

SPRING 2022



THE BALTIC LOG

LIGHTER, STIFFER, FASTER, GREENER – TOGETHER





COVERS
BALTIC 146 PATH
BALTIC 68 PINK GIN VERDE

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ON WATCH

Sailing in to the future

Sailing has been experiencing something of a renaissance recently. Globally, there have been more first-time boat buyers involving themselves in marine pursuits than ever before.

Some of this can be attributed to the pandemic encouraging healthier outdoor pursuits, but advances in modern boat design and technologies have also played their part. Sailing superyachts have become increasingly sophisticated, more efficient and sustainable. And for those interested in speed there has been a marked increase in performance.

Our recent launches encapsulate many of these advances. Take the Baltic 117 Peserverance, with her high voltage batteries, electric drive and highly efficient systems, from heat recovery to smart cabins, all within a hull designed to provide a thrilling performance. Or the Baltic 68 Café Racer Pink Gin Verde, in which the use of flax fibre reinforcement in the hull, electric drives and solar panels have attracted worldwide attention.

Baltic Yachts remains true to its original philosophy to build 'lighter, stiffer, faster' yachts - even our bluest of bluewater cruisers provide unparalleled performance. Our cover image of Baltic 146 Path sailing upwind is a prime example - not racing, but out for a sail with the sail makers and riggers to help familiarise the crew – it's pure sailing fun!

Baltic Yachts is 50 years old next year, when we'll take time to look back at our history and celebrate. In the meantime, we would urge you to take time to read PG Johansson's blog 'Tell Tales' (www.balticyachts.fi) which encapsulates much of our history through PG's unique experience of an industry in which Baltic Yachts has always led the way. A date for the diary is 14-17 September, 2023 when we will be hosting a special Rendezvous Regatta in Sardinia to mark 50 years of Baltic Yachts.

We wish you all a great spring and summer season, and hope to meet you out on the water or at one of the upcoming boat shows!



Anders Kurtén - CEO (left)
Henry Hawkins - Executive Vice President



BALTIC 146 PATH

Show stopper

Path is an object lesson in superyacht project management, design and construction and these pictures are testament to the remarkable result

With more than 6000 miles on her log and having taken centre stage at the Monaco Yacht Show's new Sailing Area last September, Baltic 146 Path is ready to embark on a programme of long-distance family cruising.

After almost four years of successful planning, design and construction Path was launched ahead of schedule and is now in the Mediterranean preparing for a programme of summer cruising.

Path is one of the largest yachts built by Baltic Yachts with accommodation for 18 guests and crew and an easy-to-handle sail plan which will enable her owner and crew to keep her at optimum performance in all conditions.

One of the yacht's first engagements was the 2021 Monaco Yacht show last September in which she was the centrepiece of the new Sailing Area designed to promote superyacht sailing. A number of large sailing yachts and associated companies were concentrated in one of the most popular areas of the show on Quai l'Hirondelle.

"It's an initiative Baltic Yachts is very keen to back and we were delighted to be able to exhibit Path where she was in great demand and stood out as a brilliant example of a seriously comfortable, long distance family cruising yacht," said Baltic Yachts EVP Henry Hawkins. "Yachts like this provide their owners with an unmatched opportunity to explore the world with their families and friends combining a great sailing experience with superb, home-from-home accommodation."

Path's captain, Daniele Cesaro, has praised the yacht's performance, reporting great sailing in winds up to 40-knots and the ease with which the crew can 'change gear', selecting from one of three permanently rigged furling headsails for upwind sailing and Code and asymmetric sails for downwind.

A very effective team was assembled for the Path Project with judel/vrolijk responsible for the naval architecture, accommodation and exterior design and Sebastian Allebrodt of A2B Marine Projects masterminding project management for the owner. The owner's representative Tatiana Kurbatova, said: "If I had to highlight one aspect of the project it would be the owner's foresight in identifying the best people for the team – that was the key to Path's success."



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	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





BALTIC117 PERSEVERANCE

Stunning Classic’s maiden Voyage

The crew of Perseverance enjoyed some fine sailing last autumn en route to the Mediterranean from Finland by way of Norway

“It’s great to see everyone onboard smile,” said Ryan Taylor, captain of Baltic 117 Perseverance, as he recalled some exhilarating sailing from Norway down through the North Sea last autumn. “We had up to 28 knots true, the Code 0 and a reef in the main and we were managing 20 knots a lot of the time – great sailing!”

It’s what any sailor dreams of, a decent steady breeze on the beam and the boat going like a train. For Perseverance the North Sea was in a relatively co-operative mood as the 117ft sloop sped south from Norway where they had been on a shake-down cruise following their departure from Jakobstad earlier in the summer.

After cruising the Norwegian coast, including a visit to Kristiansand, Perseverance then sailed through a flat calm English Channel before some more good sailing in the Bay of Biscay, with the wind topping 30 knots true. They eventually reached Malta and then cruised back to the Balearics by which time Perseverance was showing 5,500 nautical miles on the log.

Perseverance proved to be a fast, easy to handle yacht on passage. “With her deep bulwarks she felt very safe in a seaway and she’s a really dry boat on deck,” said Ryan. He also commented on how quiet she was below while sailing and how impressed he’s been with the Danfoss electric propulsion system which can drive the boat at around 8kts for three to four hours on batteries alone.

Another feature of the boat is a heat recovery system which uses waste energy from the air conditioning to heat the yacht’s water boiler. “The heat recovery provides enough to get the hot water boiler temperature up to about 55°C – we need to boost that to more than 60°C using an electric element to get it to a safe temperature,” said Ryan.

Following a period out of the water at the STP yard in Palma de Mallorca, where the propeller shaft was pulled and the rudder shaft inspected for routine maintenance, Perseverance will prepare for a programme of summer cruising which should take her to Greece and Croatia.



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



RECENTLY DELIVERED

PERSEVERANCE'S CREW – AN EFFECTIVE TEAM

Ryan Taylor completed a successful period aboard Baltic 108 WinWin before moving temporarily to Finland to be part of the project management team for Perseverance. The 36-year-old New Zealander from Auckland left home ten years ago equipped with an engineering degree and ran a couple of Swan 82s before joining WinWin as mate and then moving into the captain's role. Baltic's Tommy Johansson, who oversaw Perseverance's construction, said Ryan's team contributed a lot to the process. "They really cared about the yacht, really got involved and took the project seriously. It was great having Ryan and his team, here – it's the best way of working when you're tackling a new yacht," said Tommy. Ryan's core crew currently consists of Jocelyn Tysoe, mate, Daniel Green, engineer and Anna Hewinson, chief stewardess.

From left to right: Anna, Ryan, Daniel and Jocelyn.



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

BALTIC 68CAFÉ RACER

Pink Gin Verde impresses at St Tropez





New sail technology which helps make Pink Gin Verde an easy boat to handle was put to the test at Les Voiles de St Tropez with encouraging results

Since her launch last summer, the spectacular-looking Pink Gin Verde has turned heads in the Mediterranean and Les Voiles de St Tropez, spent the winter in the Caribbean and has just arrived back in Europe in preparation for the summer season.

A key aim of the Café Racer was to make her very easy to sail, so her owner wanted to do away with runners and backstays. In a conventional rig these controls are essential to mast trim and performance, so how does Pink Gin Verde manage without them? New sail technology and a well-established rig configuration provided the answers.

As part of the new yacht's programme of rig and sail trials the owner and his race crew took part in last year's Voiles de St

Doyle's SL technology reduces luff sag in the headsail and enables shape changes by tensioning a specially designed area of sail running from head to tack, using an underdeck hydraulic Cunningham. As the load increases, the Structured Luff section, comprising a series of built-in 'lenses', pushes the sail forward, straightening the luff and enabling the yacht to sail closer to the wind. With the jib hanked on to the standing forestay, all the Cunningham tension is transferred to the sail itself, which consequently alters its shape to straightened the luff.

The same basic principle applies to the mainsail. Scott Zebny from Doyle Sails said that although there are no backstays or runners to induce mast bend, the mainsail's Structured Luff is substantial enough to provide some bend when the powerful Cunningham is applied.



Tropez, where they were able to assess performance against similar yachts in a wide range of conditions. They were pleased to be sailing boat for boat with the Wally 80s and boats like the Mark Mills-designed Vismara 62 Leaps&Bounds2 and the Sam Manuard-designed 72-footer Black Legend 6.

Pink Gin Verde's designer Javier Jaudenes who was helmsman alongside an experienced crew, led by top German sailor Markus Weiser, said: "We are very satisfied with the feeling we got from racing in St Tropez - I truly believe we achieved all the goals we planned when initiating this design, technically and performance-wise. This boat offers a super-exciting experience while cruising and racing."

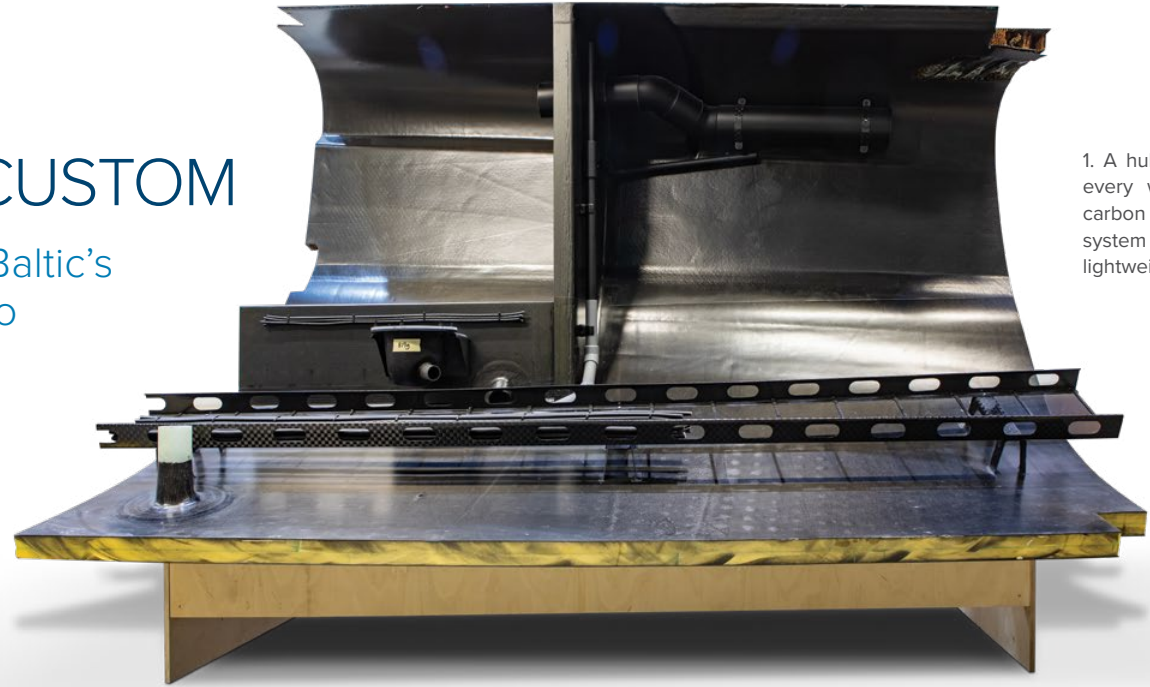
By stepping a Marstrom Composite swept spreader rig and selecting a suit of Doyle sails featuring Structured Luff (SL) technology, performance levels can clearly be maintained without the need for runners and backstays.

One aim of competing in the Voiles de St Tropez regatta was to assess strong downwind performance in conjunction with research being done by IMOCA 60 structural engineering specialists GSea to ensure that the backstay-less rig can withstand large loads. Baltic Yachts' EVP Henry Hawkins, said: "Although at the regatta we had a top wind speed limit set at 20 knots, we and GSea are confident the Café Racer can cope with considerably more. This is ongoing research but at this stage we are very pleased with the results."



BALTIC 111 CUSTOM

Shining a light on Baltic's holistic approach to weight saving



1. A hull section mock-up was built to examine every weight saving opportunity. This shows carbon cable trays with lightening holes and other system installations including aircon trunking and lightweight bulkhead penetrations.

Described as one of the most extreme projects Baltic Yachts has ever undertaken, the Baltic 111 Custom is progressing on schedule with post curing of the carbon/ Nomex hull almost complete

Project co-ordinator Mattias Svenlin reports that most of the main bulkheads have been constructed and that curing of the deck and final detailing, including the placement of high-density foam reinforcements, are also complete.

With naval architecture by Botin Partners and the overall concept and interior styling conceived by Finnish superyacht designer Jarkko Jämsén, the Baltic 111 has been commissioned by an owner who wants a very fast offshore and coastal sailing yacht.

Baltic Yachts' reputation for its holistic approach to weight

saving was instrumental in the decision to build what has been described as a milestone project here at Baltic.

The company's expertise, not only in the use of advanced carbon composites for the main mouldings, but also in its forensic examination of systems and components throughout a yacht's construction, is unique.

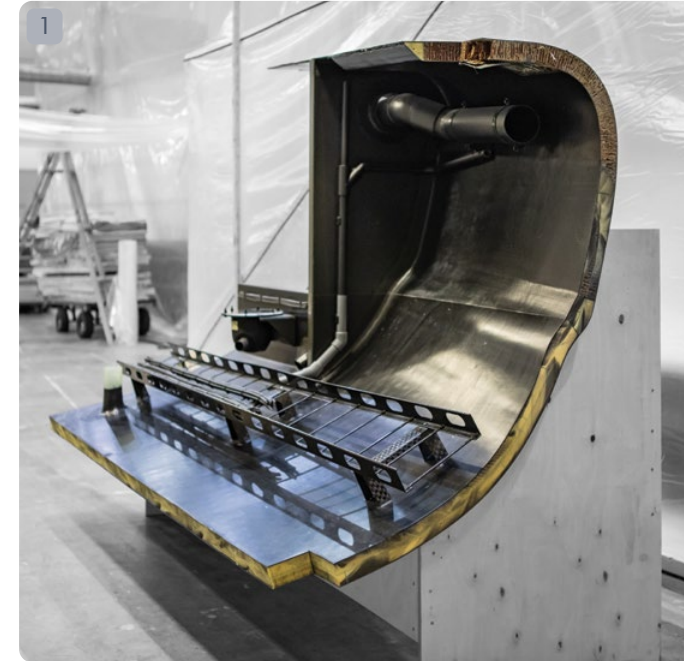
The culture of weight saving and searching for ways to optimise construction to improve performance, lies in the DNA of the workforce and can be traced back to Baltic's foundation almost 50 years ago when the commitment to build lighter, stiffer, faster yachts was made.

It is a process which involves the entire workforce including designers, foremen and those working in production, all of whom are encouraged to input and comment on design and

the manufacturing processes in an effort to save weight.

There are countless examples of how weight saving is achieved. For instance, a composite hull derived from a timber framework tooling typically needs priming, fairing and some filling, a process involving numerous coatings and compounds. Mattias Svenlin explained that almost imperceptible distortions can occur when a carbon pre-preg hull is cured, caused by the difference between the degree of expansion of the mould, and the composite hull laminate.

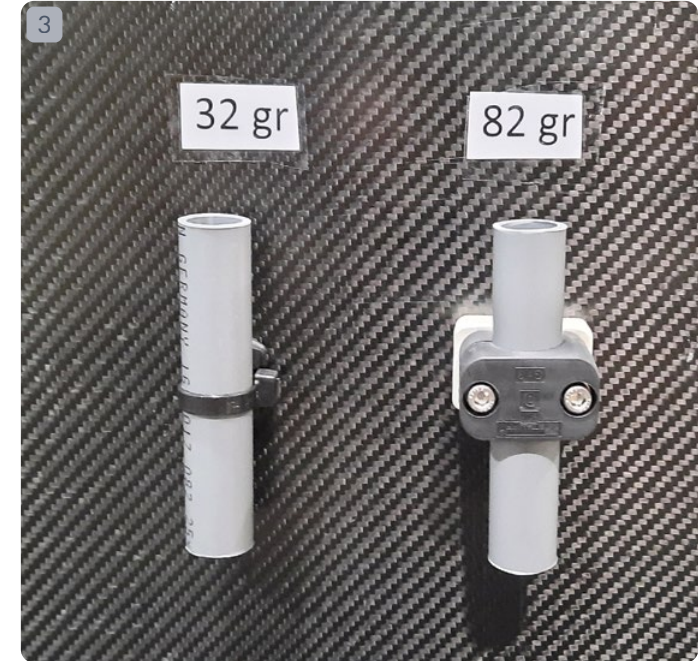
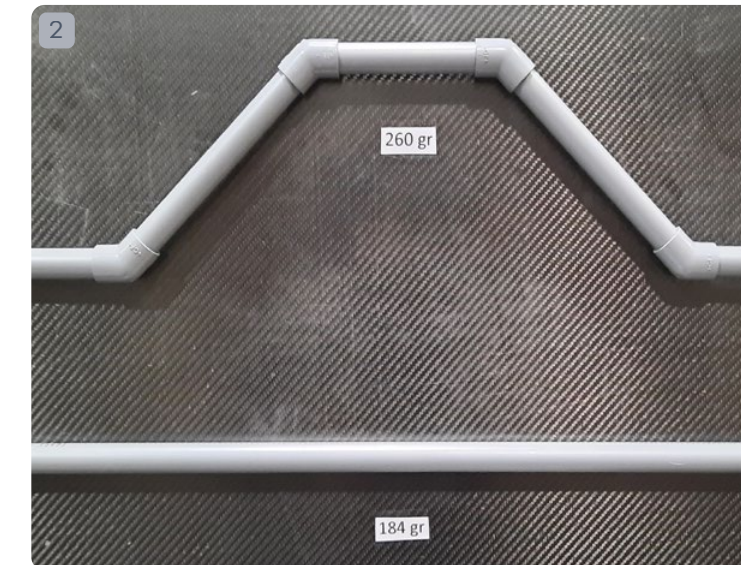
"To eliminate distortion, we are building carbon moulds which expand at the same rate as the hull, so the need for filler is virtually eliminated," said Mattias. "We estimate that this, together with optimising coatings, will save up to 200kg in a yacht of over 110ft."



reducing the number of bends and couplings required to reduce weight and avoid potential additional bulkhead penetrations. In addition, reinforcements for the piercings that are required are lighter because they need less material as loads in those inboard areas are marginally reduced.

Selecting lighter pumps and smaller diameter pipework not only reduces weight in itself, but a reduction in hydraulic fluid also represents a saving. "It is the knock-on effect of one saving that often leads to even greater weight reduction overall," said Mattias.

Further optimisation is often identified by foremen in charge of production who will specify, for instance, the best position for hydraulic valve blocks to benefit weight distribution. And workers installing the system have identified how



considerable weight saving can be achieved by re-designing a simple pipe clamp. "A 40gm saving in a single pipe clamp might not seem much, but when you have 1200 of them on a 110ft yacht it really adds up," said Mattias.

This highly detailed examination of systems and the 'follow up' at every stage of design and production reflects the holistic approach Baltic takes to projects resulting in the lightest, fastest, stiffest yachts of their kind afloat.

2. The weight saving achievable in designing systems with straight pipe runs is clear to see.

3. By simplifying the design of pipe clamps, of which there could be 1200 on a 30m yacht, weight savings of more than 50% can be achieved.



Walnut veneer and Japanese rice paper surfaces in a head compartment also fitted with a limestone veneer sink unit. Shadow gap techniques give the impression the mixer tap and sink are 'floating'.

BALTIC 110 CUSTOM

Re-thinking interior yacht design

As moulding of the Baltic 110's hull and deck reach completion, attention is now turning to the yacht's interior, which is being designed by award-winning Swedish architect Andreas Martin-Löf

With her hull due to be released from its mould in mid-March, the Malcolm McKeon-designed Baltic 110 Custom will soon be prepared to accept accommodation modules, her Danfoss electric propulsion unit and other internal systems.

The choice of interior designer has been particularly interesting. Andreas Martin-Löf is a Stockholm-based architect whose 13-year-old practice has gained worldwide renown for its rigorous and thoughtful approach to land-based design. The practice's minimalist style combines with an appreciation of sustainability and what Andreas refers to as 'craft' to inject warmth and comfort into a fundamentally clean and uncluttered style. "I like to describe it as 'warm minimalism'," said Andreas.

This is the first large yacht project Martin-Löf has undertaken, although his interest was sparked by a personal desire to design the interior of his own 11m motor yacht. When he was introduced to the Baltic 110's owner they viewed a number of existing yachts to get an idea of what can be achieved and, importantly, how design could be improved.

The Baltic 110's owner said: "For us it was crucial to work with an interior designer with land architecture experience. Together we could challenge ourselves and the way of thinking when building our new yacht."

"Andreas Martin-Löf and his team have played a very important role throughout our 110's development. With their curiosity, professional approach and sensitivity to the yacht builder's experience we have found a way to create the "warm minimalism" we were aiming for."

"What appealed to me about Baltic when we were looking at builders, was the company's approach to fully custom interiors and that the solutions we were proposing were being taken very seriously," said Andreas Martin-Löf. "Baltic is curious about testing things and appreciates the aesthetic in design. We also liked Baltic's attitude towards sustainability with the issues about emissions giving way to electric propulsion, for instance," he added.

Something Andreas observed more than anything in the numerous yachts he visited were the multitude and juxtaposition of materials, textures and colours involved in design. "I was keen to create a less busy environment and, where joins were needed, to exploit them for other uses and to align them with other elements of the design."

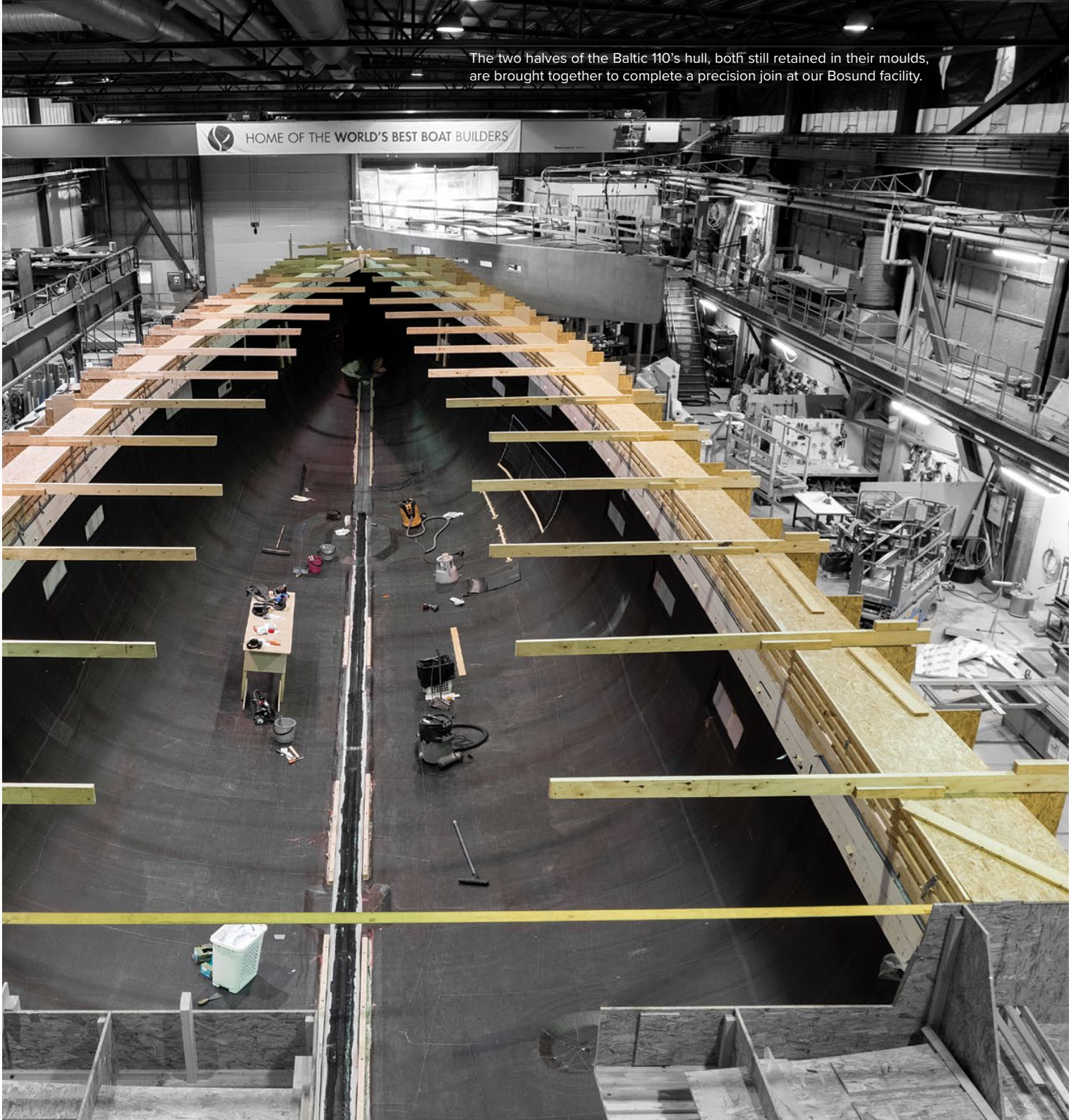
The predominant timber used below is walnut, much of it in veneer form bonded onto super-lightweight honeycomb structures. "It is important for us to listen to the technicians and to appreciate the importance of keeping weight to a minimum," said Andreas. In the head compartments, for instance, sinks and other items look like solid limestone units, but in almost all cases veneers of stone are bonded to a lightweight carcass.



Companionway to main saloon. A walnut and Japanese rice paper 'lantern' positioned in the corner adjacent to a large hull port featuring a sill long and deep enough in which to lie down. Malcolm McKeon's signature superstructure design blends with Martin-Löf's interior.

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

To help create Andreas's 'less busy' environment, deckhead panel joins incorporate lighting elements and the mainsheet tie-rod running through the navigation area is disguised with a blackened steel tube aligning with a panel divide, its finish matching handholds, light fittings and taps. In the galley, large stainless-steel fridge and freezer doors match worksurfaces, with subtle cork soles and white deckheads keeping the overall effect simple and uncluttered.



The two halves of the Baltic 110's hull, both still retained in their moulds, are brought together to complete a precision join at our Bosund facility.



Andreas Martin-Löf.

Another technique running throughout the yacht is a hip-level change of décor tone with darker colours below it, leading to the cabin soles, and lighter hues above it blending in with lighter panels and deckheads, but contrasting with darker walnut features.

Much attention has been paid to lighting throughout the yacht. Each corner of the main saloon is designed with a 'lantern' made up of walnut strips and Japanese rice paper bonded to a plastics base. This intriguing structure emits



Stainless steel work surfaces match large freezer cabinet doors aligned to overhead panel divides housing lighting elements.

a warm, effective light and becomes a work of art in itself when in use.

'Shadow gaps' in which light units are placed between panels and, for instance, out of sight below a sink unit, not only create a subtle, indirect light, but also give the impression that items like taps and furniture units are almost 'floating'.

Natural light illuminates much of the accommodation with numerous hull windows and ports also providing outstanding

views. The large port in the main saloon area is more than 1.8m long and the interior window sill is deep enough to lie down, relax and watch the world go by outside!

Brought together, these design techniques should not only achieve Andreas's mantra of warm minimalism, but also provides calm and character in what will undoubtedly be a landmark example of yacht design when the Baltic 110 is launched in 2023.

BALTIC 67PC-03

Freedom to cruise

As the finishing touches are put to Freedom's Aston Martin Tungsten silver livery, her owner can look forward to short-handed touch button cruising, some of it controlled from his iPhone

As the third iteration of the Baltic 67 Performance Cruiser nears completion in time for her scheduled launching in May, the yacht's inventory of shorthanded sailing systems will soon be tested before her owner takes delivery in mid-summer and embarks on a programme of Mediterranean sailing.

Designed specifically for single or double-handed sailing, this distinctive-looking 67, with her hardtop cockpit protection, is not only equipped with a mobile remote controller to unfurl and trim sails, but also a multi-function iPhone app.

"It's the first time we've used a phone app in this way," said Lars Gripenberg, Freedom's project manager. "It can open the stern garage as the owner approaches the yacht, deploy or stow the stern pasarelle and allow him to check items like alarms, tank levels and the yacht's three security cameras, while he is sitting at home."

With touch button hydraulic deployment for the top-down furling asymmetric, a code sail furler, furling jib and staysail,

plus in-boom furling for the main, the owner shouldn't need to leave the cockpit. The stem-head mounted anchor can also be deployed entirely remotely.

Freedom's carbon Marstrom rig is equipped with swept back spreaders, meaning there's no need for runners, although there is a hydraulically adjustable split backstay for mast and sail trim. The yacht's carbon mast is clear coated from the deck up for the first 6m then painted black to match the aesthetics and provide additional UV protection.

Freedom is equipped with a diesel electric hybrid propulsion unit which in conjunction with a large bank of lithium-ion batteries enables her to run exclusively under electric power for short periods. There is a 3.0m electric waterjet powered tender stowed in the stern garage. Freedom's hydraulically lifting, telescopic keel and twin rudders enable her to reduce draft from 3.90m to 2.50m.

Final finish is being applied to the Design Unlimited interior which features clear coated carbon companionway steps, leather detailing, Corian worksurfaces and oak cabin soles. There's an abundance of light afforded by hull ports and glass panels in the deckheads.



To enable the owner to go sailing as quickly as possible when he arrives at Freedom's berth in Palma de Mallorca, he is entrusting her to the guardianage service provided by Baltic Yachts' Palma office. "This is an increasingly popular option, especially with those looking to save time as it means your yacht is completely ready to go when you arrive," said Elisabet Holm, Baltic Yachts' Head of Marketing.

Freedom and her shorthanded sailing package will provide her owner with precisely what the yacht's name implies.



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

EVERY WAVE TOGETHER

Celebrating half a century of excellence

It's 50 years since five young men set out to prove they could build lighter, stiffer, faster yachts

Next year, half a century on from establishing the original shipyard at Bosund, we will be celebrating our birthday and the achievements of the entire Baltic Family who have worked so hard to establish Baltic Yachts as the world leading exponent of advanced composite yacht building we see today.

Fifty years ago, we introduced new standards of excellence, engineering and design when we launched our first production yacht, the Baltic 46, in 1973 and quickly followed it with a series of models which were well received by clients and critics alike. The most popular was the Baltic 39 which dramatically sold out at the 1977 Hamburg Boat Show and went on to sell 74 units.

Fifty-one Baltic 37s were sold and as the company survived oil crises and world recessions its growing reputation for quality attracted clients who wanted larger custom yachts. By the turn of the century superyachting was getting into its stride and in 2002 the company launched Baltic 147 Visione, the first Baltic over 100ft and a showcase for the innovation and advanced design which are still hallmarks of Baltic Yachts today.

With famous names like Pink Gin, Canova, Hetairos, Nilaya, WinWin, Nikata and My Song among the growing list of award-winning super-sailing yachts launched by Baltic Yachts, we have become the go-to yard for advanced composite construction and innovation. Electric propulsion and hydrogeneration, retractable propulsion systems, hydrofoil technology and fly-by-wire steering are just a few of the successful innovations Baltic Yachts has pioneered.



To celebrate our 50th anniversary we are planning a series of events throughout 2023 involving the local community and the whole Baltic Family. The highlight will be a Baltic Yachts Open Day at our headquarters in Finland during the summer of 2023 at which we hope the first yacht ever built by us, the Baltic 46 Queen Anne, will be present as she returns to the yard for a refit.

She will be in Jakobstad alongside our latest superyacht to launch from our soon to be expanded yacht building facility. We will also be involving our important Service and Refit facility in Palma in the celebrations.

Celebrations will culminate in the Baltic Yachts Rendezvous from 14-17 September, 2023 which will return to Porto Rotondo, Sardinia, Italy, for the third time. There are plans for three days of sailing, parties and good food for the Baltic Family in a spectacular Sardinian setting.

The Baltic Yachts Rendezvous will be open to all yachts built by Baltic, from the many production models designed last century, to the growing number of award-winning superyachts launched since 2000. It is hoped that up to 30 yachts will participate.

Yacht Club Porto Rotondo, established in 1985, is located in a magnificent setting not far from Olbia. The club is well versed in sporting and social events and, as in previous Rendezvous regattas, will be responsible for running the racing.

As a tribute to Baltic Yachts' owner Professor Hans Georg Näder, whose involvement and support of the company marks its 10th anniversary in 2023, the event will be held under his patronage. "It is fantastic to see Baltic Yachts reach this outstanding milestone in such good shape and we very much look forward to seeing owners, their families and friends at our Rendezvous next year," said Baltic Yachts EVP Henry Hawkins.

Save the date September 14-17, 2023 and watch out for more information later this year.



INTERVIEW

Roland Kasslin Retires

Roland Kasslin has been at the heart of what Baltic Yachts stands for throughout his extraordinary career as an engineer. His legacy of innovation is immeasurable. He now steps back for a well-earned retirement, but will remain working for the company in a consultancy capacity

Roland Kasslin, Baltic Yachts' Head of Research and Development, has retired following a distinguished 43-year career during which he played a fundamental role in the company's mission to innovate and build Lighter, Stiffer, Faster, Greener yachts – Together.

His abilities as a free-thinking, problem-solving engineer have been behind many of the company's celebrated innovations and his skill in bringing external expertise to the table to help find ways to develop ideas which, initially, might have looked impossible, has been instrumental in establishing the enviable reputation Baltic Yachts enjoys today.

ACCUMULATED KNOWLEDGE

Roland's vast accumulation of engineering knowledge, together with a warm, friendly and engaging persona have earned him deep respect and many friends both at home in Finland and throughout the world of yachting and yacht building.

Roland was born 65 years ago in Larsmo, appropriately equidistant between Bosund, where Baltic Yachts was founded, and Jakobstad. He still lives there today. He studied mechanical engineering at the University of Vaasa before completing a year's national service with the Army in 1977. He was at something of a loss to know what to do when he took a job counting trees, stamping them as he moved through plantations.

"One day I was working in the forest near Bosund and through the trees I saw a factory – Baltic Yachts!" explained Roland. He decided to knock on the door, which was answered by the then production manager Ingmar Sundelin. He asked Roland to contact him later that summer when he anticipated he might be in need of a mechanical engineer. Baltic Yachts duly employed the man who would serve the company extraordinarily well for almost half a century.



FIRST DRAWING

He worked initially for Tor Hinders, who ran Baltic's drawing office in Bosund. "He was very relaxed, explained things well and often sketched ideas – he was a real artist," said Roland, whose first task was to produce the engineering drawing for a stem-head fitting for the Baltic 37.

A key early development in his career was the introduction of epoxy lamination techniques at Baltic in the late 1980s. It followed a training exercise at SP Technologies on the Isle of Wight in the UK, where he met Giovanni Belgrano and Graham Harvey who had evolved better methods of combining resin and reinforcement fibres.

"When we got back to Finland, we all dressed in white overalls and protective gear to keep the process as clean as possible," said Roland. Among the first yachts to employ this technique were a Baltic 43 Custom in 1982 and the

German Frers-designed 81-footer Martela which was lying 4th in the 1989/90 Whitbread Round the World Race when she capsized off South America. She was saved, went on to race under many names and is still sailing successfully today.

In fact, Roland was involved in three Whitbread Round the World Race entries built by Baltic, the others being Kenneth Gahmberg's Baltic 51 Skopbank of Finland, which raced in the 1981/82 event and the Baltic 55 Equity and Law, Pleun van der Lugt's Dutch entry in 1985/86.

HEAD OF ENGINEERING DEPARTMENT

Roland subsequently took over Baltic's engineering department in 1986 prior to a period of considerable change as computerised design replaced hand drawing and Baltic Yachts itself struggled for survival, eventually being taken over to secure its future.

In the early 1990s Roland founded his own company R&J Design with fellow engineer Jan Wikar and although they branched out on their own, close to 100% of their work was for Baltic Yachts. Roland re-joined the company, full time in 2012.

Towards the end of the last century the emergence of the modern superyacht would completely change the course of Baltic Yachts and employ Roland Kasslin's engineering skills to the full as the era of customised design and construction gathered pace.

He had already worked on the judel/vrolijk-designed Baltic 87 Anny, launched in 1996, which featured a complex opening transom, dinghy garage and a ramp for launching and retrieval. The hydraulically operated mechanism was a forerunner of many innovations and Roland Kasslin was at the heart of its design.



Left: Tor Hinders, one of Baltic's founders and Roland's first boss, working at his drawing board in Bosund in the late 1970s. Right: Baltic 81 Martela, a 1989/90 Whitbread entry, being prepared for shipping as Roland Kasslin (2th left) carries out a final check of cradle lashings.



Jan Wikar and Roland Kasslin, who founded R&J Design, pictured here in early 2000.

KEY SUPERYACHTS

In the early 2000s, three significant yachts defined the direction of travel for Baltic Yachts. Baltic 147 Visione was launched in 2002, Baltic 141 Canica in 2003 and Baltic 152 Pink Gin in 2006.

These yachts heralded many new ideas which were developed by Roland Kasslin and his team. “Visione was superlight, of course, but there were many new ideas like the first lifting keel, which was cast here in Finland, a complex submarine anchor system, which we designed, a hydraulic V drive system for Visione and the extensive use of titanium to reduce weight,” said Roland. He admits that of all Baltic’s extraordinary yachts Visione remains his favourite. “She was simply so far ahead of her time,” he said.

The mighty Baltic 197 Hetairos, with her towering ketch rig, vast lifting keel, lifting rudder and neo-classic looks was a significant design and engineering challenge and remains the largest yacht Baltic has built to date.



Baltic 147 Visione, launched in 2002 and ahead of her time in terms of design, remains Roland Kasslin’s favourite yacht.

WORKING WITH WORLD’S TOP DESIGNERS

Evaluating the use of new materials and ideas was often done alongside his colleague and fellow engineering innovator at Baltic Yachts, Per-Göran ‘PG’ Johansson, and Roland also worked closely with some of the world’s leading naval architects including judel/vrolijk, Reichel Pugh, Farr Yacht Design, the late Doug Peterson, S&S, Dixon Yacht Design, Bill Tripp and more recently the likes of Botin Partners, Dykstra Naval Architects and Malcolm McKeon.

In recent years, design and engineering has allowed superyachting to be taken to even greater levels of sophistication with Baltic 142 Canova’s ground-breaking sliding hydrofoil and Baltic 175 Pink Gin’s side opening balconies being just two amongst an extraordinary catalogue of innovation.

Baltic’s RPS (retractable propulsion system), keel and anchoring systems, its Force Feedback Steering System and sophisticated sound deadening techniques are just a selection of features at the heart of which lie Roland Kasslin’s engineering expertise and ability to develop each idea successfully.

ESCAPE TO THE SUMMER HOUSE!

Today, as Roland looks forward to a well-earned retirement, the Design office employs 25 people who are working with highly sophisticated computer programs like ironCAD, Rhino 3D and AutoCAD and networking with designers and manufacturers worldwide.

Among the company’s current engineers is Roland’s son Joakim, who has been working for Baltic Yachts for some

years and will now take on some of his father’s responsibilities working closely on laminate weight calculations and other engineering issues.

With three children (two engineers and a teacher) and six grandchildren, Roland will undoubtedly have his hands full in retirement but will have his wife Eivor alongside him with the companionship and support she has provided throughout her husband’s career. Both of them will enjoy escaping to their summer house and motor boat when they can!

But for now, we wish Roland a long and happy retirement and thank him for a legacy which has done so much to establish Baltic Yachts as one of the world’s great yacht building companies.



A superyachting first - Baltic 142 Canova with her DSS foil deployed to leeward.



Roland’s key engineering innovations

Retractable Propulsion System (RPS) - the ability to retract a yacht’s propeller and shaft into a hull aperture, which closes to leave the surface flush to improve performance. An option is a rotating, retractable propeller leg which transforms manoeuvrability and doubles as a stern thruster.

DSS sliding hydrofoil – the first sliding hydrofoil in a superyacht. The installation of the athwartships Dynamic Stability System cassette and foil was critical to the success of Baltic 142 Canova.

Opening hull doors – Pink Gin’s side-opening access platform and owner’s suite balcony had to be engineered as part of the hull structure and associated load patterns while sailing.

Lifting keels and underwater anchoring systems – most Baltic yachts benefit from a lifting or telescopic keel allowing access to more anchorages and harbours. The hydraulic lifting mechanisms and housings for these structures were first seen at Baltic 20 years ago, as was the underwater anchoring system which keeps foredecks clear, weight aft and aesthetics intact.

Force Feedback Steering System – Baltic’s electronic steering mechanism which not only mimics the ‘feel’ of a yacht under sail at the wheel, but also does away with much of the mechanical steering gear, reducing weight and freeing up space.



Testimonials

ROLAND’S ‘TEMPLE OF DESIGN’



Giovanni Belgrano, Pure Design and Engineering.

I first met Roland around 1986, when he arrived as part of the ‘group of 5’ with ‘Janne’ Nyfelt, to visit SP Systems on the Isle of Wight. Both our companies were young, both exploring what could or should be done for the future of yacht construction. We were surprised how determined the Baltic team were to select the highest performance options for production yacht building!

This drive for excellence was obvious from my first visit to Bosund - R&J Design’s office was like a temple where we went to get accurate information.

I still remember letters, then faxes with the R&J design logo, and studying them in detail as we were in trepidation about not coming up to their standard.

Over the years, the projects undertaken with Roland’s guidance and internal checks were constantly demanding higher levels of technology, size, performance and quality.

Roland patiently examined our suggestions, ran parallel checks, and tried to integrate them in the overall design.

There were so many phone-calls, faxes and emails, but always with a calm positive smile, no matter how difficult the issues.

It’s hard to imagine Baltic without Roland around to check-in with, so I hope he stays involved. I wish him the very best and a well-earned retirement.

‘SMART AND WISE’

When we first looked at the Dynamic Stability System foil installation in Baltic 142 Canova, we were naturally concerned that the execution should be of the highest standard, as this was by far the largest project we had undertaken. From the first meeting with Roland all concerns disappeared. His preparation work, pre-design and clarity of thought immediately convinced us that we were in good hands. Throughout the execution of the build, in relation to the DSS foil, Roland masterminded the process with aplomb and a high level of intelligence. He was a pleasure to work with. It is a testament to Roland that the DSS was the quickest item to sign off on sea trials, something no one expected at the outset!

I would personally consider Roland to be a truly outstanding person to work with – not only very smart, but wise and that makes all the difference. A gentleman in every respect.



Gordon Kay, Infiniti Yachts and DSS.



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