family to adopt a creative attitude right from the start.

Our more experienced workers take great pride in passing on their knowledge and skill so that we not only maintain the quality of the Baltic Family but grow it too. This type of specialised apprenticeship maintains the essential high quality of workmanship which has elevated the company to the forefront of superyachting.

In the coming year I want to emphasise the importance of our slogan ‘Baltic Together’. Team building, education of the sort I have already mentioned and the well-being of our growing workforce are responsibilities I wish to focus on in 2018 and I very much look forward to being part of this effort.

Sam Stenberg — Managing Director



BALTIC 175 PINK GIN


Why I built a new Pink Gin

By Professor Hans Georg Näder

Why build a new yacht when the Baltic 152 Pink Gin has served me so well? Part of the answer lies in the very success of my previous yacht, launched in 2006.

The speed at which super-yachting technology has advanced is mind boggling, so the temptation to develop another yacht with so many new ideas at our disposal was irresistible, especially for someone whose business life has been driven by innovation and problem solving.

Link that drive to the passion and unique skill set at Baltic Yachts in Jakobstad, Finland and the opportunity to build something very special indeed soon became clear.

 TECHNICAL	
L.O.A.	53.90 m
L.W.L.	45.27 m
BEAM	9.55 m
DRAFT	4.50/5.56/7.00 m
LIGHT DISPLACEMENT	250 tons
BALLAST	Approx. 79 tons

 DESIGN	
Naval Architect	judel/vrolijk & co
Exterior Design & Styling	judel/vrolijk & co and Design Unlimited
Interior design	Design Unlimited
Structural engineering	Gurit
Numbers of cabins	Owner's cabin, 5 guest cabins and 4 crew cabins
Classification	GL + LY3
Delivery year	2017



The new yacht had to perform as well or better than her predecessor, so returning to Rolf Vrolijk and his team in Germany was an easy decision. Mark Tucker's Design Unlimited understands my tastes, reflects my thinking in accommodation décor and is not afraid to go down new design avenues.

Few if any yacht builders in the world can match Baltic Yachts for its ability to construct to the very highest standards in advanced carbon composites, a prerequisite for a high performance sailing yacht in which strict weight control and precision engineering are critical.

The company always impresses in the way it approaches and solves complex problems, executing its plans efficiently and to schedule. This gives clients like myself the confidence to invest the time and money in the knowledge that the end result will pay dividends.

Like her predecessor, the new yacht provides a fast, comfortable platform for long distance cruising and entertainment.

I have sailed all my life and if it has taught me anything it is that yachts and life afloat bring people together. In fact, I believe the most important things in life – family, friends and love – can be interwoven aboard a yacht to create a wonderful and powerful cocktail. That is why I go sailing!


Professor Hans Georg Näder





BALTIC M78 BILL AND ME

Marathon maiden voyage for Baltic motor yacht

Following a 3,570-nautical mile, 10-leg maiden voyage from Finland to the Mediterranean, the Baltic M78 Bill and Me was unveiled at the Monaco Yacht Show last September.

Designed to cruise comfortably at 16 to 18 knots, she features stunning exterior and interior design. Bill and Me's passage saw her transit both the Kiel and Caledonian canals, round Land's End, cross Biscay and negotiate the Iberian peninsula before heading into the Mediterranean.

At the Monaco Yacht Show guests were able to inspect her remarkable interior, the layout and styling for which were influenced to a large degree by her experienced owners.

The yacht's five-cabin accommodation, which includes two crew cabins aft, is adorned with striking photographic studies and coloured stucco panelling commissioned by an Italian interior design specialist. Custom built furniture features throughout with intense colouring in some of the soft furnishings combining to put this study in interior styling in a class of its own.

Other interesting design features include a dumb waiter linking the galley and the deck saloon, a large tender garage and a specially designed fishing seat in the well-protected cockpit.

The Mani Frers-designed motor yacht is powered by twin 625hp Volvo diesels and she is equipped with a gyro-stabilisation system. Her speed and easily-driven hull are benefits of an advanced composite hull construction enabling full load displacement to be kept to just 40 tonnes.



	TECHNICAL
L.O.A.	23.90 m
D.W.L.	23.72 m
BEAM	5.76 m
DRAFT	0.90 m
DISPLACEMENT	48.3T (full load)
CRUISING SPEED	17 knots
TOP SPEED	25 knots

	DESIGN
Naval Architect & Exterior Styling	German Mani Frers
Interior design	Design Unlimited
Owner's Representative	Emanuele Cecchini
Owner's Project Manager	Roberto Martinez
Project Management at Baltic Yachts	Fredrik Hjulfors
Numbers of cabins	Owner's cabin, two guest and two crew cabins
Delivery year	2017

INNOVATION - DYNAMIC STABILITY SYSTEM

Foil technology a first in superyachting

With the advanced carbon composite hull of the Baltic 142 Custom almost complete, the Baltic Yachts' team and external experts are well advanced with the Dynamic Stability System (DSS) foil, which will provide this spectacular yacht with extra speed and comfort.

The DSS, a transverse, 29ft 6in (9m) long, sliding foil, built into the yacht just below the waterline, has proved highly effective in smaller yachts, but this is the first time it has been used in a superyacht.

It is the type of innovation highlighted in our symposium last year – The Next Generation of Superyachts – which illustrated the importance of new ideas such as this being key drivers of business.

America's Cup technology from Ben Ainslie Racing's BAR Technologies in Portsmouth UK is being used to help design and engineer the roller bearing and drive systems which enable the foil to be deployed under load at speed and extend 22ft (6.5m) to leeward.

When the foil is deployed it has the potential to create 40 tonnes of lift, in turn reducing heel, increasing speed and reducing pitching to enhance comfort. At over 20 knots, the dynamic load on the outboard upper bearing could amount to 140 tonnes, so the engineering and naval architecture for the yacht had to take the foil into account from the outset.

Simon Schofield, chief technology officer at BAR Technologies, emphasised the importance of the surface



finish of the foil, precise tolerances, bearing design and the need to reduce friction. "For instance, the trailing edge of the carbon composite foil, which will be heavily loaded at the point it meets the hull, is finished in titanium because it's harder than carbon and will create less friction as it runs over its corresponding bearing inside the hull," he said.

Simon Everest, senior design engineer at Gurit Composite Engineering said that with the foil generating a large proportion of the yacht's righting moment, displacement and hull volume could be reduced, but finding space to install the foil and to locate its bearings correctly was a challenge.

"We collaborated with Baltic Yachts to make small adjustments to the accommodation and with Farr Yacht Design to alter the hull shape creating a subtle blister around the foil exit," said Simon, who explained that this achieved a greater bearing separation which in turn reduces the engineering requirements for the foil, supporting structure and mechanical parts.

Roland Kasslin, Baltic Yachts head of research and development, said: "The foil will run on four sets of 25 Torlon bearings contained in titanium housings. The outboard bearing set will take the upward load and the inner set the downward load when the foil is deployed."

The foil is moved by a pulley system driven by an electric captive winch installed at deck level. To prevent water escaping from the casing, the control lines are fed through lightweight, composite tubes built into the casing, leading to a level well above the waterline.

The foil itself is being built by French specialist fabricators ISOTOP. It weighs about 1 tonne and is designed to deflect through more than 700mm at its tips to help dampen motion. The core of the foil comprises a number of carbon fibre spars which extend over its full length, wrapped together with layers of off-axis carbon.

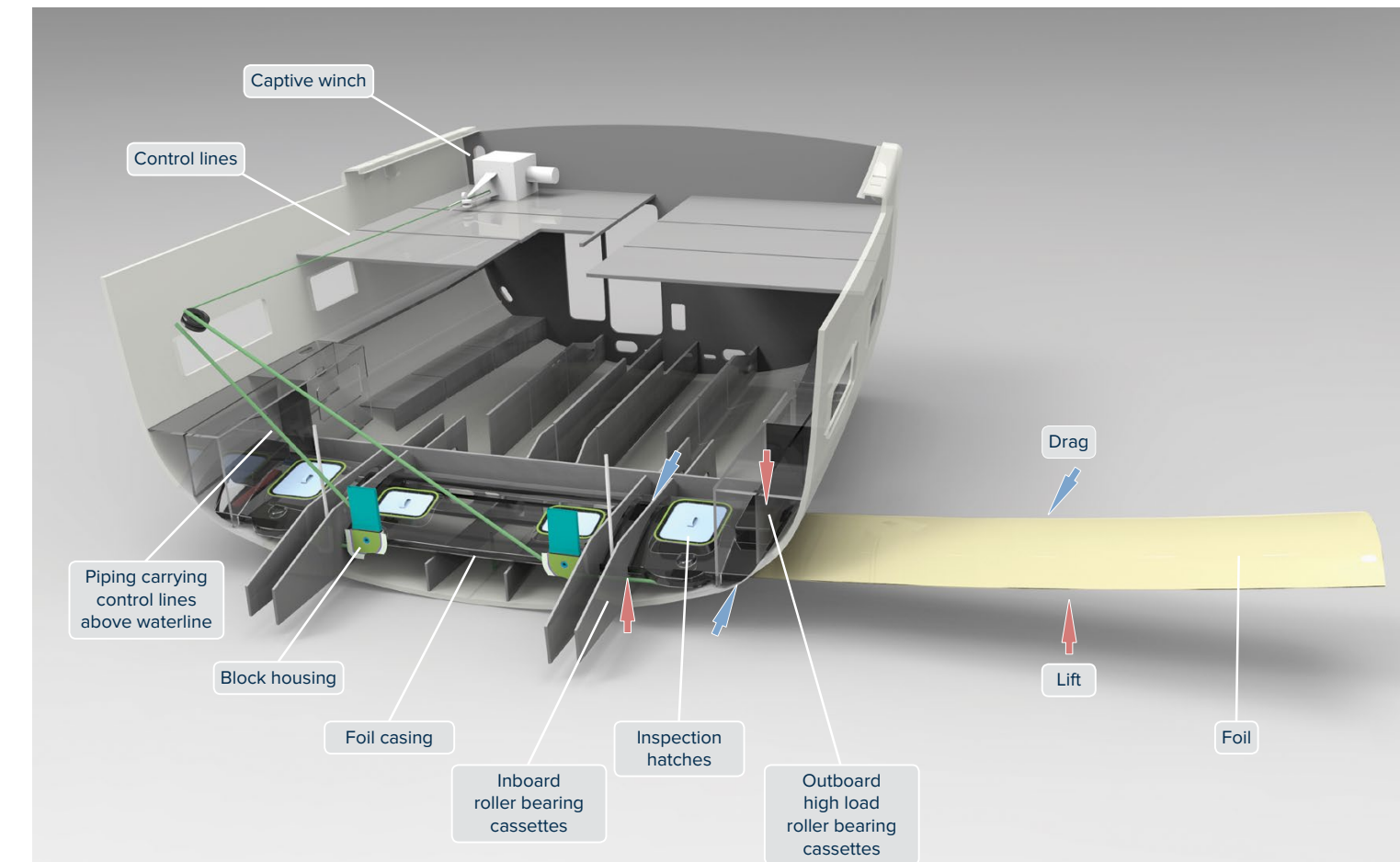
The detailed laminate scheme is designed to minimise hull damage in the event of the foil breaking.

Collisions scenarios were an important consideration, with close attention being paid to minimising hull damage and ensuring the safety of the vessel.

Gordon Kay of Infiniti Yachts who has developed the DSS over the past eight years and is working with Baltic Yachts to optimise the 142's performance, said that in 25 knots of true wind the 160-ton

yacht could reach 25 knots of boat speed in flat water with just 9 degrees of heel. In a conventional yacht of the same size the heel angle would be in the region of 23 degrees and speed in the teens.

The advantages are clearly obvious.





Rob van Wieringen
Country manager

NEWS

Baltic Yachts Service and Refit expands as demand grows

Demand for the wide range of skills and expertise offered by our Palma, Mallorca Service and Refit base has lead to a doubling of office space and the acquisition of a new workshop.

With 17 boat builders and a growing team of senior and junior project managers now working in Palma, the first stage of expansion is complete and will be reviewed later this year.

Rob van Wieringen, country manager for Baltic Yachts in Palma, said that in addition to acquiring a new workshop in the Can Valero area where many other marine business are based, the office space adjacent to STP has doubled and moved to the ground floor of the building.

"This will provide more space for project managers and administration as the business continues to grow," said Rob.

Recent projects include the installation of a completely new interior for the Magnum 70 powerboat Pegasus (see page

12), a 1.5m hull extension to a 25m composite catamaran, work on the iconic Wally 105 Nariida and service work on the Baltic 108 WinWin and the powerboat Sunny Day.

We have numerous enquiries from non-Baltic owners looking for the standard of expertise on offer from Baltic Yachts' Palma base.

Shows and regattas

Baltic Yachts will have a presence at Europe's leading shows and regattas this year and we very much look forward to seeing you at one or more of these events.

- Palma Superyacht Show 27 April – 1 May
- Palma Superyacht Cup 19-23 June
- Cannes Yachting Festival 11-16 September
- Monaco Yacht Show 26-29 September
- Metstrade 13-15 November

My Song is a Winner

Last autumn the Baltic 130 My Song won the International Superyacht Society Award for the best sailing yacht between 24m and 40m, adding to her wins in the World Superyacht Awards and Showboats Design Awards in which she was successful in two categories, one for innovation the other for styling.

My Song was designed by Reichel Pugh and Nauta Design.



BALTIC 130
MY SONG

INTERVIEW BALTIC 67 PC - 01 OWNER

A yacht fit for purpose



Baltic 67-01's bright and airy saloon with plenty of natural lighting and a forward facing chart table to starboard

We talk to the owner of the first Baltic 67PC, about his key requirements for a fast long distance semi-custom cruiser and why Baltic Yachts is the right company to build her.

The first Baltic 67 Performance Cruiser is on schedule to launch this Spring following a period of intense planning, design and engineering. Her owner, an experienced yachtsman whose previous yacht was a Baltic 56, talked to us about his new yacht. "The key requirement was for a high

quality build," he emphasised. "It was also important for the new yacht to sail well in light to moderate airs, so weight control and performance were also priorities."

It's not just about speed. "If there is any swell it can be uncomfortable unless you are sailing effectively," he explained. He added that he has observed that yachts tend to be more prone to rolling when sailing slowly in a seaway with sea-sickness the consequence.

"When sailing in company with similar sized yachts aboard our previous Baltic we seemed to be not only substantially faster, but also more comfortable," he said.

With a target displacement of just over 24 tons, the judel/vrolijk-designed Baltic 67PC benefits from her E-Glass and carbon construction. Light weight and a generous, easy to handle sail plan should provide the performance this client is seeking.

CUSTOMISED LAY OUT

The owner also wanted to capitalise on his experience with his previous yacht and to design his ideal accommodation lay out. The Baltic 67PC's interior, by Design Unlimited, offers a number of general arrangements and styles and in this case the client wanted four sleeping cabins, comprising a double, two twins and a single to accommodate friends and children.

Experience led him to opt for a larger U-shaped galley, which is safer to work in at sea than a linear design, offers more physical support and protection and provides much more stowage space. It's also located further aft where there is less motion in a seaway. "I also wanted equipment like the fridge facing fore and aft so that the front opening door could be used safely on either tack," he said.

EASY TO LAUNCH TENDER

Another key requirement is the ability to launch and recover a substantial tender with ease. "I wanted a slightly larger dinghy and I needed it facing forward in the garage so that it could be launched and retrieved easily," he said. The semi-rigid 3.30m tender is fitted with a 20hp outboard which remains in place when the dinghy is stowed.

WELL THOUGHT THROUGH

Many of the features this client requires are available aboard other yachts in this crowded category. "But the difference is that Baltic Yachts has really thought this yacht through," he said. "We visited many yachts

and the Dusseldorf Boat Show but none could match the attention to detail, planning and thought invested in the Baltic 67PC."

We asked the client if handling a 67-footer with just two people aboard was feasible. "I believe at 67ft we are OK especially as we are experienced," he said, adding that he will be sailing short-handed out of choice much of the time.

EASY TO HANDLE

What about handling that large mainsail? "The trick is being able to take the main down in any conditions and for this we must have an electric in boom furling system," he said. The all carbon rig is by Hall Spars.



For more details check out: www.baltic67.com

Under power and for close quarters manoeuvring the yacht is equipped with a retractable electric bow and stern thruster and with her powerful 115kW/150hp, lightweight, four-cylinder Steyr diesel there should be plenty of 'grunt' for efficient motoring speeds. A key consideration is the relative simplicity of the engine and its ability to be serviced worldwide.

This powerful yet easy to handle yacht should be fast and comfortable and we are looking forward to her first trials in early summer in Finland. She will be unveiled officially at the Cannes Yachting Festival on 11 September this year.



TECHNICAL B67 - 01

L.O.A.	20.52 m
L.W.L.	19.20 m
BEAM	5.45 m
DRAFT	2.50/3.90 m
LIGHT DISPLACEMENT	24.4 tons
BALLAST	9 tons



DESIGN

Naval Architect	judel/vrolijk & co
Interior Design & Styling	Design Unlimited
Project Management Baltic Yachts	Kjell Vestö



Alholmsvägen 78, 68600 Jakobstad – Finland / tel. +358 6 7819200 / info@balticyachts.fi