



THE BALTIC LOG
Lighter, stiffer, faster - together

 *Baltic Yachts*



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ON WATCH

New Hand On The Helm

Baltic Yachts welcomes new Chief Executive Officer Anders Kurtén, who joins the Baltic Family this autumn, as Henry Hawkins becomes Executive Vice President, Sales and Marketing, enabling him to concentrate on developing these key parts of the business.

Born in Finland, 49-year-old Anders has moved to Jakobstad with his family and will take control of the day-to-day management of the company and its staff, currently numbering 245. With 15 years' experience in the marine industry, most recently with a division of Yamaha Motor Europe, Anders is currently the chairman of Finnboat, the umbrella organisation for the country's marine businesses.

Anders said: "I very much look forward to getting to know our staff and the Baltic Family and equally to meeting clients, suppliers and partners at key events including the Monaco Yacht Show in September. I extend a warm welcome to anyone wishing to visit us here in Finland and look forward to an exciting future with Baltic Yachts."

Henry Hawkins will remain very much the face of Baltic Yachts at key events around the world, working closely with Head of Marketing Elisabet Holm and the sales team of Kenneth Nyfelt, Marcus Jungell and Matthew Lester, who also heads up the Palma-based After Sales operation and provides hands-on help with sailing programmes.

The strengthening of the management team and a determination to concentrate firmly on the company's core business of building the world's finest advanced composite sailing yachts, comes as construction starts on its latest order, a stunning 117ft modern classic from the board of Dykstra Naval Architects. More details can be found on page 04.

We're very much looking forward to exhibiting one of our latest builds, Baltic 112 Liara, at the Monaco Yacht Show in September, where we will, of course, be reminded of the tragic loss of the much loved Baltic 130 My Song, present at the show a year ago. This fabulous yacht, which showed so much potential (see News, page 20), was lost from the deck of a transport ship on her way from the Caribbean to Genoa.

Every yacht we build is in effect part of the Baltic Family so the acute sense of loss was felt throughout the company. We would like to express our deepest sympathy to My Song's owner. My Song may be gone, but she will never be forgotten.

Anders Kurtén — Chief Executive Officer
Henry Hawkins — Executive Vice President, Sales and Marketing



BALTIC 117 CUSTOM

Construction of 117ft ‘smart’ Custom Classic is underway

Efficiency through ‘smart’ energy control and an electric propulsion system will help make this modern classic an environmentally friendly yacht

We have recently begun construction of this advanced composite 117ft Custom Classic sloop from the board of renowned Dutch designers Dykstra Naval Architects.

The yacht has distinctive pilot cutter-style features, including a straight stem, bowsprit, counter stern and deep bulwarks, but a very modern approach to emissions and the environment.

There will be a notable emphasis on efficiency with features such as ‘smart’ cabins, designed to automatically minimise power consumption when unoccupied, and air conditioning energy waste re-cycled to heat water.

With an electric propulsion system powered by a lithium ion battery bank this global cruising yacht will be able to operate in ‘silent’ mode for long periods. To optimise engine room space, integral fuel and water tanks have been moved forward to make more room for the banks of lithium ion batteries, the yacht’s principal power source.

Commissioned by an experienced yachtsman, the yacht will be built to a DNV GL unlimited worldwide charter code enabling guests to cross oceans and sail almost anywhere.

Dykstra Naval Architects describes the yacht as a pilot cutter with ‘timeless elegance’ while Dutch interior designers deVosdeVries design describe the styling as ‘light and contemporary’ using stained oak, dark bog oak trims and ‘industrial chic hardware’.

The yacht’s hydraulic lifting keel will reduce draft from 6.0m to 4.0m and the electric propulsion motor will drive a variable pitch propeller via a conventional shaft.

In addition to Baltic Yachts’ acoustic insulation, a sound-deadening panel will be built into the hull to keep shaft and prop noise to a minimum.

Baltic Yachts’ Executive Vice President Henry Hawkins said: “We are delighted to be working with a new client who is both a keen yachtsman and is technically experienced. A great deal of pre-planning and engineering has gone into this project and we are enjoying working with the owner.”

Launch and delivery are expected in 2021.

TECHNICAL	
L.O.A. / LOH	39.60 m / 35.8 m
L.W.L.	31.03 m
BEAM	7.86 m
DRAFT	6.00 m / 4.00 m
LIGHT DISPLACEMENT	103 000 kg
BALLAST	30 000 kg

DESIGN	
Naval Architect	Dykstra Naval Architects
Interior Designer	deVosdeVries design
Baltic Yachts Project Management	Tommy Johansson

BALTIC 146 CUSTOM

Three-part hull nears completion



With her bulkheads in position, bonded into the bottom section of her three-part hull moulding, work on the Baltic 146 Custom is moving ahead quickly.

By this autumn there will be up to 50 workers assigned to the Baltic 146 Custom project as preparations are made to join the two topsides mouldings to the central hull section.

The pre-preg carbon and epoxy SPRINT advanced composite yacht is designed for comfortable, fast, long distance cruising and is due for completion in 2021.

Jens Kastrén, who with 39 years service in the Baltic Family is one of the company's most experienced foremen, said that building the hull in three parts makes the installation

of pipework, cabling and other systems easier, faster and more accurate.

As can be seen in the pictures, the two topside sections have a considerable overlap inboard from the toerail which helps stiffen the structure longitudinally, making a strong landing for items like chainplates, pipe runs and cable trays.



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

Cabin finishes include teak with white panels, bulkheads and deck heads. The owner's full beam suite comprises four separate areas including a large double berth sleeping cabin, snug, private lounge and a bathroom equipped with a full-size bath.

The Baltic 146 will feature a lifting keel, twin rudders and a forward facing pull propeller which rotates through 340 degrees, doubling as a stern thruster.

1. Jens Kastrén, one of Baltic Yachts' most experienced foremen, has been in charge of the Baltic 146 hull and deck construction and is seen here in one of the moulds discussing the process.

2. Working on the pre-preg carbon fibre matrix on one of the three hull mouldings. Once the lay up is complete it is heated in an oven covering the entire structure.

3. One of the two hulls sides being moulded at the Bosund facility. Easy access to the mould enables faster and more accurate work. The large overlap forms part of the side deck and provides longitudinal stiffness and a landing for items like chainplates.

4. The central hull section being moulded using a green vacuum sheet to consolidate one of the carbon skins.

5. Bulkheads being bonded to the central hull section. The two sides of the hull won't be positioned until electrical cabling, pipe runs and other systems are in place.



BALTIC 142 CANOVA

Early trials confirming expectations

We've been assessing the DSS foil, electric propulsion and hydro-generation system aboard the most significant superyacht launch of 2019

The much anticipated trials of the Baltic 142 Canova have seen promising results, confirming expectations for her sailing performance, her diesel electric propulsion system and hydro-generation design, all intended to make her greener, quieter, more comfortable and easy to maintain.

Canova, with naval architecture by Farr Yacht Design, is intended for fast, comfortable, independent global cruising. She is also the first yacht of her size to be fitted with a DSS foil, designed to improve comfort and performance.

To take advantage of Canova's performance potential, she has a rig and sail plan which delivers enormous power helped by a square top main with a 3.5m long horizontal batten pushing the mainsail area up to 570m².



The yacht's initial trials also showed off her looks enhanced by her long, sleek deck saloon superstructure and solid bimini extending over her large cockpit. The same level cockpit and deck saloon make for an exceptional living space. Styling above and below decks by Lucio Micheletti has resulted in a particularly elegant looking yacht.

DSS PROVEN TECHNOLOGY

Baltic Yachts has been considering the use of DSS technology for almost a decade. Baltic Yachts' sales director Kenneth Nyfelt, who was aboard Canova during some rough weather sailing, said: "The effect of the DSS foil was noticeable and impressive, reducing heel and pitching and making Canova really light on the helm."

Gordon Kay of Infiniti Yachts, which developed the DSS, said: "Early sea trials have been very encouraging. The DSS installation was impeccable from Baltic and was completed with no issues."

DIESEL ELECTRIC AND HYDRO-GENERATION

Also on trial has been Canova's innovative diesel electric propulsion and hydro-generating system, which has reduced noise and vibration to an absolute minimum under power. During motoring trials the electric propulsion system was barely audible.

Mattia Belleri of fluidsailing, who has project managed the design and build of Canova for her owner, said that her compact and quiet 420kW electric motor has already driven the 146.5-ton yacht at 14 knots via her rotating, forward-facing, pull propeller. While sailing, Canova can use her propeller as a hydro-generator working through the electric motor, which in turn charges her six banks of lithium ion batteries.



Kim Kolam, Senior Electrical Engineer at Baltic Yachts, who has been responsible for developing the propulsion and generating system, said: “The preliminary numbers are promising and we are confident fine tuning will deliver the performance we are expecting.”

DEEPLY RESEARCHED AND EXCELLENTLY ENGINEERED
Henry Hawkins, Baltic Yachts’ Executive Vice President, Sales and Marketing, said: “Canova epitomises the Baltic

Yachts’ product, an advanced composite superyacht displaying remarkable innovation which has been deeply researched and excellently engineered. Working with an experienced, driven and enthusiastic client has been key to achieving these goals.”

Many features of interest aboard this yacht, which are all under-going trials before Canova’s departure from Finland this autumn, include:

- Stunning extended bimini with lifting side windows for full protection in the cockpit which leads into a same level deck saloon
- Custom-built 7m, 45-knot, 220hp tender with built-in re-fuelling tanks for remote bunkering, stowed beneath foredeck
- Elegant Lucio Micheletti interior design with accommodation for owner, four guests and eight crew
- Unique, owner-designed amidships sleeping accommodation for optimal comfort
- Under deck drum stowage for automatic code sail stowage
- Electric in-boom mainsail stowage with fixed point slab reefing
- All-electric winch package
- Glycol cooling system for all electrical converters using proven industrial components
- Super-silent generators with Baltic sound shields and mounts
- Ability to operate for prolonged periods in ‘silent’ mode
- Carbon Rondal spars with twin running backstay and two sets of deflectors for rig trimming
- Highly efficient quadrilateral, twin-clewed headsail with wide range of trimming options

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
DSS Foil built by Isotop



TECHNICAL

L.O.A.	43.30 m
L.W.L.	41.60 m
BEAM	9.00 m
DRAFT, KEEL UP	3.80 m
DRAFT, KEEL DOWN	6.50 m
LIGHT DISPLACEMENT	146.5 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



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	88.00 tons
BALLAST	31.35 tons

DESIGN	
Naval Architect and Exterior Styling	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 112 LIARA

Multi-role Liara prepares for global sailing programme

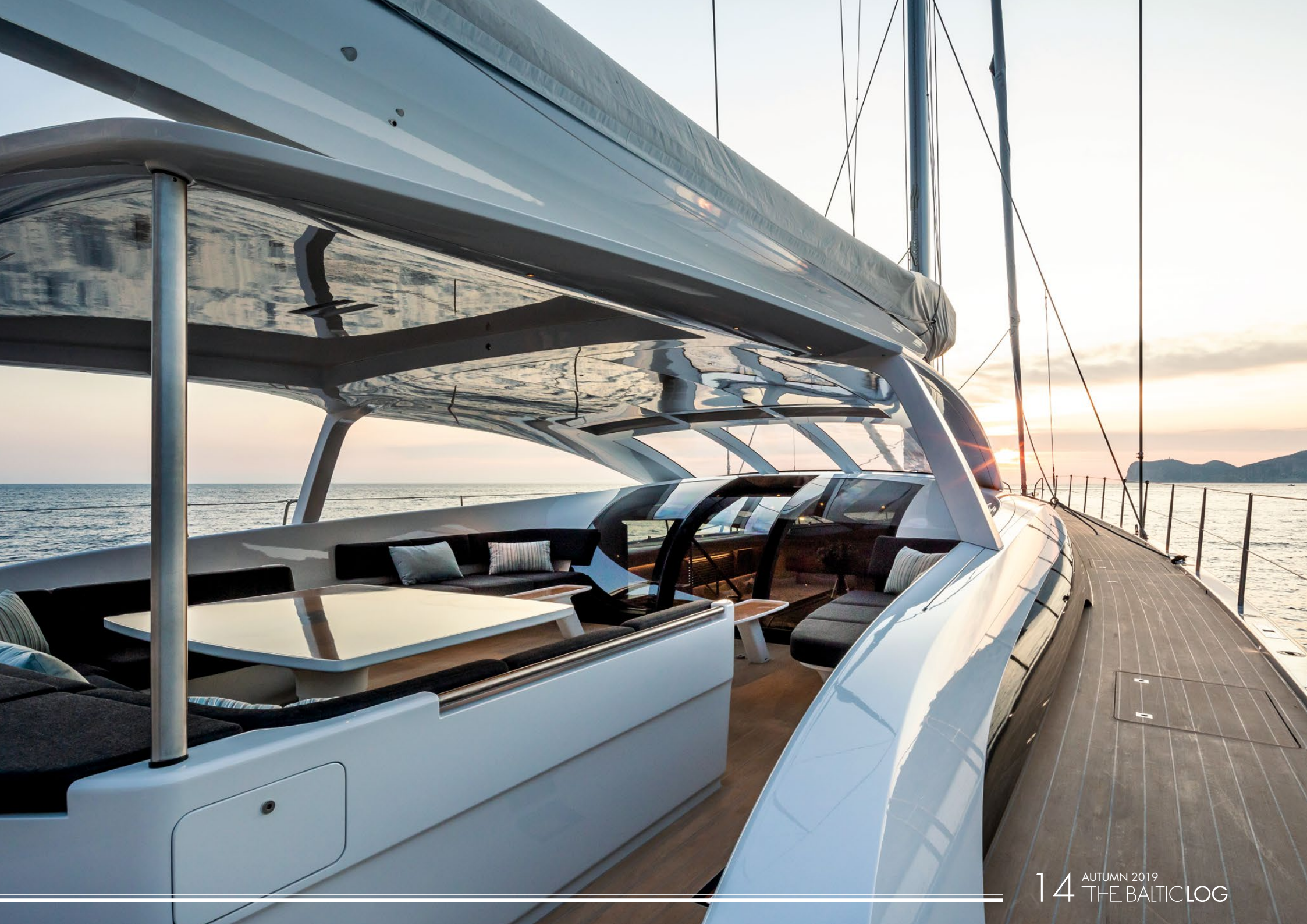
After shake-down trials in the Mediterranean and being exhibited at the Monaco Yacht Show Liara will head for the Caribbean and beyond this winter

Designed to meet the widely contrasting demands of comfortable, long distance family cruising and a programme of superyacht regattas, Baltic 112 Liara is preparing to leave the Mediterranean having formed the centrepiece of Baltic Yachts' exhibit and this year's Monaco Yacht Show (25-28 September).

Malcolm McKeon Yacht Design has provided Liara with the naval architecture and pace to perform on the race course while Adam Lay has created a remarkable study in interior design to provide the comfort factor.

The key requirements of this yacht, which is fitted with a Retractable Propulsion System, telescopic lifting keel and a powerful rig and sail plan, including a square top main and a triple headed rig, are ease and speed of use.





Individual sail bins for Code and A sails and dedicated lockers for halyard and sheets, avoids the need for lengthy coiling and uncoiling, meaning the yacht can be underway from anchor down to fully powered up under sail in a very short period of time.

“ ‘We’ll race you to lunch’ is often the call to another yacht even when we’re cruising,” said John Walker, who will skipper the yacht on a rotation basis with Tom Haycock. “So it’s important that with the core crew she is easy to prep for sailing,” he added.

Liara has her sights set on New Zealand and the America’s Cup in 2021 having taken part in the St Barths Bucket this winter.





BALTIC 67PC LURIGNA

Lurigna hits 20 knots during Fastnet classic

Despite starting the Rolex Fastnet Race just two months after delivery, Lurigna posted a creditable result out of 278 IRC finishers

Lurigna, the second Baltic 67 Performance Cruiser, which left Jakobstad earlier this summer following successful trials, scored 58th overall out of 278 IRC class finishers in August’s record-breaking Rolex Fastnet Race.

At the Fastnet Rock turning point Lurigna was lying in 46th place on corrected time and although she topped 20 knots of boat speed on the leg back to the Scilly Isles she couldn’t match some of the out and out race boats on the quick return to the Plymouth finishing line.

Proving fast in the relatively light airs in the early stages of the race, Lurigna was keeping up with a Volvo Ocean 70 and was not far behind some of the hot IMOCA 60s which use the Fastnet as a testing ground for performance. Lurigna came out of some difficult light wind patches near the Lizard in Cornwall with credit and after rounding the Fastnet she completed the 605-mile race in a time of 2d 18hr 39min 26sec, one place behind the Volvo 65 Team Brunel.

Michele Antonini, who was part of Lurigna’s race crew, said: “The boat is really easy to sail in both race and cruise mode and we were happy with a great result considering she was delivered only two months before.

“We reached a top speed of 20 knots, sailing downwind in 20 knots of breeze. She is easy to handle in pretty much all

conditions,” he added. “The quality of life aboard was high – it made our race really comfortable. She certainly lived up to her name as the performance cruiser!”

With naval architecture by judel/vrolijk and styling by Design Unlimited, Lurigna is a fully fitted out performance cruising yacht with a fixed keel and single rudder. Her owner also opted for a closed transom and Lurigna’s rig and sail wardrobe were optimised for the Fastnet offshore classic.

First yacht home in the Rolex Fastnet was record-breaking 30.5m trimaran Edmond de Rothchild finishing in just 1day 4hr 2min, knocking more than four hours off the multihull record.



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

1. Lurigna making final preparations in the Solent, UK prior to the start of the 2019 Rolex Fastnet Race in August. The record-breaking classic tested crews and yachts with a variety of conditions including a fast sail back from the Fastnet Rock to the Plymouth finish.
2. Lurigna’s Rolex Fastnet crew pose for the cameras in Cowes prior to the start. Note the hi-visibility trysail and storm jib which all yachts have to carry to meet the strict safety standards set for the 605-mile offshore race.



INNOVATION

Flax – a natural alternative to complement carbon

Can the fibres from a simple crop bring value into performance yacht building?

Here at Baltic Yachts we've been investigating the use of natural materials in some elements of yacht building in an effort to become greener. We have already used flax in some components and there will be more opportunities in upcoming projects.

Naturally grown flax is shaping up as a more than viable reinforcement in advanced composite laminates. It's already being used in the manufacture of skis, snowboards, automotive parts and even as a decorative finish because of its translucent properties and multi-coloured options.

Growing flax supports ecological, sustainable agriculture, a natural crop left to rot before fibres are removed, cleaned and spun into yarn. What's left of the crop acts as a natural fertiliser for the soil, another eco-advantage.

Flax yarn is then used as the reinforcement in a laminate, which with conventional or bio-resins is incorporated in a similar way to glassfibre or layers of carbon fibre.

Although flax doesn't have the mechanical properties to build an entire hull on a performance yacht of significant size it could be used as an outer skin together with carbon tapes and there are numerous non-structural applications ideally suited to its use.

Pekka Laurila, who is heading up the research into flax at Baltic Yachts, is working with specialist company Bcomp who have evolved the use of flax and worked out how to spin the fibres to take maximum advantage of its mechanical properties.

Apart from being more eco-friendly as a raw material, flax has good sound deadening qualities and does not conduct electricity.

For yacht construction, flax as a reinforcement would be ideally suited to cable tray mouldings, partly because of the lack of conductivity, and there are great advantages in interior panelling, shelves, floorboard panels and support construction.

Pekka Laurila said that Bcomp also produce laminated balsa cores angled at 45 degrees for greater stiffness. Currently,

Baltic Yachts uses the ultra light combination of carbon skins and foam cores in floorboard panels. The aim is to reduce the amount of noise insulation required with the help of these natural materials, which have the ability to absorb vibration to a certain extent.

Naturally produced balsa has good acoustic qualities because its natural frequency is low, it is cheap to produce and is eco-friendly.

Many of the superyachts we build require a large number of small brackets and supports for a plethora of components and equipment mounting. Again, flax could replace carbon stiffening with no down side apart from a marginal increase in weight. The fact that less acoustic material will be needed to reduce noise levels could cancel this out.

The use of flax could also reduce maintenance by using it instead of wood for superstructure cladding, for instance. Clear coated flax can made to closely resemble a timber finish and wouldn't need to be re-varnished every year.

We have decided to implement flax in our production this coming autumn in non-structural applications and as we gain experience we will apply it in other areas.

Pekka Laurila with two flax samples, the larger one a floorboard with a flax laminate over a foam core, finished with a thin wood veneer. The small sample shows how effective flax with a clear varnish finish and a balsa core could be for cladding





NEWS

• Gone but not forgotten

Tragic loss of Baltic 130 My Song

The world of yachting was shocked by the loss of the Baltic 130 My Song in May. The much-loved sloop, launched in 2016, was lost from the deck of a cargo ship north of the island of Mallorca while she was being transported from the Caribbean to the Mediterranean to defend her title in the Loro Piana Superyacht Regatta in Porto Cervo, Sardinia.

It is thought that as she fell she was badly damaged, leaving the hull holed in several places. Although she didn't sink she was made sufficiently buoyant to be towed to Palma, Mallorca.

My Song was one of the most sophisticated superyachts of her type afloat and was admired by the yachting community around the world. From her powerful rig and performance optimised keel to her rotating, retractable propulsion system and spectacular deck saloon she was a study in innovation.

In her short career the Reichel Pugh-designed, multi-role superyacht managed to achieve a great deal, including establishing a new record for the RORC Transatlantic Race in 2018, completing the course

from Lanzarote to Grenada in just over five days. More recently this year, she displayed exceptional pace in the St Barths' Bucket, scoring a 3rd in Class A behind Hetairos and WinWin.

The stunning looking sloop was voted Best Yacht in the World Superyacht Awards 2016, Best Yacht in Italy and her extraordinary exterior and interior styling by Nauta Design were also recognised, winning ShowBoats Design Awards for both. ShowBoats also voted My Song the most innovative sailing yacht of the year in 2017.

Looking back at more than three years of planning, engineering and construction, which resulted in a yacht which epitomised the innovative approach the company takes to yacht building, the sense of loss by the Baltic Family has been palpable.

We would like to echo Anders Kurtén's and Henry Hawkins' expression of sympathy to My Song's owner (see On Watch page 03) and repeat the message from everyone in the Baltic Family that...

My Song may be gone, but she will never be forgotten.

Mini Y nominated for best yacht

The Baltic 85 Mini Y has been nominated for Best Yacht in the 24m to 40m category of the International Superyacht Society's annual awards. Launched in 2018, Mini Y has been described as the perfect pocket superyacht. She was designed for easy and fun sailing for a couple with occasional guests. Naval architecture is by Dixon Yacht Design and Mark Whiteley Design styled the interior. The awards will be made at a special ceremony during the Fort Lauderdale Boat Show which runs from 30 October to 3 November.

Dates for the Diary

Baltic Yachts will have a presence or be visiting these key events:

- 📍 **Monaco Yacht Show 25-28 September 2019**
Visit us on Stand QH29 / QUAI L'HIRONDELLE
- 📍 **METSTRADE 19-21 November 2019**
The world's largest marine leisure business-to-business exhibition
- 📍 **Boot Düsseldorf 18-26 January 2020**
The world's largest boat and water sports fair
- 📍 **St Barths Bucket 19-22 March 2020**
The Caribbean's premier superyacht regatta
- 📍 **Palma Superyacht Show 29 April – 3 May 2020**
Staged in the heart of the Mediterranean superyacht industry

INTERVIEW

Best Of Both Worlds

Liara’s two skippers enjoy a rotation system aimed at providing them with the ideal work/life balance

John Walker
Born 31 years ago in a village near Birmingham, almost as far away from the sea as you can get in the UK, John Walker might at first have seemed an unlikely candidate for a career in superyachting.

Like so many accomplished yachtsmen, he began his association with the sea in dinghies. He enjoyed ‘messaging about in boats’ from a young age, both at home in the Midlands and in Tresaith, West Wales.

Even then he seemed to be heading for a shore-based career as he was set to study Town Planning at University, becoming increasingly interested in the property business.

But the chance to be a sailing and windsurfer instructor on motor yachts opened his eyes to the career opportunities in super yachting and he decided to take his chance.

His decision coincided with the remarkable burgeoning of the modern J Class fleet and he managed to secure a job as deckhand aboard Hanuman. Within 18 months he’d progressed to mate and became fully immersed in the high-octane life of the mighty J Class fleet.

He spent a further year as race crew with the new J Rainbow when the Hanuman programme came to an end and then found himself aboard Hetairos, the giant hi-tech Baltic Yachts ketch. “I learned a lot about man management aboard that yacht,” said John.

From Hetairos he went to Southampton Yacht Services where he spent six months re-fitting the Bill Dixon-designed Liara, predecessor to the new Baltic 112 of the same name (see page 12).

“I ended up running that yacht for three years and during that time we started planning the new boat, sketching things out – we’d learnt a lot from the old boat,” said John.

Of the new Liara, he said: “For a yacht of this calibre to have so few issues is a real testament to Baltic Yachts who have

approached challenges with an open mind and a ‘can do’ attitude. We also benefitted from an extremely experienced owner who selected a fantastic, like-minded team.”

We met John as he and co-skipper Tom Haycock were getting to grips with their new charge before heading to the Mediterranean and eventually on through the Pacific for the America’s Cup in 2021. But with the rotation scheme already working well John could look forward to getting back home in Romsey to his wife Amy and daughters Eva,4, and Annie, 2, before too long.



Tom Haycock (right) and John Walker

Tom Haycock
Like his co-skipper, 31-year-old Tom Haycock spent his youth growing up with yachts and yachting, sailing an eclectic collection of boats, ranging from a 12-ton Hillyard to the magnificent 60ft Laurent Giles classic Pazienza which his father kept in Dartmouth.

He took part in the ARC in 2005 and spent a year sailing aboard Pazienza between college, where he studied biology, French and photography, and university where he read Marine Sports Science at Plymouth.

Back in the Caribbean, armed with his invaluable upbringing aboard boats he soon found work on a variety of yachts including the Spirit Yachts-built Gaia which he eventually helped deliver to Newport, Rhode Island.

There he met the likes of Brad van Liew of solo round the world fame and his Open 60 Le Pengouin, the Class 40 Atlantic Cup set and went as far as buying a MiniTransat 6.5 with a view to competing in the race.

Like John Walker he also crossed tacks with the J Class crews who immediately recognised a dyed-in-the-wool sailor. He became bosun aboard Velsheda under skipper Jim King and after a plethora of regattas became mate in 2013 before leaving in 2015 after a four-year stint.

Tom and John’s paths eventually crossed again when they did a regatta on the old Liara, now re-named Danneskjold with her mainsail emblazoned with a very distinctive scull and crossbones. With the new Liara on the horizon they started discussing the possibility of a rotational skipper arrangement on the new boat.

With his wife Jo, whom he met when she was working on Velsheda’s ‘tender’ Bystander, and their young son Finnley now living in Falmouth in the UK, Tom feels he has an ideal arrangement.



Above, Liara’s crew, left to right Daisy Baggett, Daniel Horton, Tom Haycock, Thorben Rapp and Elise Vooght.

“The programme for Liara is great and the boss leaves John and I to work out when we’ll be on the boat,” said Tom.

How will the rotation work?
John Walker and Tom Haycock have known each other on the big yacht sailing circuit for many years and their friendship is important – they understand each other. When Liara settles into her regular Mediterranean/Caribbean programme it is likely that Tom Haycock will run the yacht in the Caribbean for the northern hemisphere winter and John in the Mediterranean for the summer. Until then the arrangements will be ad hoc with John backing up Tom

until he is happy to take full responsibility. John will also be aboard Liara supporting Tom during the Panama transit en route to New Zealand.

CREW	
John Walker/Tom Haycock	Skippers
Thorben Rapp	Mate
Daniel Horton	Engineer
Daisy Baggett	Chef
Elise Vooght	Stewardess



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