

AUTUMN 2022



THE BALTIC LOG

LIGHTER, STIFFER, FASTER, GREENER – TOGETHER





COVERS

Baltic 67PC Freedom
Baltic 117 Perseverance

PRODUCTION

Editor: Elisabet Holm
Art direction: COLL'S Design Studio
Writer: David Glenn
Guest writer: Vicki McLeod
Print: Waasa Graphics

CONTENTS

ON WATCH 03

NEW PROJECT
BALTIC 68 CAFÉ RACER OPEN SEASON 04

RECENTLY DELIVERED
BALTIC 67PC FREEDOM 06

UNDER CONSTRUCTION
BALTIC 110 CUSTOM 10
BALTIC 111 CUSTOM 11

SERVICE & REFIT
JASI 12
BALTIC 43 TUULI 14
BALTIC 175 PINK GIN 16

NEWS 18

INTERVIEW
BALTIC 46 QUEEN ANNE 20

ON WATCH

Well maintained, quality yachts can last for ever

Longevity in well-built yachts is arguably an underrated asset, but one which owners are increasingly keen to capitalise on by opting to refit and modernise existing yachts.

We will be celebrating 50 years of Baltic Yachts in 2023, but equally important is the 10th anniversary of the company’s existence in Palma, Mallorca, where the burgeoning success of our Service and Refit division is evidence of new opportunities for yachts, especially those with great pedigree.

In those ten years we have benefitted from remarkable growth in technology from electric propulsion and solar power to foils and the inventive world of interior styling, which has brought lifestyle closer to the top of the priority list in superyachting. Much of this is on display in our recent award-winning new builds and with a further three yachts due to be delivered in 2023 the latest in superyachting technology will be unveiled.

These advances need not be restricted to new builds. Existing yachts can be retro-fitted with modern technology with all the advantages it brings, providing an improved platform for life aboard and a much more sustainable and eco-friendly home afloat. Importantly, most upgrades can be achieved within an existing footprint - an engine room, for example - and, in some cases, space can be gained and weight reduced. Generally, electric propulsion requires less interior volume compared to internal combustion engines.

There’s also an opportunity to personalise your yacht. Our Baltic Yachts’ Service and Refit team is highly skilled in listening to what clients want to achieve, then delivering a refit project efficiently, transparently and on time. It really is a case of your ideal yacht being just a refit away.

This issue of Baltic Log highlights a range of what is possible, from the refit of classic series production yachts like the Baltic 43 Tuuli and the first yacht we ever built, Baltic 46 Queen Anne, to the Swan 115 Jasi’s conversion and Baltic 175 Pink Gin’s retro-fitted hardtop.

We hope you enjoy what you see and we look forward to discussing your plans to extend the life of your yacht!



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

BALTIC 68 CAFÉ RACER OPEN SEASON

New Café Racer will be optimised for racing

With the lamination of her Sprint carbon hull and pre-preg Nomex deck complete, the second Baltic 68 Café Racer is on course for launching in 2023 when her performance potential will be realised as she joins the Mediterranean regatta circuit

Commissioned by an experienced owner, this exciting Javier-Jaudenes-designed yacht is from the same mould as the first 68 Café Racer, Pink Gin Verde, but she will have a deeper draft at 4.7m, a single rudder and one electric propulsion unit instead of the two seen on the first yacht.

With her hull and deck built in Sprint / pre-preg carbon and her bulkheads and interior in similar advanced composites, the new Baltic 68 Café Racer is essentially a 100% carbon version of hull number one with a resulting displacement of around 20.6 tons.

Baltic EVP Henry Hawkins said: “While the first 68 was a hugely successful exercise in developing new, sustainable building materials, examining electric drives, hydrogeneration, micro-turbine range extenders and an easy-to-use rig, hull number two will be more high performance orientated enabling the yacht’s full racing potential to be realised.”

Like Pink Gin Verde, she will be an ‘un-plug and play’ all electric boat in terms of her propulsion unit and winch package, with her free-wheeling propeller driving the motor as a generator to charge her lithium-ion battery bank while sailing.

Baltic Yachts, with Doyle Sails and spar makers Marstrom, have been working closely together to make performance improvements, but at the same time keep the yacht easy to handle by a relatively small crew. With her Marstrom swept back spreader rig, Open Season won’t have the complication of runners or backstays while sailing down wind and she should have a performance edge with Doyle’s Structured Luff Technology, which markedly reduces luff sag.

As Baltic and the rig manufacturers continue to refine this easy-to-use, lightweight rig option they are confident that Open Season will be able to sail with no runners or backstays in complete safety downwind in wind strengths of around 30 knots true.

The new yacht will be fitted with an 18kW Fischer Panda diesel range extender which can be used to boost the lithium battery bank, although there will be sufficient charge for a full day’s sailing. She will also have Solbian solar panels on her coachroof and cork decks, which have proved to be extremely successful on the first 68.

With construction on schedule, the new Café Racer is due to launch in Spring 2023. She is likely to be based in Palma from where she will conduct her racing programme.



Open Season’s all SPRINT pre-preg carbon hull under construction

It is hoped that Open Season will be one of many Baltic yachts featuring in the company’s 50th anniversary celebrations which will run throughout 2023 and culminate in a spectacular Baltic Yachts’ Rendezvous event in Porto Rotondo, Sardinia in September.



TECHNICAL

L.O.A.	22.66 m (including bow sprit)
L.O.A.	20.73 m
BEAM	5.63 m
DRAFT	4.65 m (fixed keel)
DISPLACEMENT	20.6 T Light craft
BALLAST	7.5 T



DESIGN

Naval Architect	Javier Jaudenes
General Concept, Exterior and Interior Arrangement	Baltic Yachts Javier Jaudenes
Interior Design	Jens Paulus
Project Management Baltic Yachts	Patric Brännbacka

BALTIC 67 PC-03 FREEDOM

Freedom bristles with innovation

Whether it's her stunning open plan interior, glass-sided hard top cockpit bimini, her electric jet tender or iPhone remote-control app, there's a lot of innovation on show aboard the latest Baltic 67 Performance Cruiser

Freedom's most distinctive feature externally is her hardtop cockpit bimini. It serves many purposes including a load-bearing area for the mainsheet track, an internal 'dashboard' for all sailing instrumentation, making them extremely easy to read from both wheels, a landing for a large array of solar panels and protection for the cockpit table and seating.

It leads directly into the yacht's stunning and unusually open accommodation. Design Unlimited, also responsible for designing the hardtop, has taken full advantage of the fact that there are only three sleeping cabins, a large owner's double suite forward and two cabins aft. In between, everything is open plan with the saloon, large galley and navigation-cum-office merging into one.

With an immense amount of light provided by deckhead skylights and two enormous hull-side ports, the effect on the contemporary styling is spectacular, creating a refreshingly modern, airy ambience.

There's an unusual amount of space. This is achieved partly by the main bulkhead separating the main living space and the forward sleeping accommodation being much further forward than on previous 67s. And although Freedom is equipped with a lifting keel, its telescopic design means there is very little intrusion into the accommodation.

The designers have selected light oak wall panels, natural oak soles, leather finished details, contemporary lighting and clear-coated carbon elements of the yacht's internal structure to complete an extremely stylish and effective living space.

With the hand over to her owner completed this summer, Freedom has undergone extensive trials in Finland to assess the effectiveness of many innovations including her diesel electric hybrid propulsion system comprising a Volvo D3 150hp main engine and a 50kW Molabo electric motor driving a controllable pitch propeller.

Baltic Yachts' project manager, Lars Gripenberg, described how the diesel engine provides the yacht's principal means of propulsion, but for leaving the marina and in other scenarios, where reduced emissions and noise levels are preferable, the electric motor can be selected. At normal cruising speeds of almost seven knots, the electric option provides a range of between three and four hours depending on conditions.



Trials also demonstrated the effectiveness of the iPhone remote-control app which among other functions enables the stern tender garage door/swim platform to be opened and the hydraulic pasarelle deployed.

The pasarelle works as a gangway when stern-to and, when required, as a small electric crane to lift the yacht's tender from the water onto the stern platform. It then stows the dinghy by moving it forward into its garage.

Equally intriguing is Freedom's actual tender, the New Zealand-produced 3.0m Zero Jet which uses a powerful, electrically-powered jet propulsion system. The boat is capable of at least 25 knots and its 45kg battery pack gives about three hours' use at speed and considerably more when throttled back.


A 'bucket' is used to re-direct the powerful flow of water from the jet, but her builder has come up with a clever tiller steering system which by-passes the often tricky handling characteristics of water jet propulsion.


The advantage of the electric tender is that no fuel or special ventilation are needed aboard Freedom and when the boat is retrieved it can be plugged into the yacht's large electrical system for re-charging. Its emission free status is an attractive selling point and the fact that the there is no exposed propeller, allowing it to run in extremely shallow water, makes it a natural tender option.

On deck, there are solar panel installations on the sliding hatch, on the hardtop and either side of the coachroof centreline skylight. They provide enough power to have the yacht's refrigeration and ventilation systems running full time.

Anchor stowage design has evolved on this iteration of the 67. In the stowed position the 45kg Ultra Marine anchor is hidden neatly in a recess moulded into the composite bowsprit keeping it clear of any lines and almost out of sight.

Freedom, with naval architecture by judel/vrolijk, should be fast and an easy yacht to sail with her Marstrom swept spreader rig requiring no runners, although there is a split fixed backstay, and all her sails deployed and trimmed electrically. Twin runners ensure that the full potential of the lift keel can be realised and excellent control can be maintained in power reaching conditions.

 TECHNICAL	
L.O.A.	20.52 m
L.O.At.	19.20 m
BEAM	5.45 m
DRAFT	2.5/3.9 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



Freedom shows off her stunning profile at sunset in Finland. Her bowsprit is specially designed to accept a 45kg Ultra Marine anchor which stows in a recess keeping it clear of all lines and largely out of sight



1abc. From top, as the electric-powered Zero Jet tender approaches Freedom the yacht's stern garage door can be opened remotely using the iPhone app; the tender is lifted onto the stern platform using the pasarelle crane; the Zero Jet is moved forward into its stowage by retracting the pasarelle.

2. Looking aft through the main saloon in which the ambience of the open plan layout is enhanced by an abundance of natural light from the deckhead skylights and the large topsides hull ports. The aft sleeping cabins are accessed either side of the companionway.

3. Looking forward into the large owner's suite, which, like the rest of the yacht, is finished in oak soles and light oak panelling.

4. With a dining area to port, a settee area to starboard and the large galley to port on a lower level, the main living area is impressive and uses carbon fibre structural elements to good effect.



BALTIC 110 CUSTOM

Refining electric propulsion

Simplifying her electric propulsion and incorporating her bowsprit with her hull mould are just two significant developments in this go-anywhere super cruiser due to launch in 2023

With her advanced composite hull and deck complete and ready for painting in metallic bronze, the Baltic 110 Custom has all her systems, main ducting, electrical cabling and heavy equipment in place, including her 247kW Danfoss electric propulsion motor.

Electric propulsion and its ability to hydrogenate for battery charging has become a popular option for its zero-emission status, quietness and installation advantages, but in the Baltic 110 Custom it is the first time a folding propeller has been fitted instead of a controllable pitch propeller (CPP).

Tommy Johansson, who is Baltic Yachts’ project manager for the 110, explained that the simpler folding option and the fact that the propeller shaft is directly connected to the electric motor with no intervening gear box, makes for a much more maintenance friendly drive train which is more cost effective.

“The hydraulic controls for a CPP unit make installation and maintenance more complex” said Tommy, “and the absence of a gear box means there are fewer parts, more space and reduced weight.”


Trials of the refined system will take place when the yacht is launched in Spring 2023. Without hydraulic control, as in a CPP, the four blades of the 32inX25in, right-handed, Brunton propeller, will be opened by applying a short ‘burst’ on the electric motor until there’s enough resistance to keep them open. The propeller will then continue to rotate while sailing to turn the electric motor as a generator.


“We will need to observe this process during trials to know precisely how this will work,” said Tommy. He added that yachts with existing

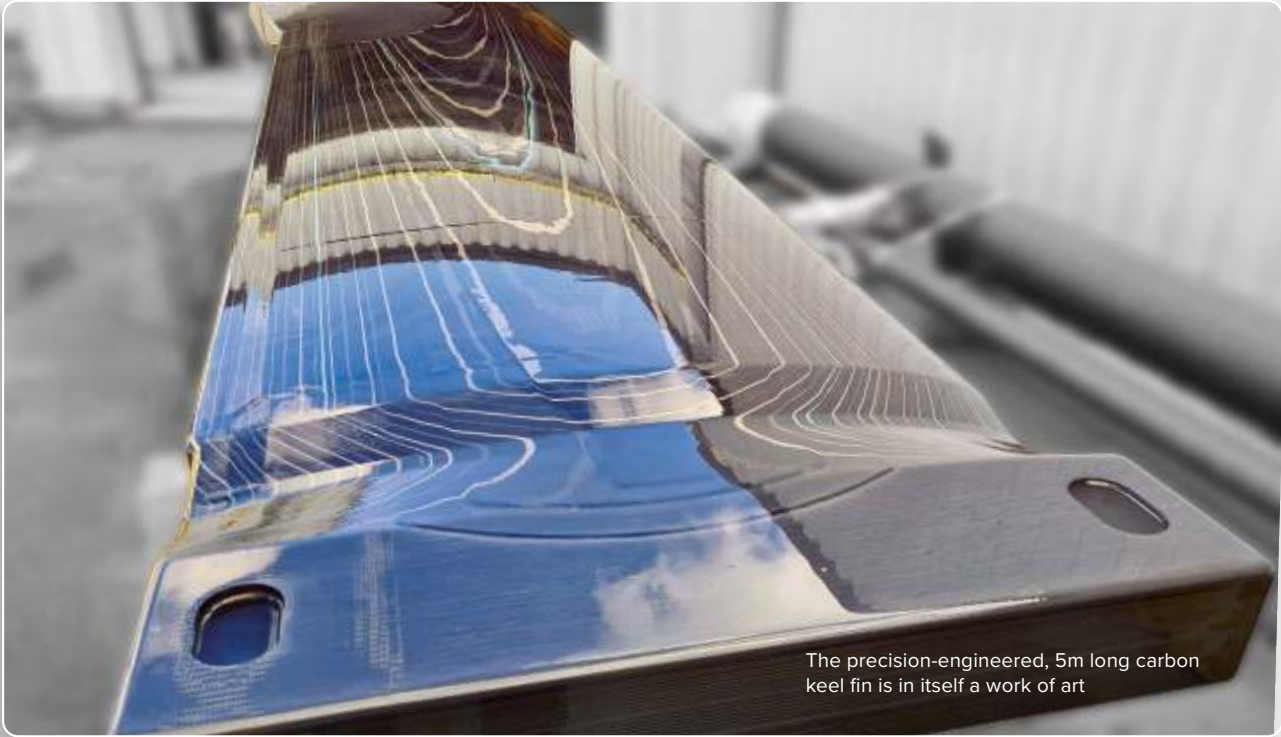
folding propellers might be interested in retro-fitting electric propulsion with its hydrogenation benefits.

As the photograph of the Baltic 110’s impressive hull show, the Malcolm McKeon-designed yacht features a 2.4m long bowsprit. Normally, this would be a separate composite moulding attached to the hull mould, but for the first time the bowsprit has been built into the hull mould itself resulting in a perfectly fair and much neater finish.

The electric motor drive train option and the 110’s all-in-one hull and bowsprit have been carefully analysed by the Baltic Yachts’ team and are more examples of the company’s innovative approach to moving design forward.

 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



The precision-engineered, 5m long carbon keel fin is in itself a work of art

BALTIC 111 CUSTOM

Carbon keel fin points to 111’s superlight pedigree

Hull and deck hit weight targets as high-performance superyacht take shape

With her carbon/Nomex hull and deck complete, bulkheads in and much of her pipework and systems installed, the Baltic 111’s many separate custom components are now being constructed.

The key feature of the 111 is her extreme light weight for a super sailing yacht of her size. Her owner selected Baltic Yachts for its deep knowledge of weight optimisation and control and the company’s ability to use the latest technology to meet performance goals.

Baltic Yachts’ project team, comprising Mattias Svenlin and manager Sam Evans, report that the weight targets for the hull and deck have been achieved by using a multitude of innovative techniques including laser technology in some of the composite lamination. This has provided the platform to keep overall weight to a minimum and achieve the performance the 111’s owner is demanding. “Almost everything that arrives

at Baltic from outside suppliers is assessed in the quest for weight saving potential,” said Sam Evans.

Although Baltic Yachts has experience fitting an all-carbon keel fin to a smaller yacht, it is the first time it has fitted one to a yacht of this size. The 5m long, highly-optimised fin has been constructed by advanced composites appendage specialist ISOTOP in France which provides components for the world’s top race boats.

The fixed fin will locate into a keel socket moulded into the hull. A highly optimised CNC-milled ballast bulb will be fitted, designed with a ‘crumple zone’ for impact protection.

Although parts of the interior will be stripped out, the lightweight accommodation components, which are under construction separately, will provide a high level of luxury. The crew area accommodation is complete as is the galley, all of which is built in lightweight carbon/Nomex honeycomb. “You could say she will be the fastest cruising boat we have ever built,” said Mattias Svenlin.



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

JASI

Style and capacity in focus for interior transformation

We formally began the Baltic Yachts' Service and Refit operation in Palma, Mallorca in 2013. Our facilities, which have been recently expanded, include a multi-disciplinary offsite facility, offices, warehouse and workshops. You will find us at our base in the STP shipyard which many say is the epicentre of the Mediterranean yachting industry. Our Baltic Family has grown to incorporate our Palma team of 30, their combined specialisms include advanced composite works, PLC engineering, electronics and the highest quality carpentry skills.

One of the yachts we have been recently working on in Palma is Jasi, a Swan 115ft. She is a competitive performance sailing yacht designed by German Frers. Jasi was acquired by new owners in 2021 and brought to Palma. Her owners, who are looking forward to enjoying the performance of their racing yacht, also wanted to enhance her interior, so decided to make some alterations. They commissioned Baltic Yachts to make their vision a reality.

The brief for the project was to respect the performance DNA of the boat while developing the style and capacity of the interior. The decision was to transform the existing large sail storage area in Jasi's bow into a new master cabin, creating a harmonious and comfortable area in which to rest after a day's racing. Other key elements were to make improvements to the guest cabins, adding a new shower to the starboard cabin, converting the port forward cabin to a twin cabin with a Pullman bed, and adding a bar section to the saloon. Of course, in order for these modifications to function optimally, and allow Jasi's guests to live onboard comfortably, there was also the need for system upgrades.



1

Along with a new sewage treatment unit, new air conditioning chillers and a new shore power unit, the most significant system upgrade was the increased battery capacity and the installation of a 48V DC-driven hydraulic pump. This new set-up has given the boat enough autonomy for longer passages such as crossing the Atlantic.

Pre-engineering work began in Autumn 2021 with our team, based both in Palma and Finland, working closely together to plan the project as efficiently as possible to achieve a quick turnaround. Using the latest technology our teams plotted the stages of Jasi's refit and work began onboard in early 2022 and was completed on schedule this summer. One of our Project Managers in Palma, Olimpia Corral Bosch, led the project supported by our team of electricians, plumbers, carpenters and other craftsmen and women. The team, working closely with the original interior designers, the renowned deVosdeVries, created a new living space consistent with the existing design. It was also our pleasure to work alongside Captain Toby Clarke and his crew.

Jasi's owners enjoyed her beautifully finished cabins and upgraded services whilst sailing in the Balearics in August. She then returned to port for a quick turnaround before attending her first regatta since her refit at the Rolex Swan Cup in Sardinia. Once Jasi's season is completed we will be welcoming her back into STP for a planned follow-up to close the project. We believe the secret to the successful completion and delivery of Jasi in the tight time frame was our relationships with our trusted partners and subcontractors: our dedication to this teamwork has once again proven to be a great strength for Baltic Yachts and a great benefit to our clients.

Text by Vicki McLeod

1. Storage area in the bow being transformed into a new master cabin.
2. Baltic's project manager Olimpia together with captain Toby Clarke.

2



Olimpia Corral Bosch

Originally from Mallorca, Olimpia studied and worked around the world before returning to her homeland in 2017. "Every young person wants to leave, and then we all come back when we realise it's the perfect place to live!" Olimpia has been a keen sailor and sea lover since she can remember, and her passion has always been yachting, coming from an island such as Mallorca it is easy to understand why.

Olimpia took her BSc in Naval Architecture and Marine Systems Engineering in Cartagena, before going on to complete her Masters in Naval and Nautic Design in La Spezia. Olimpia started her career at Baltic, training at our shipyard in Finland. Whilst in Finland she took the opportunity to familiarise herself with all the departments from engineering to production, forging important close connections with team members with whom she is still working with today.

After two months in Finland Olimpia returned to Mallorca and joined the Baltic Palma Service and Refit team where she began her career with us firstly as an engineer, and now as a project manager. Her background in engineering has given Olimpia an excellent technical knowledge which she uses to great effect. Aside from Jasi, other service and refit projects that Olimpia has worked on include Baltic 175 Pink Gin, Baltic 112 Nilaya and Baltic 115 Nikata.

What Olimpia loves most about working for Baltic Yachts is the constant desire for improvement and refining our working processes, and our inclusive Baltic-family spirit.



BALTIC 43 TUULI

29-year-old Baltic 43 is as good as new

Our Service and Refit team has transformed the 1991 classic Tuuli

Built in 1993 as hull number 42 of the highly successful Baltic 43 series, Tuuli has just completed an eight-month refurbishment at our Palma Refit and Service operation and been re-launched as good as new.

Now enjoying life as a very comfortable family cruising yacht, benefitting from a real sense of class and heritage, Tuuli is an excellent example of how a high-quality, well-built yacht is always worth considering as a refit project.

Designed by judel/vrolijk at a time when the International Offshore Rule (IOR) influenced naval architecture, Tuuli possesses inherent good performance, particularly upwind, and her solidity and displacement hint at a yacht that will be quick, comfortable in a seaway and will look after her crew.

With this and Tuuli's Baltic Yachts' heritage in mind, her new owners decided to embark on a major refit after they found the yacht languishing in Italy. The fact that there was only one previous owner was a good sign, but there was plenty of work to be done.

Jim Wadham, Baltic Yachts' Service and Refit Operations Manager in Palma, sent a team to inspect the yacht and deliver her to Mallorca. "To keep cost down we used a nearby trusted partner yard, where she was lifted and the majority of the work carried out.

"The big-ticket items included a completely new teak deck, alterations to the companionway and a refurbishment of the rig, including all new standing and running rigging, plus new North sails," said Jim.

With the deck off, the refit team took the opportunity to move all the stanchion bases slightly outboard to the toerail, which with the yacht's relatively narrow shroud base, has provided much more space on the side decks.

The three-spreader mast is original. "We removed all the fittings, sand blasted the spar, re-painted it and fitted all-new rod rigging from BSI Rigging in Denmark," said Jim. With her new slab reefing main, long battens, a completely overhauled Furler manual jib furler and a new Harken electric halyard winch, Tuuli has an easy-to-handle, powerful new sailplan. All her original Barient winches have been refurbished as have her jammers, halyard organisers and other deck fittings.

A major modification involved lowering the bridgedeck leading to the companionway by 350mm to make access easier. The space below the existing bridgedeck was occupied by a large water boiler, which was replaced by a smaller, more efficient unit. This resulted in no loss of accommodation space and it also meant that the number of companionway steps could be reduced by two. "We built a new washboard and also took the opportunity to refurbish the mainsheet traveller," said Jim.

Built of E Glass skins and a balsa core, Tuuli's hull and deck mouldings are in good condition. The hull has been faired

OTHER IMPROVEMENTS INCLUDE

- Removal of redundant electrical wiring and fitting low consumption interior lighting
- Replacing Gebo hatches
- New refrigeration system
- New regulation gas supply
- New, thicker bunk mattresses and all new upholstery
- New 65lit regulation black tank with deck and through-hull emptying systems
- Raymarine Axiom chart plotter fitted to original steering pedestal
- New stainless steel steering cables

where required and polished. "We've had to do a little bit of work on the (reverse) transom as that elegant part of the boat has probably had the occasional close encounter with the dock over the years!" said Jim.

Now that she is back in the water, Tuuli will benefit from being looked after by Baltic Yachts' Service and Refit, using its guardianship business to keep her in tip top condition and always ready to go.



BALTIC 175 PINK GIN

Pink Gin gets a new hardtop in Palma



Main picture, the top of the new structure is finished in teak and recesses on both sides enable easy access. Above, the aft section of the hardtop is engineered to be unsupported by uprights

A permanent bimini offers much more than just weather protection

“Why didn’t we do this before?” exclaimed skipper Oscar Vallejo, following the successful retro-fitting of a 9m long, 7m wide, composite hardtop bimini to the Baltic 175 Pink Gin. The work was completed by Baltic Yachts’ Service and Refit operation in Palma.

Permanent cockpit hardtops are becoming a popular retro-fit option, not just for sailing yachts but for motor yachts looking for more effective shade on upper decks using lightweight structures which don’t affect stability.

Sun and weather protection are obvious advantages, but as Jim Wadham, Baltic Yachts’ Operations Manager at its Service and Refit base, explained: “A hardtop like this means the whole cockpit area remains cooler, which has a knock-on effect, reducing both air conditioning demands immediately below and power consumption for cockpit refrigerators.

“It also means there is less reliance on removable awnings which can be awkward and time consuming to fit and eventually need replacing. That’s also a plus for the crew!”

Built of advanced composites, Pink Gin’s new hardtop weighs in at just 800kg. It is supported at the mid and forward points by six carbon composite mullions leaving the suspended after end clear for easy access and uninterrupted views. Its 9m length covers the entire cockpit and features permanent glazing in the forward sections for additional wind and weather protection.

Other features include roll-down Strataglass side screens, dimmable lighting in the deck head and a teak laid finish to the top. Javier Jaudenes has been particularly successful in designing a structure which is proportionate, stylish and blends in well with Pink Gin’s lines.

Baltic Yachts’ Service and Refit operation in Palma built Pink Gin’s hardtop in their Son Castello facility on the outskirts of Palma where they are able to construct large items in advanced composites. Working together with local naval architect Javier Jaudenes and a specialist tool maker in Cartagena, the hardtop was designed and built following 3D scanning of the yacht. Baltic Yachts’ ability to engineer the large unsupported area of the hardtop was also a significant factor.



») NEWS

• Join the party!

With invitations out for our 50th anniversary Baltic Yachts Rendezvous Regatta in September 2023, we have received a lot of interest from owners around the globe.

The regatta will take place in Porto Rotondo, Sardinia from 14-17 September next year. We are expecting up to 30 yachts to participate including some of the earliest series production yachts and a number of our most recent superyacht launchings.



There will be three days of sailing and while there will be a racing element to satisfy the more competitively-minded we are keen to keep the sailing fun, safe and enjoyable.

The waters around Porto Rotondo are sublime and the facilities at the Yacht Club Porto Rotondo ideal for the needs of Baltic Yachts' anniversary celebrations.

More details of the programme of events will be forthcoming in the New Year, but if you are keen to attend registration is open on www.balticyachtsrendezvous.com. If you need more information please do not hesitate to get in touch!
Contact: together@balticyachts.fi

• Perseverance and Path bring awards total to 33

In a highly successful awards season for Baltic Yachts, Baltic 117 Perseverance was voted 'Yacht of the Year' in the Boat International World Superyacht Awards 2022. She was also voted Best Yacht in the 30m to 39.9m category while Baltic 146 Path won the 40m and above category. The announcements were made at a gala ceremony at London's historic Guildhall in May where the judges said there was little to choose between the two yachts.

Perseverance continued her winning ways later in the year when she won the important Eco Award at the Boat International Design and Innovation Awards, announced in Milan. The judges were impressed by her electric propulsion and charging system and her innovative pump technology to reduce the use of power.

Perseverance also won the award for Best Naval Architecture for her designers at Dykstra Naval Architects with their founder Gerard Dykstra winning a Lifetime Achievement Award for his remarkable portfolio of work over more than 50 years.



• Dates for your diary

As the Mediterranean summer season draws to a close, we look forward to seeing you at a number of events at which Baltic Yachts will have an official presence:

📍 Monaco Yacht Show Sep 28 - Oct 1

Visit our stand QH4 and book a visit to the multi award-winning Baltic 117 Perseverance

📍 METS
Marine Equipment Trade Show Nov 15 - 17

📍 St Barths Bucket regatta March 2023 15 - 19

A number of our yachts will be taking part in the world's biggest superyacht regatta



BALTIC 46 QUEEN ANNE

First ever Baltic returns for 50th anniversary refit

The Baltic 46 Queen Anne, originally named Diva, was the first yacht ever built by Baltic Yachts, so her return to Jakobstad after 50 years made for a fitting and emotional reunion

Baltic Yachts' 50th anniversary is next year, but celebrations have already begun in Jakobstad as the first yacht ever built by the company returned to Finland recently to begin a refit in time for her landmark birthday in 2023.

For Per-Göran 'PG' Johansson and Jan-Erik Nyfelt, who welcomed Queen Anne and her current owner Anders Onsager as they arrived at the dock in Jakobstad, it was a particularly moving homecoming. As two of the five founding 'fathers' of Baltic Yachts, PG and Jan-Erik recognise Diva, as she was christened in 1974, as representing everything the new company stood for when Baltic Yachts came into being – lighter, stiffer, faster!

"The fact that she is still in remarkably good shape, has been in the same family for more than 40 years and that she will be part of the centrepiece for our 50th anniversary celebrations next year, makes her arrival here very special for me and the company," said PG Johansson.

Diva was renamed Queen Anne when Anders Onsager's father Sverre bought the yacht in 1979 and named her after his wife. By then Diva had already achieved a remarkable amount under the original ownership of the Norwegian Theodor 'Teddy' Sommerschild, an Olympic yachtsman who competed in the Mexico City Olympics in Acapulco in 1968 and in Munich in 1972, both in Dragons.

As a yacht with a competitive edge, the new Baltic 46 had caught Theodor's eye at the Hamburg Boat Show in 1974 and a contract was duly signed. The yacht was designed by the Canadian naval architecture partnership of Cuthbertson and Cassian (C&C) who had impressed PG Johansson and his go-ahead team at Baltic for their technical knowledge and success on the race course.

There was a clear synergy between the thinking of PG Johansson and C&C's head designer Rob Ball whose aim was to maximise the use of modern materials and optimise rating under the International Offshore Rule (IOR) which drove design at the time.

Indeed, the C&C 46 was marketed by Baltic Yachts as a competitive racing yacht. The year after Theodor Sommerschild had taken delivery of Diva in Kiel, following her delivery from the Hamburg Boat Show, the Canadians asked if she could be chartered to join their Admiral's Cup team.

This was the golden age of the iconic international offshore sailing event, raced under the IOR, which in 1975 attracted 57 yachts from 19 nations worldwide to Cowes on the Isle of

Wight. The competition, which in those days forbade the use of electronic instrumentation as its use was regarded as an unfair advantage while racing, incorporated the famous Fastnet and Channel races and represented the pinnacle of offshore sailing competition.

Diva was competing against some of the ocean racing greats including the UK's winning team of Battlecry, Yeoman XX and Noryema, Germany's Pinta, Rubin and Duva and the USA's Charisma, Tenacious and Robin.

Although the Canadian team performance was inauspicious, the Admiral's Cup experience 'was fun' according to Teddy Sommerschild's son Johan who sailed aboard Diva with Star Olympic silver medallist in Mexico, Per Ola Wiken.



Jan-Erik Nyfelt and PG Johansson



Diva competed in the 1975 Admiral's Cup for Canada

"We sailed a lot together aboard Diva at the time, but we were not decision makers onboard during AC 1975," he said. "The Canadians complained a lot about salt in their eyes, as they were used to sailing on the Lakes in Canada!"

Diva subsequently returned to Norway and her home port of Hanko, south of Oslo, close to the Swedish border from where she was used for family holidays in some of the Baltic's outstanding cruising grounds. She also took part in the Skaw Race and Shetland Race, Faerderseilasen, then one of the biggest overnight races in the world and other local sailing events.

When Sverre Onsager bought Diva in 1979, he inherited a yacht in which a lot had already been invested. Extra winches – 18 in all - a grinder pedestal and an extensive sail wardrobe were all part of the package, and they are still in use today!

Anders Onsager was just a one-year-old in 1979 and over the years has accumulated fond memories of family sailing holidays with his older brother Martin, sister Karen and younger sister Ingerid. "During the summer we were sailing aboard Queen Anne for five or six weeks which left us with some incredible memories," said Anders.

With the boat based largely in Oslo, Anders grew up with Queen Anne. "I was always with my father in the springtime and helped with fitting out and preparing for the summer," he said. By the time he was 15 Anders was able to handle the 46-footer on his own and this led to Queen Anne being made available for charter. At the age of 22 he was a charter skipper.

Not long afterwards Anders made a deal with his father to buy Queen Anne over a period of ten years, an arrangement which he financed by running weekly charter trips to Skagen in Denmark and along the Swedish coast during his holidays from the Copenhagen Business School. "This was particularly popular with younger groups and it was mainly girls who sailed with me," explained Anders.

He then joined the The Royal Norwegian Naval Academy for three years, during which time he served as navigator aboard a submarine. "I found my experience with Queen Anne of great value during my time in the navy, helping my technical, navigation, seamanship and leadership skills," said Anders.

Apart from chartering and cruising, Anders has skippered Queen Anne in a number of races and regattas including the tough Shetland Race in 2004, the crew for which was made up of 12 members of the Naval Academy.

Now, the next generation is enjoying the special way of life Queen Anne can offer. "I met my wife in 2009 – she was part of a group of girls who sailed with me on the yacht – and today we have two children Anton, 9, and Thilda, 11. Like me, they have grown up with the yacht, have a genuine interest in her and say they love her very much!

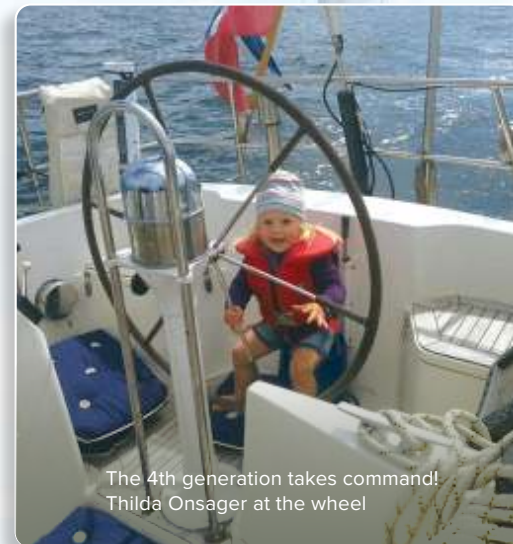
"I am sure Queen Anne will always be there for them and the next generation as well," said Anders.

And with the refit and tender loving care being administered by Baltic Yachts this winter, that should be a given. There will be a replacement for her original Perkins main engine, hull paint above and below the waterline, deck paint, removal of all deck hardware, deck sand and re-caulk and a programme of instrument renewal. Her mast and keel bolts will be checked out, rudder removed and bearings replaced, her large sail wardrobe overhauled and her original Barient winches stripped down and refurbished.

With three new builds launching at Baltic Yachts next year – the Baltic 110, Baltic 111 and Baltic 68 Café Racer, Open Season - Queen Anne will take her place alongside them as the original Baltic-01, a yacht of whose longevity and special place in yachting history her owners can be justly proud.



For more about the first ever Baltic yacht read PG Johansson's Tell Tales blog at our website



The 4th generation takes command!
Thilda Onsager at the wheel

Queen Anne is now a comfortable family cruising yacht benefitting from a great performance pedigree

Next – the world?

Before Queen Anne's current refit was mooted, Anders Onsagers' original plan was to take part in the Ocean Globe Race, a circumnavigation starting at the end of 2023 similar in concept to the early days of the then genuinely amateur Whitbread Round the World Race. The idea gripped Anders even though Queen Anne would be one of the smallest yachts in the race.

He approached Baltic to ask if the company would be keen to help with a refit as part of a support package, to which the answer was yes.

A year later a friend told him he had also entered the Global Ocean Race with the appropriately-named Swan 651 Second Wind, the original Fazer Finland which took part in the 1985/86 Whitbread. Anders helped him sail the boat from the Bahamas to Finland in a 29-day non-stop passage taking them north of the UK. En route they discussed the two entries and decided to concentrate on Second Wind's effort, withdrawing Queen Anne.

In the end it was a win all round because Second Wind will compete in the OGR while Queen Anne will enjoy her 50th birthday as a star in Baltic's own anniversary, possibly taking part in the finale, The Baltic Yachts Rendezvous in Porto Rotondo, Sardinia in September 2023.

But it won't be the end of the story. Anders said: "I have always had a dream to sail round the world and I am planning to do that solo nonstop, hopefully in 2025." Aboard Queen Anne, of course!



Anders Onsager





 *Baltic Yachts*

Alholmsvägen 78, 68600 Jakobstad – Finland / tel. +358 6 781 9200 / info@balticyachts.fi