

SPRING 2019

THE BALTIC LOG

Lighter, stiffer, faster - together

 *Baltic Yachts*



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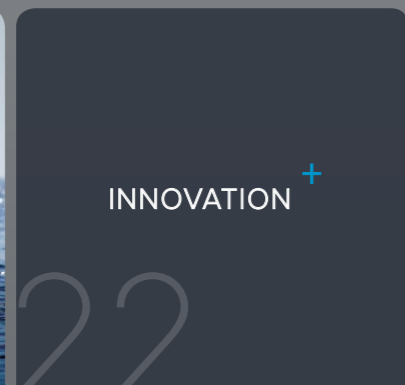
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PRODUCTION

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Print: Waasa Graphics



ON WATCH

Show of strength

Three major launchings this spring and one of the largest Baltic Yachts' entries ever at the iconic St Barths Bucket regatta are a clear reflection of the underlying strength of our business and demand for our world class yachts.

A remarkable display of superyacht racing was on offer at the St Barths Bucket this year and I am delighted to say that after some nail biting competition Baltic 197 Hetairos emerged as the overall winner.

Hot on her heels in Class A, in which six of the seven yachts were Baltics, were Baltic 108 WinWin followed by Baltic 130 My Song. The fact that five Baltic yachts finished within 63 seconds of each other in the final race demonstrated what a superb experience these yachts can offer. For a fuller account and great pictures see page 4.

Back in the slightly cooler climes of Finland we are preparing to launch three new yachts starting with hull number two of the Baltic 67PC, followed in fairly short order by the Baltic 112 Liara in early May and the ground-breaking Baltic 142 Canova later in the spring.

THE WIND IS FREE

Much has been said about Baltic 142 Canova's revolutionary Dynamic Stability System sliding foil, which is designed to improve comfort and performance. But we should not forget that this yacht's innovative propulsion and power generation system (see page 22) is equally important. In the right conditions she can cross an ocean with all her hotel services working without using a drop of fossil fuel.

With her batteries topped up by her hydro-generation system, using her free-wheeling propeller while sailing, this yacht can genuinely claim to be making significant advances in 'greener', independent superyachting.

There is evidence that 2019 could be a bumper year for large sailing yacht launches and the suggestion is that the environmental acceptability of sailing yachts is the reason.

Developments building on this message help define what we do at Baltic Yachts and we must challenge ourselves to remain at the forefront of technology to make us greener, cleaner and even more innovative.

Henry Hawkins — Chief Executive Officer



SIX BALTICS BATTLE IT OUT AT ST BARTHS

Hetairos wins Bucket trophy in nail-biting tie breaker

In one of the most hotly contested St Barths Bucket classes ever seen at the event, six Baltic yachts raced neck and neck in pursuit of victory in the Gazelles class, with different winners on all three days and the final result coming down to a tie between Baltic 197 Hetairos and Baltic 108 WinWin.

Because Hetairos scored a 2nd on day three with WinWin hot on her heels in 3rd place, the giant ketch, which powered round the courses in spectacular fashion, took the overall prize. Baltic 130 My Song was a close 3rd in class and showed excellent progress in the regatta scoring a 4th on day one, 2nd on day two and a stunning 1st on a breezy

day three which saw a fresh trade wind blowing in excess of 22 knots true.

Matthew Lester reported that the finish on the final day culminating in a furious downwind leg to the line off Gustavia was one of the most amazing spectacles of the event. Five Baltics, My Song, Hetairos, Nilaya, Visione and WinWin finished within 63 seconds of each other after 21 miles of racing.

Matthew, who was aboard WinWin said: “All five boats were in it at the end and aboard WinWin we were absolutely

hauling down at 19-20 knots!” But then WinWin had to manoeuvre her way out of some wind shadow, which meant she couldn’t quite hang on to her advantage.

Baltic Yachts chief executive officer Henry Hawkins, who attended the event, said: “What it really proves is that they’ve got the ratings right and it’s the boat that makes the fewest mistakes that wins. It’s been a remarkable event for Baltic – a Baltic regatta within a regatta – very special!” He reported that the Baltic fleet proved highly competitive over the three-day event in which wind speeds steadily increased. “On day two My Song had to keep Hetairos at

bay with a series of covering tacks that helped WinWin maintain her position at the head of the fleet – that’s serious racing and it was great to see the Baltic fleet stand up to it,” said Henry.

After racing on Friday more than 50 people attended a party aboard Pink Gin, anchored off Gustavia, hosted by Baltic Yachts owner Professor Hans Georg Näder. “It was a great Baltic Family gathering and a most enjoyable evening,” said Henry Hawkins.

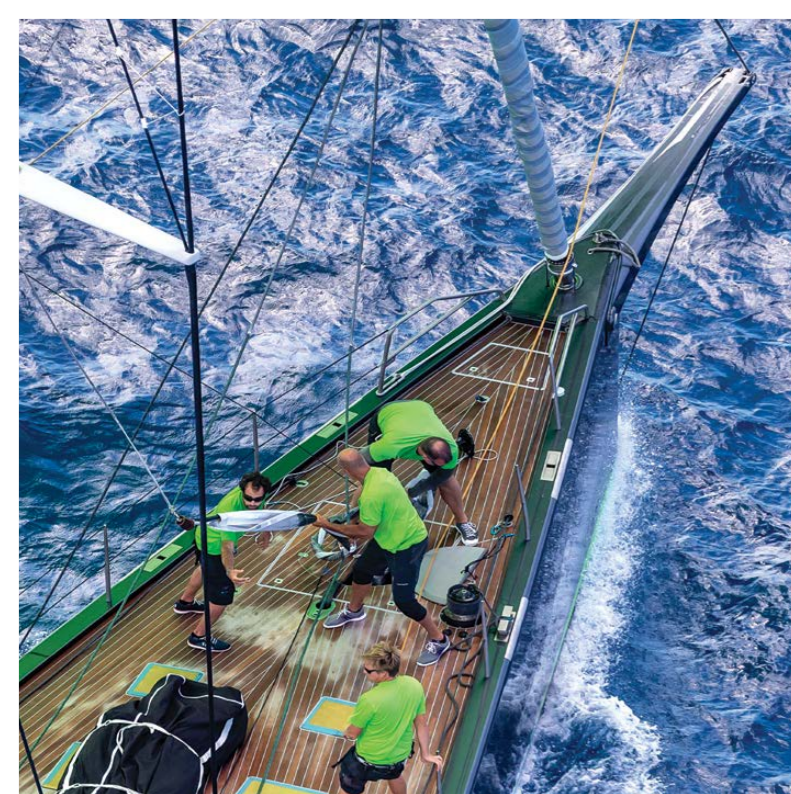
This year the Bucket saw 34 of the world’s finest yachts

compete in six classes over three days of racing. It culminated in prize giving on the final day.

The regatta supports a number of local charities including Help St Barths – St Barth Initiative, which raises money for the on-going recovery programme following the damage inflicted by hurricane Irma two years ago. This year 50 per cent of donations went to the Coral Restoration of St Barths charity which is helping to re-establish damaged coral off the island’s coast. The Youth Sailing programme at the St Barths Yacht Club also received money raised by poster sales at the event.

RESULTS Class A: Les Gazelles des Mers

Yacht	Series	R1	R2	R3	PTS
Hetairos	1	1	3	2	6
WinWin	2	2	1	3	6
My Song	3	3	2	1	7
Nilaya	4	4	4	4	11
Visione	5	5	5	5	15
Inoui	6	6	6	6	18
Pink Gin	7	7	8 (ret)	7	22





BAL TIC 146 CUSTOM

New world cruising yacht is third largest for Baltic

Four-part mould for super-cruiser with global ambitions

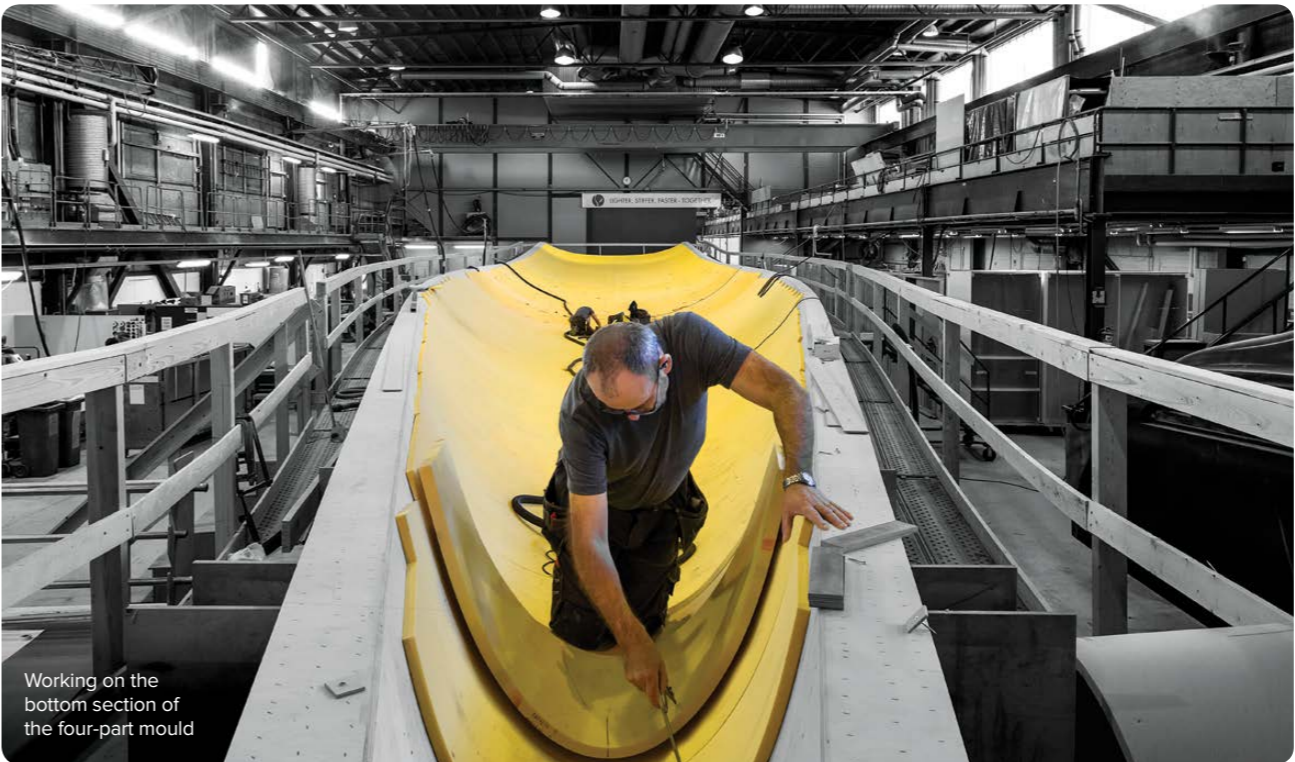
Commissioned for worldwide cruising, our third largest yacht by volume is destined for the Atlantic, the Pacific, South East Asia, New Zealand and beyond. She is the latest order for Baltic Yachts and will be delivered in 2021.

Designed by judel/vrolijk & co with a lifting keel and twin rudders, her length alone will ensure a yacht with very long legs capable of crossing oceans at speed and in real comfort. The project called for a yacht with reliable and proven systems employing all Baltic's best build practices. She will be able to accommodate eight guests plus the owner in an impressive four-cabin suite including a double

berth sleeping area, a snug, a private lounge and a large bathroom featuring a full-size bath.

Judel/vrolijk & co is responsible for the naval architecture along with the exterior and interior design. Cabins are finished in teak with white panels, bulkheads and deckheads. Smoked oak sole boards offer contrast. Full-size mock-ups to determine furnishings and other finishes have been built at our Bosund facility where the four-part hull mould is nearing completion.

Building large hulls in parts has proved highly successful. The bottom, two sides and, in this case, the separate transom can be worked on much more easily. Accessing



Working on the bottom section of the four-part mould



TECHNICAL

L.O.A.	44.60 m
L.W.L.	41.80 m
BEAM	9.35 m
DRAFT	5.9/3.4 m
LIGHT DISPLACEMENT	167 tons
BALLAST	48.5 tons



DESIGN

Naval Architect	judel/vrolijk & co
Exterior & Interior Design	judel/vrolijk & co
Owner's Project Manager	Sebastian Allebrodt, A2B Maritime
Project Management Baltic Yachts	Patric Brännbacka, Mikael Nyberg

the hull parts to install initial piping and cable runs and installing bulkheads is a much more efficient process. In addition, having two hull joins just above the waterline rather than one on the centreline provides better structural integrity.

The Baltic 146 Custom should be an easy yacht to handle with a powerful 100kW bow thruster and a pull propeller which also rotates through 340 degrees. Both helm positions are protected by solid biminis equipped with clear overhead panels to provide a good view of the sailplan.

Guests will also enjoy the protection of a long, solid bimini extending over the cockpit from the deck saloon and when they want to cool off the foredeck tender well can be filled to form a 6.5m pool. The tender is equipped with twin outboards.

BALTIC 142 CANOVA

Bold innovation to boost speed and improve comfort

The much anticipated launch of the foil-assisted Baltic 142 Canova will take place this spring followed by sea trials off Jakobstad. All eyes are likely to be on the performance of the yacht in foiling mode with her DSS (Dynamic Stability System) foil deployed to leeward.

Canova is designed for comfortable world cruising at speed with the ability to remain independent of land-based support for long periods of time.

She can also operate for long periods of time in 'quiet' mode through the use of her large Lithium ion battery bank, adding to the comfort factor.

UNDER CONSTRUCTION



The profile of the 9m long DSS foil can be clearly seen in this picture. The ground breaking carbon foil, designed to take a 140-tonne load when deployed, is one of the most complex appendages delivered by Baltic Yachts.



The Baltic-developed carbon fibre sail drum, an excellent solution for stowing Code and A sails, being assembled by our skilled team in Bosund.



A dummy foil extending from the internal casing positioned beneath the owner's cabin amidships. The foil is operated by a system of pulleys driven by an electric captive winch.



The carefully engineered advanced carbon composite solid bimini takes the 24-ton load of the mainsheet track as well as offering excellent protection for those in the cockpit.



Canova is the first superyacht from Baltic Yachts to be fitted with twin, balanced rudders which offer exceptional control. The naval architecture for the project has been provided by Farr Yacht Design, known for their high performance offshore racing yachts.

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

DESIGN	
Naval Architect	Farr Yacht Design
Exterior 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

DYNAMIC STABILITY SYSTEM (DSS)	
Developed by Infiniti Yachts	
Naval architecture by Farr Yacht Design	
Structural engineering by Gurit	
Design and engineering of bearings by BAR Technologies	
Foil built by Isotop	



UNDER CONSTRUCTION

BALTIC 112 LIARA

Speed and comfort combine
for global cruising

Liara is designed for very comfortable living afloat, but she will lack nothing in performance as she heads to the other side of the world via Monaco and St Barths

With plans firmly focused on sailing to New Zealand for the America's Cup 2021 aboard his new Baltic 112, Liara's owner is looking forward to the yacht's launch in early May before leaving for an exciting programme of global cruising.

Following her attendance at the Monaco Yacht Show this year (25-28 September), Liara's first regattas will be the Caribbean 600 and St Barths Bucket 2020. Designer Malcolm McKeon is known for his competitive superyachts and with Liara's Retractable Propulsion System and powerful sailplan she should not disappoint.

As Liara nears completion, the full effect of her impressive cockpit and deck saloon design can be appreciated. Her reassuringly deep cockpit coamings not only provide excellent protection for this large, comfortable seating area, but also blend into the overall deck lay-out to great effect. A stylish, solid bimini can be removed for racing.

Curved glass sliding doors lead into a full width deck saloon where the expertise of interior specialist Adam Lay becomes apparent. He was keen to maintain an uninterrupted sight line from well within the deck saloon, through the curved glass doors and beyond to the steering positions.

"The style we have created is very natural, calm and inspired by the marine environment," said Adam. "The interior feels remarkably open and spacious for a yacht of this size thanks to the structural architecture and extensive glazing."

Special attention has been paid to using stowage space efficiently and a system of storage boxes beneath many of the cabin sole boards can be easily accessed or removed when the yacht is being prepared for racing.

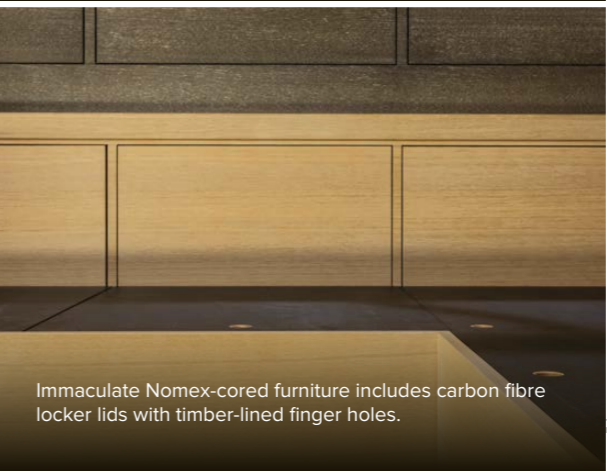
1. The large, comfortable cockpit with its deep coamings and removable bimini is a key feature of this yacht. The 'wrap-over' teak on the transom is a Malcolm McKeon hallmark.



The owner's cabin nearing completion. Limed oak features throughout the accommodation.



Interior designer Adam Lay discusses details of Liara's finish with Baltic Yachts' wood worker Mikael Östman.



Immaculate Nomex-cored furniture includes carbon fibre locker lids with timber-lined finger holes.

With her 660 volt electrical system comprising a large lithium ion battery bank charged by the main engine and generator, Liara will be able to enjoy up to 10 hours in quiet mode with no machinery running.

The relatively high voltage system also means lighter cable weights which helps the performance figures. Weight saving is also evident in the choice of titanium metalwork used in everything from the hydraulic oil storage tank to stanchions and deck pad eyes.

Project management has been by Sebastian Allebrodt of A2B Maritime in conjunction with Tommy Johansson at Baltic Yachts.

Baltic 112 Liara provides a luxury family cruising platform with more than a hint of performance.

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

BALTIC 67 PERFORMANCE CRUISER

Latest Baltic 67 targets Rolex Fastnet 2019



UNDER CONSTRUCTION



Semi-custom changes make new Baltic 67PC ideal performance cruiser

With the launch date for the second Baltic 67PC Lurigna set for late April, it's all systems go for the build up to the Royal Ocean Racing Club's 2019 Rolex Fastnet Race, which starts on 3 August.

With the 340 places for the 605-mile classic being snapped up in just five minutes when the entry opened in January, the new judel/vrolijk & co designed 67 managed to secure her place pending final details. Following her launch, trials and delivery, the yacht will undertake a Fastnet qualifying programme for her crew.

With her fixed keel, single rudder and closed transom, Baltic 67PC Lurigna displays significant differences to hull number one and is better suited to offshore racing from a rating and comfort point of view.

The yacht's experienced owner, a Baltic Yachts' repeat client, opted for the shorter rig, which will be built by Hall Spars, and selected a slab-reefed main. The yacht can set Code 0 and asymmetric sails off her bowsprit. Sales Director Marcus Jungell said that the shorter rig has advantages for handling and rating.

The accommodation lay-out, styled by Design Unlimited, is different from hull number one, illustrating our ability to

offer a genuinely semi-custom product above and below deck. The main saloon 'island' settee to port creates an ideal stowage area for spare sails while racing.

The forward-facing chart table is conventionally positioned to starboard of the companionway and there are seven berths in four cabins including the owner's double right forward with an en suite head to starboard and generous wardrobe space forward.

The technical space, which received considerable praise when the first Baltic 67PC Manyeleti was launched last summer, is accessed via the galley and houses ancillary equipment including a water maker, chargers, fridge compressors and air conditioning equipment.

Launch date is scheduled for the end of April.



TECHNICAL

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	Fredrik Hjulfors Lars Gripenberg

THE UNSEEN QUALITY

Baltic Yachts prides itself on quality, much of it unseen behind the finish of a superyacht

From super-lightweight cabin furniture and shock absorbing pipe supports to advanced sound deadening materials and integrated fuel tanks, the unseen quality on any Baltic yacht doesn't often make the headlines.

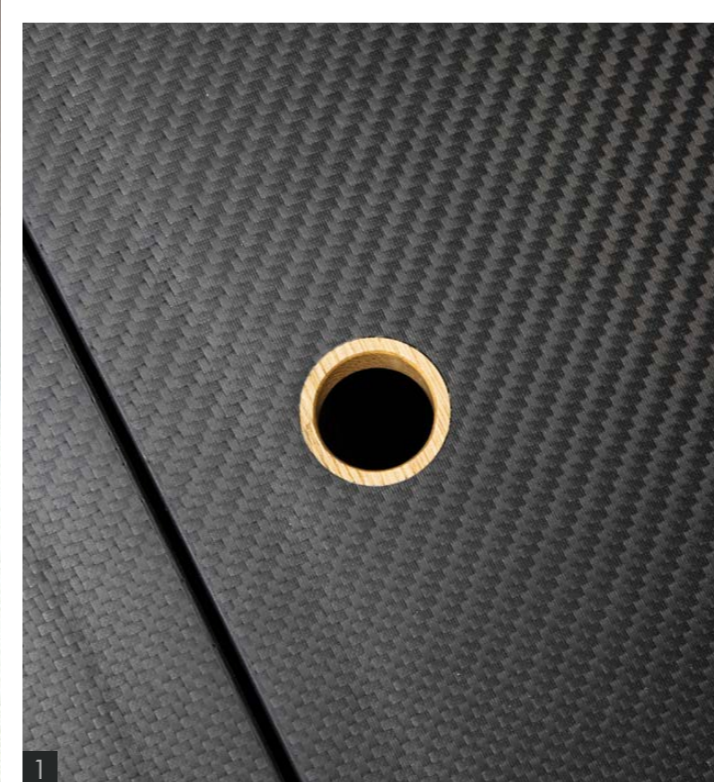
But it is this standard of work that provides every

Baltic yacht with the reliability and quality that keeps it functioning in the harshest environments.

Baltic Yachts is constantly looking for better ways of designing and installing the myriad systems a yacht depends on.

Reducing vibration to cut noise levels is just one of the many objectives of good installation design. Reducing weight by using advanced composites is another.

Baltic Yachts' designers and engineers have become experts in these and other fields.



1. Precision built Nomex-cored lightweight carbon fibre locker covers with protective, timber-lined finger holes

2. Owner's bunk in Canova's amidships sleeping cabin mounted directly above the DSS transverse foil casing. Minute tolerances are required to maximise available space. The foil can be accessed for servicing via the inspection hatches.

3. Tanks for fuel and black and grey waste are built into the carbon fibre structures of yachts to save weight and space. The tolerances between the tank tops and sole boards are minimal. The tanks are treated with a polyester lining.

4. Lightweight carbon pipe supports fitted with rubber shock absorbing mounts to reduce vibration and noise levels. To save weight, surfaces are finished with a clear coat with no filling, fairing and painting.

5. This E-captive winch by Rondal, a new development from the company, uses a carbon fibre chassis, instead of aluminium, and a carbon drum saving significant weight. The chassis is bonded instead of bolted to the yacht's structure which also saves weight.

6. Mattias Svenlin, project foreman, in the spacious engine room. To save weight most equipment like water makers and air conditioning equipment is removed from its standard casing and mounted in Baltic custom carbon racks like these.

"We are constantly looking for new ways to reduce weight, improve reliability and maximise the use of space"
– Mattias Svenlin, Project Foreman

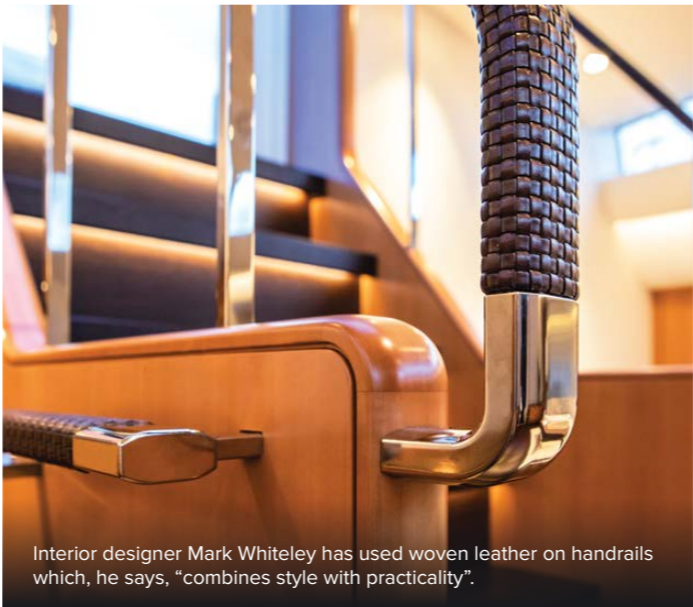
To see a video showing more examples of The Unseen Quality go to:

<https://youtu.be/cgOdQ0iDdko>

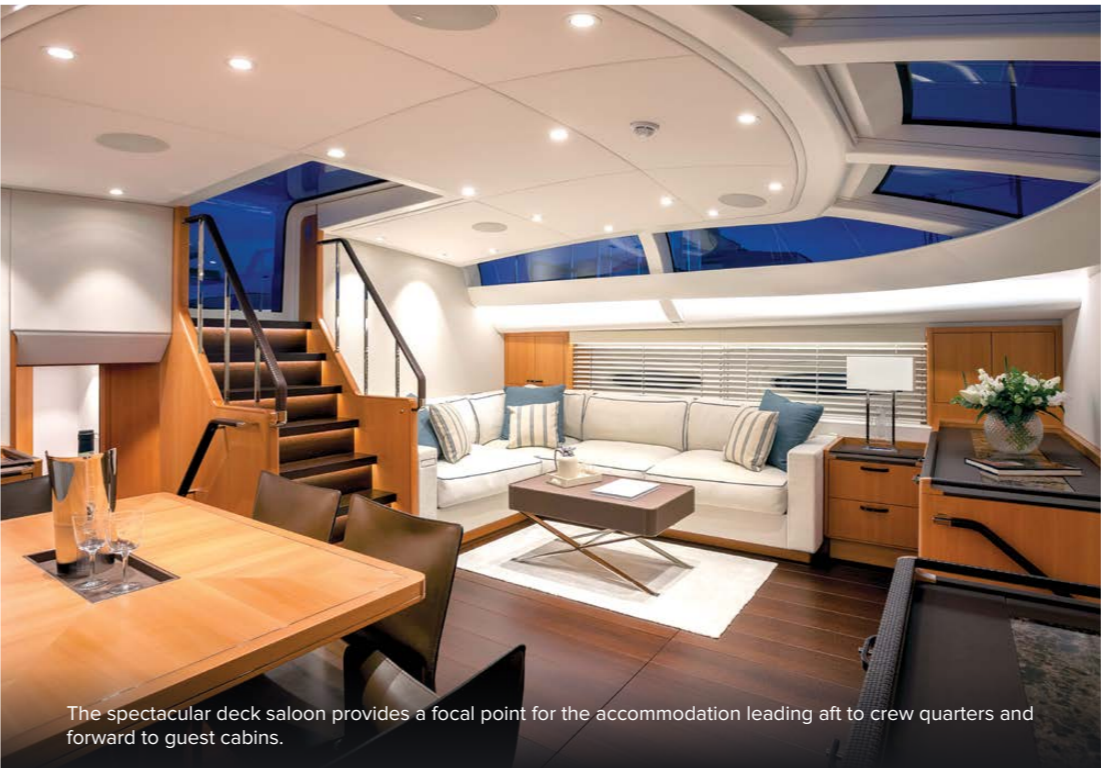




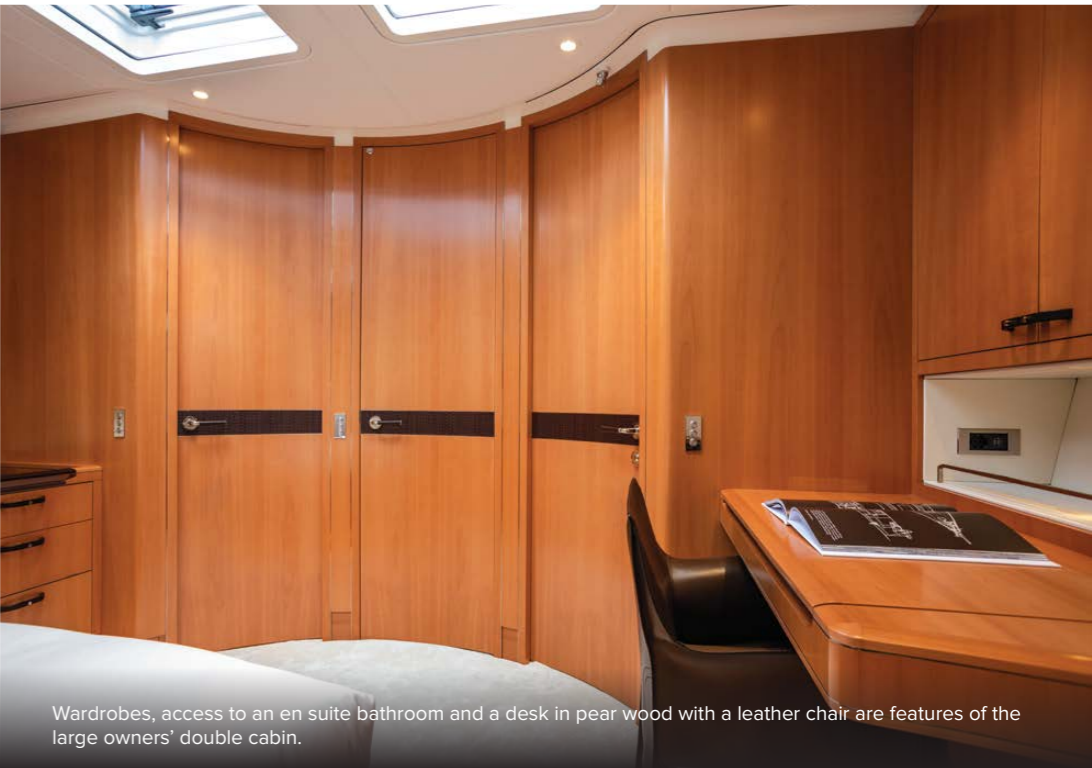
A neat, easily handled sailing yacht from the board of Bill Dixon. In the right conditions two people could sail her.



Interior designer Mark Whiteley has used woven leather on handrails which, he says, "combines style with practicality".



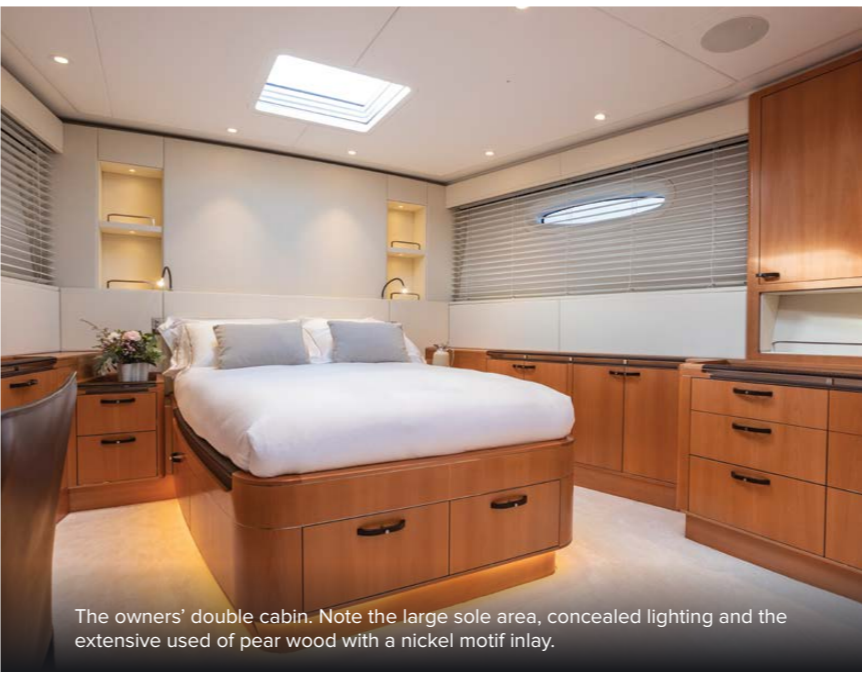
The spectacular deck saloon provides a focal point for the accommodation leading aft to crew quarters and forward to guest cabins.



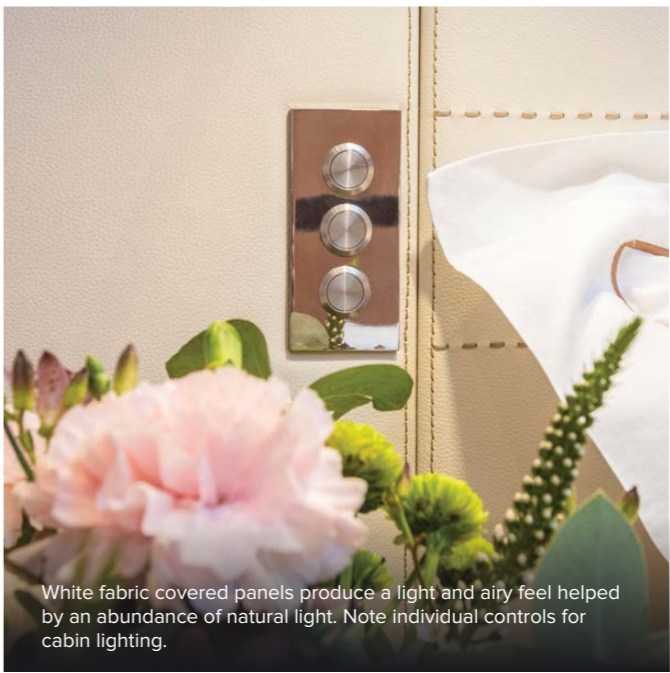
Wardrobes, access to an en suite bathroom and a desk in pear wood with a leather chair are features of the large owners' double cabin.



Mini Y's clear-coated carbon fibre mast forms the centrepiece of the lobby leading to the owner accommodation forward.



The owners' double cabin. Note the large sole area, concealed lighting and the extensive use of pear wood with a nickel motif inlay.



White fabric covered panels produce a light and airy feel helped by an abundance of natural light. Note individual controls for cabin lighting.

BALTIC 85 MINI Y

An easy to handle cruising yacht with spacious 'two plus two' accommodation

Following her launch last year Mini Y is preparing for her first full sailing season

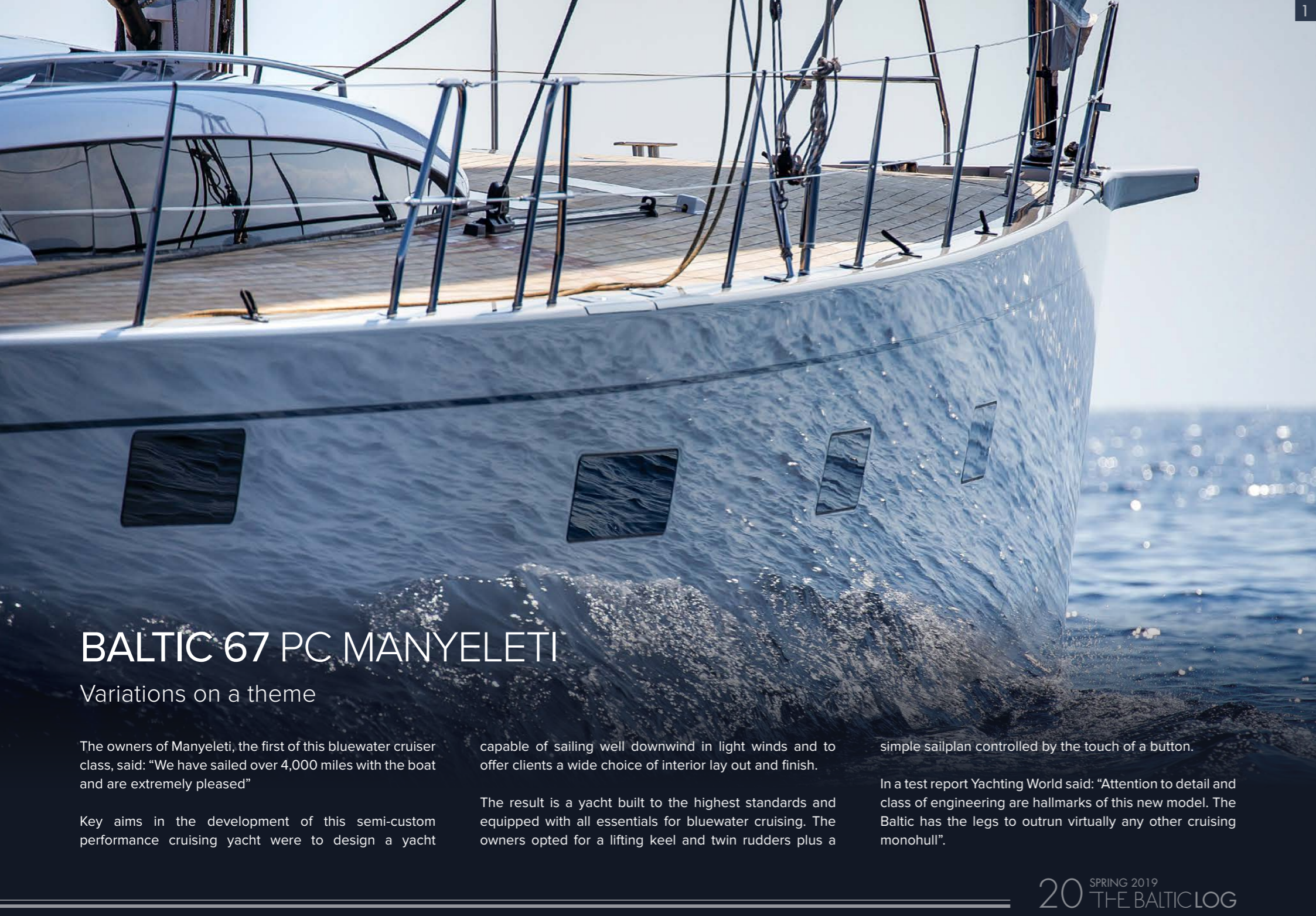
Dixon Yacht Design was asked to produce a comfortable, fast cruising yacht which could be handled by two if required. The yacht should be as much at home enjoying an afternoon's sail round the bay as she would crossing an ocean.

Her rig and sail plan are easy to manage and down below interior designer Mark Whiteley has produced a sophisticated, fresh finish.

Careful detail planning has resulted in an unusually large amount of space giving the impression of a much larger yacht. Baltic Yachts worked closely with MCM in project managing the build.

TECHNICAL	
L.O.A.	26.00 m
L.W.L.	23.90 m
BEAM	6.25 m
DRAFT	3.00/ 4.30 m
LIGHT DISPLACEMENT	50 tons
BALLAST	11.39 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



BALTIC 67 PC MANYELETI

Variations on a theme

The owners of Manyeleti, the first of this bluewater cruiser class, said: "We have sailed over 4,000 miles with the boat and are extremely pleased"

Key aims in the development of this semi-custom performance cruising yacht were to design a yacht

capable of sailing well downwind in light winds and to offer clients a wide choice of interior lay out and finish.

The result is a yacht built to the highest standards and equipped with all essentials for bluewater cruising. The owners opted for a lifting keel and twin rudders plus a

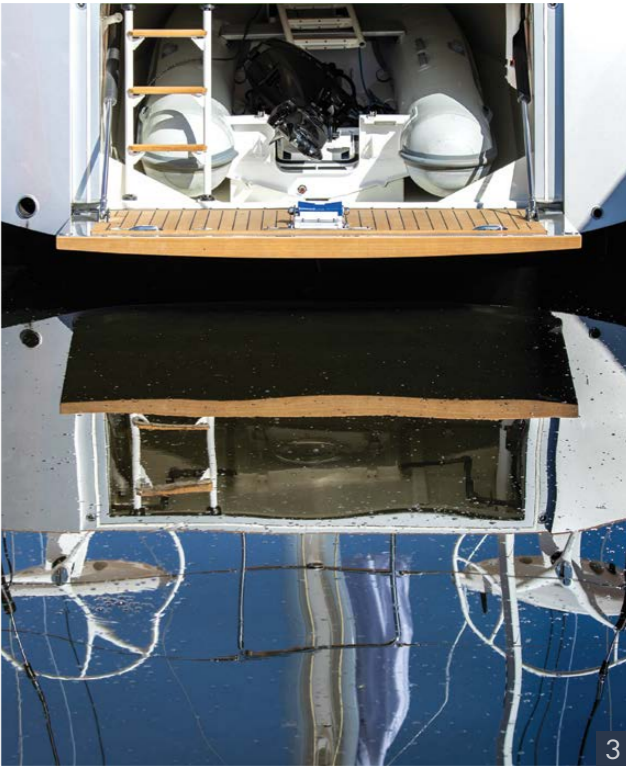
simple sailplan controlled by the touch of a button.

In a test report Yachting World said: "Attention to detail and class of engineering are hallmarks of this new model. The Baltic has the legs to outrun virtually any other cruising monohull".



TECHNICAL	
L.O.A.	20.52 m
L.W.L.	19.20 m
BEAM	5.45 m
DRAFT	2.50/3.90 m
LIGHT DISPLACEMENT	24.9 tons
BALLAST	9.3 tons

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



1. Hull ports and superstructure windows provide excellent natural light throughout the accommodation.

2. Port-hand wheel and control console. The view from the steering position allows the helmsman to get a good view of headsail tell-tales.

3. Transom door in the down position provides an excellent boarding and bathing platform. The yacht's 3.2m tender stows fore and aft in the garage, sitting neatly between the twin rudder steering gear.

4. The owner chose in-boom furling for ease of handling. Manyeleti can set Code and asymmetric sails off her fixed bowsprit.



INNOVATION

Hydro-generation points to a greener future

How diesel electric power and energy from the propeller can cut fossil fuel use and make life aboard more comfortable

Claims of making superyachting ‘green’ are often dismissed as fanciful, but hydro-generation using the yacht’s propeller and its electric propulsion motor as a generator could allow the Baltic 142 Canova to cross an ocean without consuming a drop of fossil fuel.

Canova, due to launch this spring, does not use a conventional fossil fuel main propulsion engine, but instead a permanent magnet electric motor powered by six banks of Lithium ion batteries. These, in turn, are charged by a combination of two Baltic custom generators developing 210kW apiece and the hydro-generating capability of the yacht’s controllable pitch propeller (CPP) and electric motor-cum-generator.

The fact that the yacht’s electric motor can produce up to 20kw while working as a generator, driven by the propeller when the yacht is sailing at 13-14 knots, means it can top up the Lithium battery bank sufficiently to provide power for hotel services when sailing.

1. Kim Kolam next to the compact, water-cooled Visedo electric motor, which is the yacht’s main engine. It can produce 380kW and drive the yacht at 14 knots.

2. Canova’s spacious engine room. The two conventional motors are generators with the main electric motor out of sight between them. AC and fridge compressors plus water making equipment are on the far bulkhead.

3. Canova’s controllable pitch, four-bladed propeller can work as a hydro-generator while sailing and be rotated through 340 degrees to eliminate the need for a stern thruster.

In Canova’s case, the boost to sailing performance offered by the Dynamic Stability System transverse foil further increases the potential for hydro-generation under sail.

While it would be unusual to maintain the right sailing conditions to produce this generating potential for an entire ocean crossing, the system goes some way to reducing fossil fuel consumption and in terms of comfort allows the yacht to operate in ‘silent’ mode (ie no generators running) for considerable periods of time when sailing and at rest.

Interestingly, the expected loss of performance under sail when the prop is in hydro-generation mode is estimated to be by less than a knot and, with the ability to fine tune the system using the controllable propeller blades, losses can be kept to a minimum.

The Visedo electric motor itself is a remarkably small unit considering it is capable of producing 380kW for boat speeds under power of up to 14 knots. By using permanent magnet technology in the rotor, rather than copper windings found in a conventional electric motor, the unit is considerably smaller which, of course, is critical in a yacht’s engine room.

Kim Kolam, responsible for Canova’s diesel electric system, explained the importance of optimal power management. “It means that if we don’t use all the electrical power being generated by the propeller, for instance, the residue can be deposited into the battery bank,” he said. The same applies to power from the conventional generators. “It means we are never wasting generating power and every millilitre of fuel is being used to good effect.”

He also explained that the electric motor is much quieter than a conventional drive train and propeller shaft because of its soft rubber mounts and the fact that it is vibration free. Noise is further reduced by both generator sets being protected by Baltic Yachts’ sound shields.

The electric motor works through a Saildrive Propulsion System (SPS) with the CPP pull propeller facing forward on the drive leg. It’s been developed by Baltic in conjunction with propulsion specialists Hundestedt and allows the prop to be rotated through 340 degrees. In combination with the CPP it eliminates the need for a separate stern thruster.

The other fundamental design feature of Canova’s power specification is that it operates at 750 volts, much higher than conventional yacht systems. This means that all the captive winches, deck mounted drum winches, the bow thruster and all hotel services can be electrically driven.

It also means the need for hydraulics has been reduced to a minimum and an added bonus is that cable dimensions and consequently weight are significantly reduced.

Baltic Yachts’ Research and Development department has been heavily involved in this and other projects which make yachts less fossil fuel dependent, quieter and more comfortable with stored power, hydro-generation and Lithium ion technology enabling longer periods of ‘silent’ mode.

Canova’s ability to hydro-generate provided by her DSS sailing performance, certainly make her distinctly ‘greener’ and the package as a whole is a positive step forward in energy saving.



• Flax could herald greener future

Research into the beneficial properties of flax as a reinforcement in laminate production and using the naturally grown material in superyacht construction is well advanced at Baltic Yachts.

Flax is an environmentally friendly, naturally grown crop which can be used as a reinforcement in a resin matrix with similar and, in some respects, better properties than those of other materials.

Now we are exploring ways of using it in superyacht construction to make our products greener and to cut raw material costs. We're also investigating the material's sound deadening properties which could enable us to reduce the use of insulation and in turn cut weight.

A research team at Baltic Yachts, lead by Pekka Laurila, is working with a specialist company in Switzerland to produce flax reinforced components like cable trays, floorboards, non-structural bulkheads and other interior structures. If this work succeeds, flax could potentially be used in structural components including hulls and decks.

Flax is already being used in the hulls of smaller yachts and is well established in the automotive industry in car chassis construction. It was quickly adopted by ski manufacturers who were attracted to its low frequency vibration characteristics. This means that vibration is 'damped out' far more efficiently by flax than by other fibres and in a yacht this has an effect on noise levels.

Pekka Laurila said: "This could have an implication in terms of the amount of sound deadening required with the knock-on effect of reduced weight and cost."

Flax has already been used in Baltic 130 My Song more for an aesthetic effect than structural use. Pekka Laurila said: "It can be used decoratively and as a reinforcement. As well as producing a softness and warmth almost like wood it can also be dyed any colour and lit to create different effects."

Research shows flax is a green and versatile material and we are working hard at finding ways of introducing it and benefitting from its properties in superyacht construction.

• Mini Y is a triple finalist

Recently launched Baltic 85 Mini Y reached the finals in three categories in the 2019 Boat International Design and Innovation Awards. The Bill Dixon-designed superyacht with a stunning interior by Mark Whiteley Design was a finalist for: Best Exterior Styling for Sailing Yachts, Best Interior Design and Best Naval Architecture. Conceived as an easy to sail 'two-plus-two' pocket superyacht Mini Y completed her sailing trials last year and is embarking on her first full sailing season.

• Baltic Yachts presence at shows and regattas

With Baltic 108 WinWin defending a hat trick of victories at the Palma Superyacht Cup in June and Baltic 112 Liara being exhibited at the Monaco Yacht Show in September, there will be plenty of opportunities to see our yachts in action and meet the Baltic team this year.

📍 **Palma Superyacht Show** 27 April – 1 May

📍 **Palma Superyacht Cup** 19-22 June

📍 **Monaco Yacht Show** 25-28 September

📍 **Metstrade** 19-21 November

• Outstanding Performances

A number of Baltic yachts achieved great success this year none more so than Baltic 130 My Song whose owner and crew beat the RORC Transatlantic Race record finishing in 10d 5hr 47min and 11sec, taking almost two days off the old record. The 2865-mile course was from Lanzarote in the Canary Islands to Grenada.

At the Superyacht Challenge Antigua in January, Nilaya won the Corsairs Class C with an impressive three 1sts and a 3rd beating top regatta competitors Rebecca and Spiip into 2nd and 3rd respectively.

Shortly afterwards in Antigua, Baltic 115 Nikata was second monohull home in the Caribbean 600 a tough race during which the yacht was sailing at 20 knots for long periods of time.

Nikata also completed the Rolex Middle Sea Race around Sicily last summer adding to her impressive list of offshore classics.



INTERVIEW

McKeon's Dream Team

In his first project with Baltic Yachts, award-winning naval architect Malcolm McKeon describes how he and the owner of Liara settled on a yard and team they felt confident would meet their brief

When Tony Todd, the owner of Liara, commissioned Malcolm McKeon Yacht Design studio to design a yacht capable of cruising round the world, it represented the latest stage in a relationship which began almost 30 years ago.

"I first met Tony when I designed the 50ft race boat Eagle for him in the 1990s. He's a practical man who loves his sailing and for his new yacht he was very clear about what he had in mind," said Malcolm.

Tony Todd's aim was to cruise the world in a yacht with a level of comfort which would appeal strongly to his wife. "Cruising the world in a yacht which his family would enjoy was the number one consideration," said Malcolm.

So, from the outset a great deal of attention was paid to wind and sun protection and the ability to be comfortable and safe in a large, carefully planned cockpit. The extensive, removable bimini is a key component of Liara's design.

Keeping the deck safe, clear of lines and providing it with good handholds for anyone moving around outside the cockpit was another important consideration.

With the basic parameters set and one eye on the speed potential of a McKeon-designed, carbon composite yacht, the idea of occasional racing started to enter the equation.



Malcolm McKeon, Naval Architect of BALTIC 112 LIARA

Weight was being looked at, the ability to remove the hard bimini and other go-faster options were being considered.

Tony Todd was keen to build his new yacht in the UK because it was convenient from a travel point of view, but with the tendering process complete, Baltic Yachts came out on top to win the contract. "With weight becoming more and more critical it was clear that only one company could achieve what we'd all signed up for," said Malcolm.

"With everything from sole beams to pipe clamps in carbon fibre Baltic's ethos of weight saving is apparent through and through," he added. "So far the process couldn't have been better – it's been very smooth running."

He introduced Tony Todd to interior specialist Adam Lay whose treatment of Baltic 107 Inukshuk appealed and to Klaus and Sebastian Allebrodt of project management experts A2B Maritime. Together with skipper John Walker and Baltic Yachts' Tommy Johansson, who managed the build in Jakobstad, the team took shape.

Malcolm McKeon is also impressed with the continuity of staff at Baltic Yachts. He argues that build teams that remain together and work with the same project managers tend to do a better job than builders with a high staff turnover. "It's good working with teams who continue from one yacht to the next creating effective continuity," said Malcolm.

He also appreciates the problem solving ethos at Baltic and the company's ability to work closely with external experts. An example is PURE Design and Engineering in New Zealand, the America's Cup composites specialists who worked on the entire yacht including the removable bimini.



"We wanted to minimise the structure and design an inner and outer shell to make removal for racing easier," explained Malcolm.

Liara's engine room is another case in point. "Tony is an engineer at heart and was keen to be able to get into the engine room and service components himself," said Malcolm. To make this easier he explained how Baltic supported the team decision to remove one of the two generators and replace it with a shaft generator to create more space.

And from an innovation point of view Malcolm reports that Baltic is equally effective. "To improve anchor holding performance I asked Manson in New Zealand to design a modified CQR-style anchor which would fit into the underwater stowage," said Malcolm.

He wanted to avoid using a door to the stowage because experience shows they tend to fail in the event of substantial pounding. In conjunction with Baltic he's designed an internal coffer box shaped to the new-style anchor minimising the stowage structure and simplifying the system for the 180kg anchor. "It's the sort of innovation Baltic Yachts takes in its stride," said Malcolm.

Baltic 112 Liara will be launched on 2 May when all eyes will be on the result of three years of planning and intense collaboration of which the team at Malcolm McKeon Yacht Design has played a leading role.



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