

AUTUMN 2021



THE BALTIC LOG

LIGHTER, STIFFER, FASTER, GREENER – TOGETHER





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COVERS

BALTIC 68 PINK GIN VERDE
BALTIC 117 PERSEVERANCE

PRODUCTION

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ON WATCH

The outlook is good

A confirmed order book extending well into 2023, the prospect of imminent new contracts and strong financial results, add up to a most encouraging message to take us in to the coming months.

In the past two years we tasked ourselves with strengthening our core business and turning Baltic Yachts into a sustainable, future-proofed operation. We are proud to report that we have achieved both these aims. With the market in our sector looking encouragingly buoyant and our unique offering appealing to an increasing number of clients looking for the highest quality, bespoke sailing yachts, we believe we have a formula capable of sustained success.

Innovation and well thought out problem solving to create the best and most exciting yachts continue to drive our business, attracting clients who relish pushing boundaries and working with us to bring new ideas successfully to fruition.

With the recent launch of Baltic 146 Path, Baltic 117 Perseverance and Baltic 68 Café Racer Pink Gin Verde, the latest results of our mission statement to build yachts that are Lighter, Stiffer, Faster, Greener – Together are out there and clear to see.

We are now moving into the next phase of building with work underway on the Baltic 111 Custom, a ground-breaking yacht with challenging targets for weight and performance, the

Baltic 110 Custom, a multi-role superyacht destined for global sailing and the third Baltic 67PC, an exciting take on a proven design.

With the business running smoothly, we have been turning our attention to developing our Jakobstad facility by extending our leading-edge building capability, capitalising on the success of our social media-based marketing strategy and outlining plans for our 50th birthday party in 2023!

In the short term we will be attending the Monaco Yacht Show which runs from 22-25 September, where we will be exhibiting Baltic 146 Path. We very much hope to see you there and, in the meantime, wish you good health, fair winds and enjoyable sailing.



Anders Kurtén - CEO (left)

Henry Hawkins - Executive Vice President

BALTIC 110 CUSTOM

Electric cruising

The trend towards electric propulsion and harnessing green energy is gathering pace. It’s being exploited in this new order for an efficient family cruising yacht

Commissioned for long-distance adventure cruising with high latitudes destinations like Svalbard and Alaska in mind, this powerful, all-carbon sloop from the board of Malcolm McKeon Yacht Design is also taking advantage of the latest thinking in electric propulsion and photovoltaic cell technology.

She is the latest Baltic Yachts’ build to fit a Danfoss electric propulsion unit with its reduced emissions, vibration and sound levels. With her high voltage electrical system combining with a large lithium-ion battery bank she will also be able to operate in silent mode for long periods. An advantage of the modular nature of the propulsion and charging system is that it allows more flexibility in engine room layout.

The size and configuration of the 110, featuring a versatile cockpit bimini and a multi-purpose fold out transom dubbed the ‘beach club’, is increasingly attracting clients looking for a comfortable, manageable, long distance family cruising yacht.

“It’s a size and style of yacht Baltic is very adept at building and refining,” said Executive Vice President, Henry Hawkins. “Following on from the Baltic 112 Liara, also designed by Malcolm McKeon, we are delighted to be able to use our expertise to build what should be a superb performance family cruising yacht.”

Construction of the hull and deck moulds is underway at Baltic’s Bosund facility with hull tooling due to start in October. A full-size mock-up of one of the yacht’s quarter cabins has also been constructed to help determine upholstery fabrics, soft furnishing and lighting.

The yacht will feature a telescopic, hydraulically-operated lifting T-shaped keel, twin rudders and bow and stern thrusters, as her drive train comprises a conventional straight-line shaft. Being able to reduce draft to just 3.95m considerably extends the yacht’s cruising grounds.

Tommy Johansson, Baltic’s in-house project manager, who is working alongside the owner’s representative A2B Marine Projects, said that the yacht will be fitted with awnings and a soft bimini incorporating materials with photovoltaic properties.

The Baltic 110 will be fitted with a large sprayhood which can be lowered into a recess in the coachroof superstructure and a soft bimini which extends over the whole length of the cockpit.

The yacht’s interior will be designed by the award-winning, Stockholm-based Andreas Martin-Löf Arkitekter.

Other features include a Southern Spars rig package, a stern garage designed for a custom tender and a fold-out transom section forming a boarding and swimming platform. With high latitudes cruising in mind, special attention has been paid to communications and navigation

equipment to counter any voids in satellite coverage and to additional provision for efficient heating.

The Baltic 110 Custom is due for completion in 2023

TECHNICAL	
L.O.A.	33.50 m
L.W.L	31.20 m
BEAM	7.60 m
DRAFT	3.95/6 m
LIGHT DISPLACEMENT	98 tonnes
BALLAST	28 tonnes

DESIGN	
Naval Architect	Malcolm McKeon Yacht Design
Interior design	Andreas Martin-Löf Arkitekter
Owner’s representative	A2B Marine Projects
Project Management Baltic Yachts	Tommy Johansson





BALTIC 146 PATH

Path On Course for Monaco

Path is fast and easy to sail in any conditions, says her captain, who has already sailed 5000 miles in this state-of-the-art super-cruiser

Commissioned by an experienced yachtsman who wanted a yacht that could carry his family around the world in safety, comfort and at pace, Baltic 146 Path, the third largest yacht by volume Baltic has built, displays the very latest thinking in multi-role superyachting.

She has already sailed extensively since launching in Finland earlier this year and following some summer cruising in the Mediterranean she will be exhibited at the Monaco Yacht Show (22-25 September) where she will be available for viewing by appointment.

With naval architecture by judel/vrolijk, Path's most distinctive feature is a deck saloon with an extended solid cockpit bimini which enables alfresco living and provides superb protection in all weather conditions. It also doubles as a platform for a 60sq m array of solar panels which can generate up to 8kW to boost the yacht's battery bank and reduce generator use.

Path's interior boasts accommodation for 18 guests and crew and features an amidships owner's suite featuring a carbon fibre bath and a video wall.

The yacht's captain, Daniele Cesaro reports that in the 5000nm miles covered over 40 days sailing, Path, her owner and crew have encountered a wide variety of conditions from 40-knot winds in the Baltic and some great 30-knot downwind sailing in the Atlantic en route to the Mediterranean.

"We always felt comfortable and well protected," said Daniele. "The aft console bimini (over the steering positions) is very useful and we appreciated the protection it offered in all weather conditions."

He also commented on the wide variety of sails at the crew's disposal enabling them to be used at a moment's notice to

suit the varying wind and weather conditions. There are three furled upwind sails, a Code sail on a furler in addition to an A4 set off the removable bowsprit.

"The most enjoyable sail is the Code 0 in my opinion," said Daniele. "The sail is always rigged and ready to go – 850sqm of sail can be deployed in short order and then you can have fun sailing even in light airs with a just a few crew on deck!" he said. "It's amazing how we can manoeuvre in any circumstances thanks to all the hydraulics and sail handling systems," he said.



TECHNICAL

L.O.A.	44.60 m
L.O.A.	41.80 m
BEAM	9.35 m
DRAFT	5.9/3.4 m
LIGHT DISPLACEMENT	172 tonnes
BALLAST	49.9 tonnes



DESIGN

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



BALTIC 68 CAFÉ RACER

Green Machine

Pink Gin Verde is a potent cocktail of style, sustainability, performance and innovation pointing the way to zero-emissions, low carbon footprint sailing

She might carry the famous Pink Gin name, but the first Baltic 68 Café Racer is all about her green credentials combined with stylish design, easy sailing and a performance intended to thrill.

Skipper Nick Wilton, who delivered her from Jakobstad to Rostock in Germany prior to the yacht being shipped to Palma de Mallorca, said that Pink Gin Verde had performed impressively in perfect reaching conditions in the Baltic.

“In 20 knots of true wind and flat water we were reaching at 13 knots with one reef in the main whilst not pushing the boat,” said Nick. “She’s dead easy to sail and we were impressed with Doyle’s so-called Tweenersail, set on an electric furler – it’s a sail which sits between a conventional jib and a Code sail,” he explained.

The Baltic 68 Café Racer is exploiting the latest thinking in sail technology using Doyle Structured Luff Technology. This reduces headstay sag by building support into the sailcloth

itself and reducing the need to impose large stay loads. “Sail shape can be controlled by playing Cunninghams on the main and jib,” added Nick.

He also reported that at 10 knots of boat speed the hydrogenation system working through the yacht’s twin, free-wheeling propellers and electric motors, was delivering an impressive 2.5kw to the lithium-ion battery bank.

“After 1000nm of sailing the battery bank was still at 40% charge and we’d been using everything from refrigeration to sailing instruments, nav lights and all the accommodation systems – the battery bank lasted really well,” he said

Designed primarily as an all-electric, easy-to-sail weekender which can be un-plugged and sailing within minutes, the Baltic 68 Café Racer benefits from naval architecture and exterior styling by Javier Jaudenes. Interior design and styling were done in collaboration with Jens Paulus, however, the interior of Pink Gin Verde is styled by Design Unlimited.

A number of potential clients have shown interest in subsequent yachts from the same moulds.

PINKGIN
Verde





KEY FEATURES

- **Powerful and genuinely easy to handle sailplan**
 - > Marstrom rig with no runners or backstays
 - > Doyle Structured Luff Technology reduces rig loads
 - > Carbo-Link aerodynamic carbon rigging
 - > Press-button sail handling
- **Unplug-and-go lithium battery power**
- **Twin rudders for control**
- **Fixed keel for simplicity**



DIMENSIONS

L.O.A.	20.73 m
L.W.L.	20.73 m
BEAM	5.63 m
DRAFT	4.00 m
DISPLACEMENT	22,800 kg
BALLAST	8,200 kg



DESIGN


Naval Architecture	Javier Jaudenes
Exterior Styling and deck layout	Javier Jaudenes
Interior layout and concept	Javier Jaudenes Jens Paulus
Interior Design	Jens Paulus
Alternative interior styling	Design Unlimited
Project Management Baltic Yachts	Patric Brännbacka








A STUDY In green innovation


Baltic Yachts' research and development team, working with external experts in their fields, is constantly working on ways to make boat building and systems more efficient, less power hungry and more environmentally friendly. In the Baltic 68 Café Racer we have been able to bring together a number of examples of green technology to produce a boat with a reduced carbon footprint


 **Cork decks:** sustainably grown cork lighter than teak, easier to maintain, similar in looks and easy on the feet

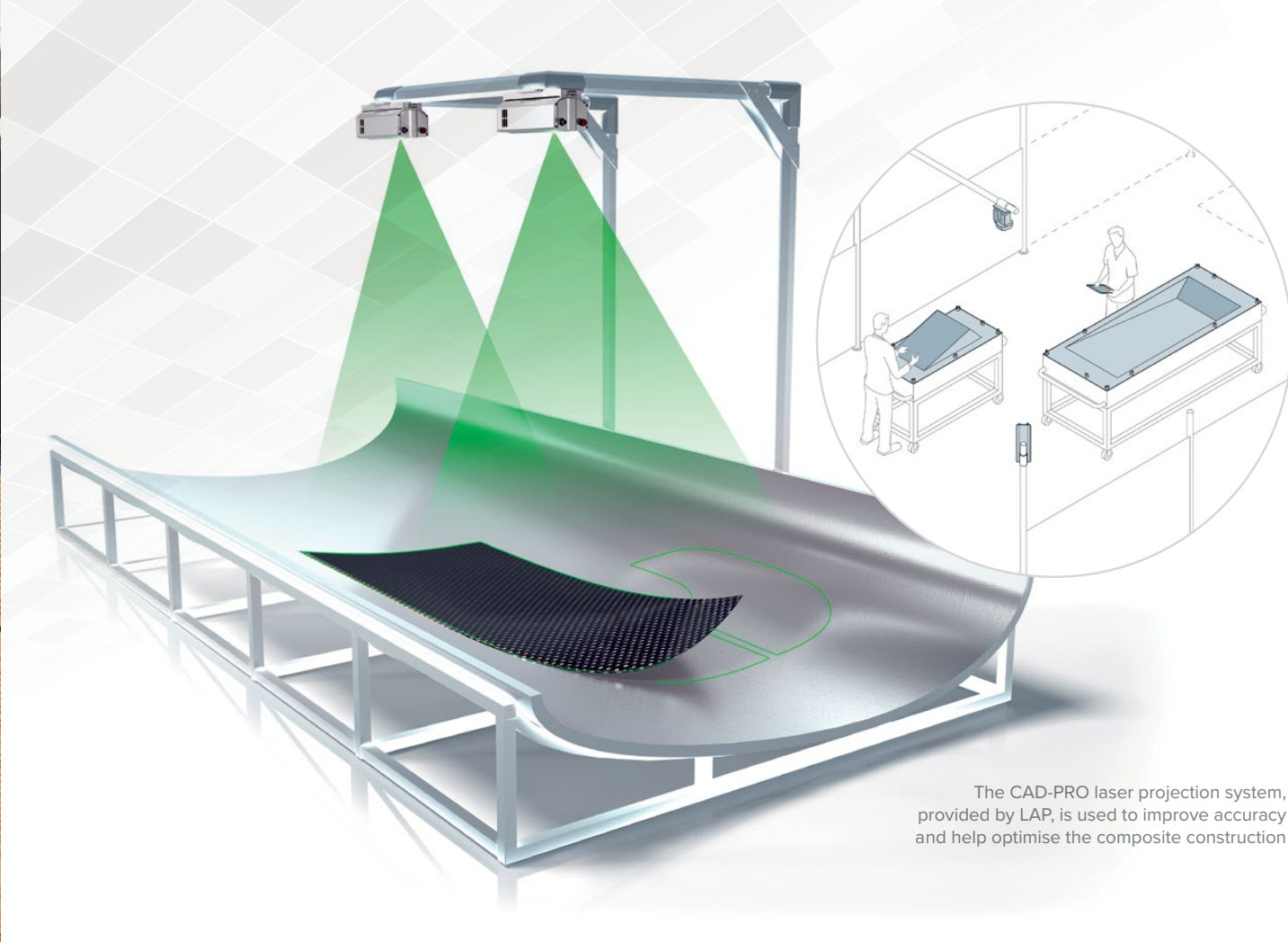
 **Flax:** hull made using naturally grown flax and carbon – 50% of hull reinforcement uses flax

 **Solar panels:** perfect green energy in sunny climes. Photovoltaic cells are located on the superstructure surfaces

 **Interior:** natural materials and eco-air conditioning using heat recovery technology

 **Electric propulsion:** twin 15kW Oceanvolt motors for 7kts+ boat speed. Hydrogeneration - freewheeling propellers drive electric motors as generators. Lithium-ion battery bank charged via shore power, hydrogeneration or range extender, provides 74kW hours

 **Range extender:** low maintenance and super clean exhaust, this small, light unit is another means of charging the battery bank



The CAD-PRO laser projection system, provided by LAP, is used to improve accuracy and help optimise the composite construction

BALTIC 111CUSTOM Construction of superlight 111 begins

Laser technology is being used to precision-build components for this extraordinary superyacht

Advanced building techniques are being used to precision build what has been described as a 'milestone project' for Baltic Yachts as construction of the superlight Baltic 111 Custom gets underway.

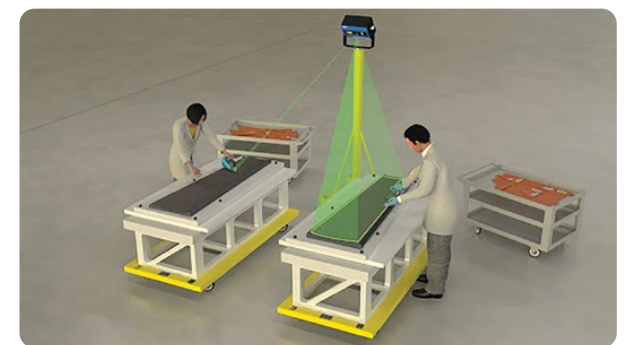
Commissioned as a fast coastal and offshore sailing yacht, the project has been described as 'one of the most extreme projects Baltic has undertaken' and will benefit from the vast data base of information the company has at its disposal. Weight calculation and control, for which Baltic Yachts is renowned, will play a crucial role in the project.

While hull lamination is due to start this month (September), following 3D-scanning of the mould, other carbon components are being manufactured simultaneously for the interior. Construction of the yacht's carbon/Nomex bulkheads is benefitting from the use of laser projectors installed in the roof of the curing ovens.

The use of laser technology will improve accuracy and help optimise the composite construction of bulkheads which comprise Kevlar skins and a Nomex core which are CNC milled for precision and a perfect fit. The four new laser projectors will also enable highly accurate logging of the lamination process.

Because of the ultra-custom nature of the Baltic 111 and the need to reduce and control weight, many components that would normally be bought in are being manufactured in-house. These include the structure for the aft main entrance to the deck saloon, a custom sliding foredeck hatch, pop-up cleats and even the construction of a custom fridge-freezer.

*The **Baltic 111 Custom** is due to launch in May 2023.*



DESIGN

Concept	Jarkko Jämsén
Naval Architect	Botin Partners
Exterior and Interior design	Jarkko Jämsén
Structural engineering	PURE Design and Engineering
Owner's representative	A2B Marine Projects
Project management Baltic Yachts	Sam Evans and Mattias Svenlin



BAL TIC 117 CUSTOM

Perseverance - a study in efficiency

TECHNICAL	
L.O.A./ L.O.H.	39.60 / 35.8 m
L.W.L.	31.03 m
BEAM	7.86 m
DRAFT	6.00 / 4.00 m
LIGHT DISPLACEMENT	103000 kg
BALLAST	30000 kg
DESIGN	
Naval Architect and Exterior Styling	Dykstra Naval Architects
Interior Design	deVosdeVries design
Project management Baltic Yachts	Tommy Johansson



Energy saving initiatives driven by the project design team have made this modern classic cleaner, greener and more efficient to run

Having left Finland in early September, Perseverance, resplendent in her metallic bronze livery and distinctive neo-classic styling, will be taking advantage of her numerous innovative energy-saving systems.

Fitted with a 278kW Danfoss main propulsion electric motor, the Dykstra Naval Architects-designed yacht proved extremely quiet during trials, with sound levels notably low even with a generator running. Baltic Yachts' project manager, Tommy Johansson said: "You could barely hear the electric motor or the generators which are fitted with Baltic-designed and built sound shields."

Captain Ryan Taylor said that the yacht's performance was impressive. "She has a lot of potential and she has really easy helm characteristics," he said. "The boat is super-quiet underway and with the use of the hybrid technology in 'electrical only' mode, she is unlike anything else!

"The entire project's philosophy about efficiency and keeping noise to a minimum really shines through – we're excited about where we can sail with her," he added.

Tommy Johansson explained that the propulsion system, the motor for which develops considerably more torque for power than an equivalent diesel engine, despite being physically much smaller, could operate in three modes, each determined by propeller pitch – motoring (for efficient passage-making under power); sailing (feathered for low drag); hydrogeneration

(blades deployed while sailing to drive the electric motor as a generator).

Hydrogeneration works in addition to twin generators to charge a bank of lithium-ion batteries which can provide enough power to run the yacht in 'silent' mode for several hours.

Other important efficiencies have been made in the air conditioning system which recovers waste heat and uses it for the domestic water supply. By running the Mave supplied AC the 180lit of water can be heated to about 55°C.

Water and its circulating systems for cooling and domestic supply have also been rationalised. "Instead of using individual pumps for different systems, we now have two pumps supplying seawater to all systems. By using frequency-driven pumps water



is only supplied when it is required. We are using pressure and flow sensors to make the system more efficient," said Tommy. Benefits include savings in weight, cost and spares.

Perseverance's interior is designed by deVosdeVries design and features natural oak, dark-stained maple and leather detailing. With partly white painted bulkheads and light colored deckheads the appearance is light and airy. The principal cabin is located forward with provision for a total of eight guests and six crew aft.

The yacht steps a Hall Spars carbon mast fitted with a Southern Spars furling boom which enables the foot of the sail to be tensioned at each reef point. A series of jibs, code and asymmetric sails can be set off the stemhead or bowsprit. A Siemens-based PLC system has been developed to improve load sensing for items including the headstay, boom vang and runners.



BALTIC 67 PC-03

Superior interior for silver 67

A study in interior styling, remote control sailing and hardtop cockpit protection feature in the third iteration of our versatile performance cruiser

Designed specifically for well-protected, shorthanded sailing, with the ability to be controlled with a handheld remote device, the latest version of our popular judel/vrolijk Baltic 67 Performance Cruiser also makes a forceful design statement both above and below decks.

With an outboard profile differing markedly from hulls one and two, the third Baltic 67 Performance Cruiser sports a distinctive hardtop cockpit shelter which not only protects its occupants in all weathers, but incorporates the mainsheet track, solar panels and a sliding hatch.

Hull construction for the third 67 is well advanced with bulkheads in and systems pipework and cabling installed.

Project manager Lars Gripenberg, said that hull painting in a dramatic, clear-coated Aston Martin Tungsten Silver, is planned for early 2022.

Accommodation layout and style also differ from previous yachts with the galley moved to amidships and the useful technical area situated in the yacht's port quarter accessed more easily via a double guest cabin.

By moving the main bulkhead 400mm aft, more space has been afforded to the owner's double cabin forward which has an en suite head compartment situated in the eyes of the yacht featuring a shower cubicle lined in composite Laminam lookalike stone.

The use of a leather finish on the berth surround and double bunk base, on the cabin door panels and on door furniture helps create a modern, clean feel with a subtle touch of luxury.

Where possible, clear-coated elements of the yacht's structure have been incorporated into the design with the carbon ring frame in the main saloon area blending well with the oak cabin soles, custom lighting units and stylish upholstery. Marcus Rayner of Design Unlimited, interior design lead for the project, said: "The client wanted a light, open apartment feel – you could say it's French boutique hotel style meets practical sailing yacht interior design."

The clear-coated carbon companionway steps and full-length leather finished grab handles add to the stylish effect. Both the navigation station amidships to starboard and the white Corian-finished galley opposite, benefit from natural light afforded by hull ports and, again unlike previous 67s, there are slightly larger hull ports in the main saloon. These, together with glass panels in the deckheads, provide an abundance of natural light in the main accommodation.



TECHNICAL	
L.O.A.	20.52 m
L.O.A.	19.20 m
BEAM	5.45 m
DRAFT	2.50/3.90 m
LIGHT DISPLACEMENT	26.6 tonnes
BALLAST	7.5 tonnes

DESIGN	
Naval Architect	judel/vrolijk & co
Styling	Design Unlimited
Project management Baltic Yachts	Lars Gripenberg
Owner's representative	Stephan Semmerling



SERVICE & REFIT

Service & Refit expands as demand soars in Palma

The complete renovation of the Swan 100 Onyx and the success of Christopher's refit typify the high standards set by our busy Palma and Finland S&R teams

Demand for Baltic Yachts Service & Refit hit a high over the spring and summer as work on more than ten superyachts continued and the extensive renovation of the Swan 100 Onyx reached its conclusion.

Matthew Lester, Head of After Sales, said that more full-time staff had been employed to meet demand, boosting the Palma workforce to 23. "We're extremely busy and the summer period has been unexpectedly good for the Service and Refit business," he said, adding that they had strengthened their wood working and plumbing teams and continued to benefit from their in-house PLC, electronics and electrical expertise.

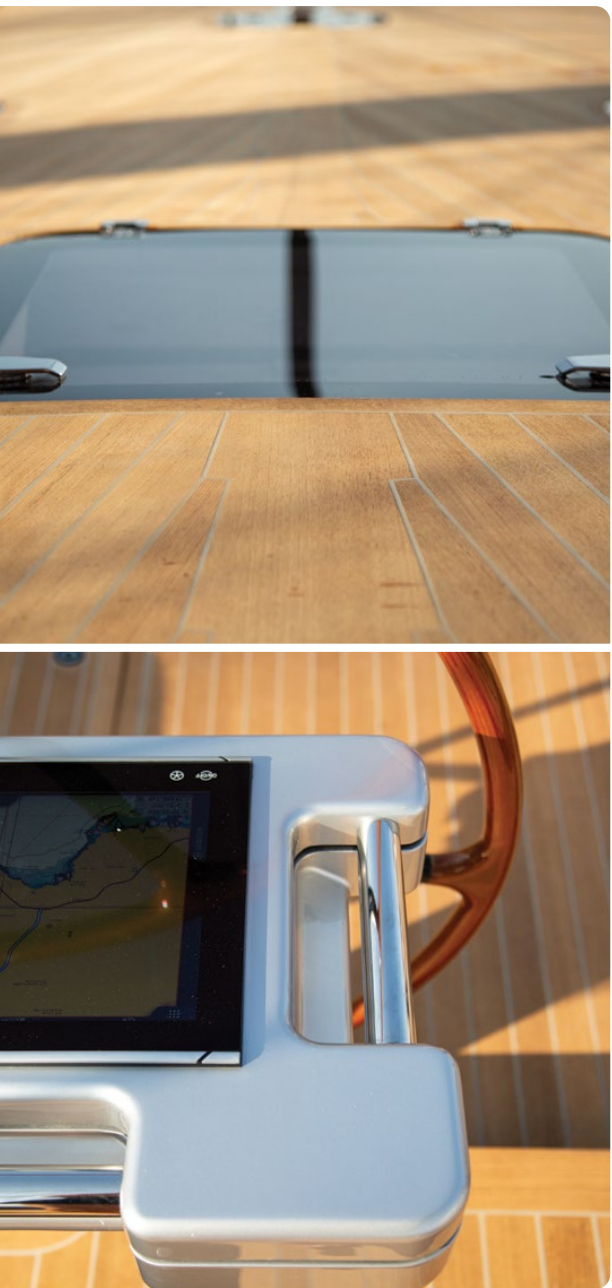
One project which has engaged Baltic Yachts S&R's wide range of in-house disciplines working alongside external specialists, has been the comprehensive restoration of the Swan 100 Onyx. Matthew Lester explained that the 2005-built yacht had effectively been abandoned following a series of ownership changes and long periods lying idle.

"This had resulted in considerable sun damage to her hull and the general deterioration of the yacht," said Matthew Lester. "We've replaced just about every system from bow to stern, fitted new generators, completely re-built the engine from the block up and refitted and serviced all hydraulics and plumbing," he added.

Key factors in the unusually short, four-month refit schedule were re-laying the teak decks and painting the hull, which required the removal of the gelcoat due to cracking caused by long periods



A comprehensive refurbishment of the Swan 100 Onyx included changes to the accommodation, a new bar area, a new laid deck and a complete overhaul of mechanical, electrical and plumbing systems



exposed to the strong Mediterranean sun. The yacht's rig has been un-stepped, fully serviced and all spars repainted.

The Palma Service & Refit team worked with their Finland counterparts to re-configure the cockpit to create a more intimate seating arrangement and to upgrade the steering pedestals. "We wanted to re-design them to accept modern B&G instrumentation and update the aesthetics," explained Matthew Lester.

Down below they relocated the navigation station from the main saloon further forward, replacing it with a new bar area. Modules for this were built by Baltic's cabinet makers in Finland and shipped out for installation.

In what has been one of the most comprehensive refurbishments undertaken by Baltic's Service & Refit department, Matthew Lester said that the work had been completed in just four months. "She is effectively a new yacht. We've co-operated closely with a wide range of trusted external specialists based both here in Palma and elsewhere and together we have met the schedule, completing the work to our expected high standards," said Matthew. "Compressing the work into four months has avoided things drifting - something which can affect projects extending over longer periods," he said.

He added that one of the advantages during a very hot summer in Palma de Mallorca was a climate-controlled, purpose-built tent protecting Onyx during her transformation at the STP shipyard, maintaining the temperature at about 22°C. "Outside, the temperature regularly hit the high 30s, so workers were keen to keep working on Onyx!"

Declan O'Sullivan of the management company Pelagos Yachts, said: "We are delighted with the results of our cooperation with Baltic Yachts and Evolution Sails in the rebuild of the Swan 100 Onyx." Sigi Mansaker of Evolution Sails and the owner's representative, said that a combination of skills had enabled the purchase, setting up of an ownership structure, refurbishment to the highest standards and MCA coding to produce 'a stunning charter yacht in a remarkably short time frame'.

The 46m aluminium ketch Christopher being re-launched on time in Jakobstad following her extensive refit which included re-cladding her superstructure



CHRISTOPHER COMPLETES SEVEN-MONTH REFIT

Also under the wing of Baltic Yachts S&R teams is the 46m, aluminium-hulled, centreboard ketch Christopher which completed a major seven-month refit at our Jakobstad facility last winter. Extensive work was carried out on her superstructure cladding and windows and the success of this has led to her having further work carried out by our Palma-based team this autumn.

Since leaving Finland, Christopher has been cruising in Norway, Iceland, the Faroe Islands and the west coast of Ireland and is now heading for the Mediterranean.

Project Manager Matt Dean said that Aaron O'Grady, Christopher's skipper, had been immensely impressed with the quality of work and the multiple skillsets available at Baltic Yachts. "Aaron said he'd never before come across such complex work carried out to such a high standard," said Matt. Work included a complete, in-situ re-build of the main engine, servicing the yacht's large centreboard and re-cladding the superstructure in such a way that it could be removed and replaced easily for servicing. Both masts were removed and the yacht was completely re-painted.



CONTACT

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matthew.lester@balticyachts.fi



NEWS

• Nilaya shines at anniversary Superyacht Cup, Palma

The Superyacht Cup Palma was significant in many ways this year not least because the event was celebrating its 25th anniversary despite continuing difficult circumstances relating to the pandemic. The event also marked the first gathering of superyachts for a competitive outing for almost 18 months.

Nine superyachts, including Baltic 112 Nilaya and Baltic 152 Scorpione of London, gathered for three days of excellent racing in the Bay of Palma organised by the Real Club Nautico de Palma. The fleet enjoyed ideal sailing conditions.

Nilaya posted a perfect score in all three races in Class A, with three firsts and only missed out on the overall prize because of the more competitive nature of Class B in which Scorpione just missed out on a podium finish with a 4th overall.

There was some close racing between Nilaya, the Vitters-built Missy and the Swan 115 Shamanna in Class A but it was Nilaya who prevailed. Bouwe Bekking, part of Nilaya's race crew said: "This year has been very different but I liked it because it was all about the racing!"

In class A, the Huisman built Ravenger took the top spot and the overall prize, a great achievement as it was her first ever regatta.

• Dates for your diary

Baltic Yachts personnel will be attending the following events in 2021/22 and we very much look forward to meeting you.

- 📍 Monaco Yacht Show Sep 22 - 25
- 📍 Les Voiles de St Tropez Sep 25 - Oct 9
- 📍 Life Under Sail Nov 10
- 📍 Metstrade Nov 16 - 18
- 📍 Boot Düsseldorf Jan 22 - 30, 2022
- 📍 St Barths Bucket Regatta Mar 17 - 20, 2022

LEGENDARY BALTIC 39 PANGAEA

Record-setting Baltic ownership in Washington State



Baltic 39 hull number 5, Pangaea, taking part in a Wednesday night 'beer can' race in Fidalgo Bay, off the Port of Anacortes



Mac on Pangaea's foredeck anchored in the Broughton Island archipelago in British Columbia

Mac Madenwald has owned his Baltic 39 Pangaea from new since 1978 and at the age of 81 he and his wife Wendy still race and cruise 90 days a year from their home port of Anacortes

When Mac Madenwald was trading up from his Gary Mull-designed Ranger 33 back in 1977 his intention was to buy a C&C 40, but a strike at the boat builder and a chance sighting of the new Baltic 39 in a brochure at his local brokerage office set him on another course.

Friends in Europe checked out the 39 at the Düsseldorf Boat Show and following rave reviews Mac bought hull number

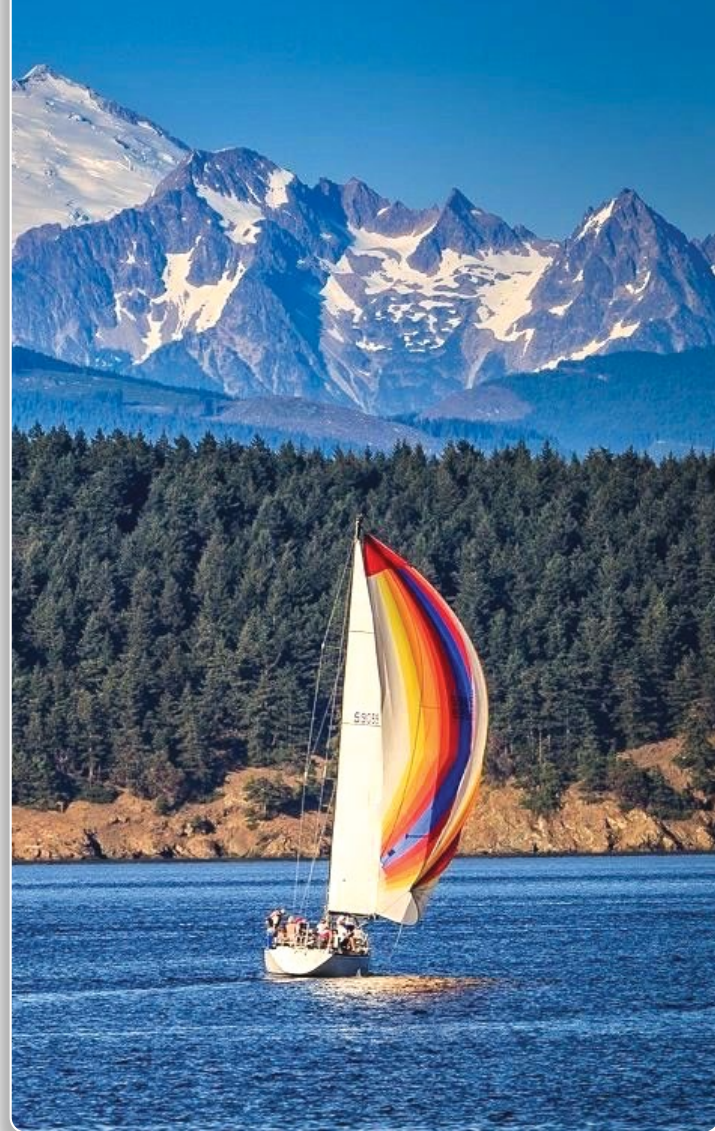
five unseen. Pangaea was shipped to Vancouver, British Columbia before being transported to Seattle for commissioning – after a telephone call to say his new yacht was on its way, he even followed the truck down the local highway as Pangaea headed for her new home port!

There's clearly something about longevity which attracts Mac, a retired orthopaedic surgeon. He and his wife Wendy, who he met when she was crewing on another Baltic, are members of the second oldest yacht club in Washington State. The Anacortes YC was founded in 1891 making it the 4th oldest on the US west coast. And he named Pangaea after the supercontinent which eventually divided to form the geographical world we know today, 335 million years ago.



Mac and Wendy sail 90 days a year in the yacht Mac bought back in 1978

The fabulous backdrop of Mount Baker, 10,800ft, in the Cascade mountain range in Washington State, as Pangaea sails in waters close to her home port of Anacortes



To cap it all, when Mac was invited to Jakobstad on occasion of Baltic Yachts' 30th anniversary party in 2003, he was recognised as the longest continuous owner of a Baltic yacht worldwide. And it's an accolade he has no intention of giving up any time soon!

Mac and Wendy continue to take part in the yacht club's Wednesday evening 'beer can' races, they have completed two 2500nm Victoria to Maui races and they take advantage of the fantastic cruising grounds in the San Juan Islands, further north in British Columbia's Salish Sea and south towards Olympia in Puget Sound.

"We're a social kind of boat and love having people aboard," said Mac who is particularly keen to get younger people afloat so that they can experience sailing and learn. In fact, so many people have sailed with Mac that some friends presented him with a licence plate which read "Honk if

you've sailed on Pangaea". And as a family yacht Mac says: "She's brought up two children, three grand-children and counting!"

Mac and Wendy keep Pangaea afloat in the Port of Anacortes Marina all year round and are out cruising or racing 90 days a year. "The boat has remained in great condition and the only item that might need attention soon is the teak deck – we've replaced the cockpit seating teak, but the rest is original," said Mac.

One mishap occurred at the beginning of Pangaea's life when the Saildrive leg completely corroded away due to a commissioning mix up. "We hadn't seen many Saildrive legs out here back then and the leg wasn't protected by an anode," explained Mac. "But Baltic and Volvo were great and they came over here and sorted everything out – we haven't looked back!"



Mac and Wendy spend a lot of time cruising in the beautiful San Juan Islands archipelago in the State of Washington lying between Anacortes and Vancouver Island

Sharing their enthusiasm for sailing with the next generation, Heath and Yarrow Voegtlin, two of their grandchildren



