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NAME:	GREEN LIGHT	LOA:	43.34'	13.21 m
TYPE:	Sailboat - Cruiser/racer	LWL:	35.76'	10.90 m
BUILDER:	BALTIC YACHTS	BEAM:	13.78'	4.20 m
MODEL:	BALTIC 43 tall rig	DRAFT:	8.05'	2.45 m
DESIGNER:	Judel/Vrolijk	I:	59.67'	18.19 m
YEAR:	1987	J:	17.06'	5.20 m
ENGINE:	Yanmar 3GM, 30hp, 1995	P:	53.15'	16.20 m
FUEL:	170 liters 45 gallons (ss)	E:	17.16'	5.23 m
WATER:	208 liters 55 gallons (ss) two tanks	DISPL:	19,754 lb	8,960 kg
HOLDING:	40 gallons (ss) 10 gallons (plastic)	BALLAST:	8,488 lb	3,895 kg
HULL MATERIAL:	Fiberglass sandwich	RIG:	Sloop – tall rig	

ACCOMMODATIONS & LAYOUT:

Forward cabin with port and starboard pipe-berths, workbench area with small vice and bike rack to port; next aft is a large hanging locker including space for computer printer; behind the hanging locker is a head with shower; opposite the head is a bunkroom with upper and lower berths and hanging locker; next aft is the salon with U-shaped settee and dining table to port, dining table lowers to form double berth, removable pipe berth above settee, cabinets and shelves/bookcases above backrests; opposite the salon is the nav station with custom computer bay; next aft to starboard is the walk-through galley, separated from the nav station by a bar locker; aft cabin with centerline queen-size berth, seats on both sides with custom storage, hanging lockers on both sides, drawers, large mirror, storage lockers and a private head with shower; blue upholstery (2000). Entire interior varnished in (2004).

GALLEY:

- Double stainless steel sink with hot and cold pressure water
- Fresh and sea water foot pumps, sea water pump has Y-valve to empty refrigerator
- ALPES INOX stainless steel 3-burner propane stove with oven and electric propane solenoid
- Top-loading refrigerator and freezer with SEA FROST engine driven compressor and 110V-AC compressor driven by shore power or inverter
- Drying cabinet above sink
- Aft pantry in galley with huge storage for provisions, cookware, etc
- Ample additional storage and counter space

ELECTRONICS AND NAVIGATION EQUIPMENT:

- B&G Hercules sailing instruments with (2) MFD's in cockpit, (1) 360-degree analog wind angle in cockpit, (1) close-hauled wind angle in cockpit, (1) MFD at helm, (1) MFD in aft cabin, (1) MFD at nav station
- INTERPHASE PROBE forward-looking depth sonar (2001)
- JRC GPS with differential receiver fully integrated with computer, radar, and 406 EPIRB
- STANDARD HORIZON VHF radio with repeater/intercom at helm (2000), masthead antenna
- ICOM 710RT SSB radio (2000)
- PACTAR II computer-to-SSB modem (2000) for 24/7 coastal/offshore e-mail capability
- FURUNO 24 Mile radar, with canting antenna on stern post
- FURUNO remote display at helm (2000)
- ICOM NAVTEX 24/7 independent weather receiver (2003)
- SONY desktop computer with flat-screen display in custom computer bay at nav station (2000)
- HP Photosmart printer in forward locker (2000)
- AUTOHELM 7000 autopilot with handheld remote and linear drive type 2L (2001)
- SUUNTO D-165, 7" binnacle compass
- 9" CHELSEA clock and barometer

ELECTRICAL SYSTEM:

- 12V-DC AGM service batteries 4x105Ah (2008)
- Spare Delco main-engine 70Amp alternator (2001)
- 12V-DC starting battery 105Ah (2008)
- 50Amp alternator with auto-combiner/isolator for starting and service batteries (2003)
- HEART 140Amp battery charger 110V-AC with three GFI outlets (2000)
- STERLING 50Amp battery charger 110/220V-AC 50/60Hz shore power (2001) with one 220volt outlet in aft cabin
- HEART FREEDOM-30 3000 Watt inverter (2000) for computer, fridge, 110v outlets, etc
- LINK 20 two-bank battery monitor (2000)
- Shore power cords (one 110volt, one 220volt)
- RABBIT MARINE 12V-DC charging system (2000) includes dedicated 6hp KUBOTA 3600rpm diesel, 170Amp alternator and BALMAR smart regulator... total weight 125 lbs. Installed in port aft lazarette, fully integrated with main electrical system, main diesel fuel tank, etc
- CO detector in aft cabin
- VILLAGE MARINE 8-gal/hr reverse-osmosis desalinator (2000)

DECK AND HULL:

- Fiberglass and balsa sandwich construction, Kevlar/E-glass hybrid fibers and CK 57 aircraft balsa
- White hull blue stripes
- GE LEXAN side windows in cabin with scratch coat and UV coat (2000)
- Teak decks including cockpit and coamings (all refurbished by Jamestown Boatyard (2000)
- Elliptical fin keel including grounding plate embedded in hull at keel's trailing edge
- Stainless steel swim ladder on transom
- Stainless steel handrail for companionway
- Recessed anchor locker with salt water anchor wash down and LEWMAR CONCEPT I windlass with capstan (2000); 1400lb max pull
- Hot and cold freshwater shower in cockpit
- Custom teak step/footrest at helm seat (2002)

SAIL INVENTORY:

• Mainsail	Dacron	1987	SOBSTAD
• Genoa #1 150%	Kevlar	like new	SOBSTAD
• Genoa #2 120% Roller-furling, all offshore options	Dacron	1999	QUANTUM
• Genoa #3 100%	Kevlar		SOBSTAD
• Spinnaker .50 oz	Nylon	like new	SOBSTAD
• Asym cruising .75 oz	Nylon		SOBSTAD
• Spinnaker 1.5 oz	Nylon	like new	SOBSTAD
• Spinnaker Staysail, on its own furling drum	Light Dacron	like new	SOBSTAD
• Storm jib	Dacron	2000	QUANTUM
• Storm Trysail	Dacron	2000	QUANTUM

RIG:

- Triple spreader aluminum by BALTIC YACHTS, tall rig, anodized black and painted with AWL-Grip black (2001)
- HALL SPARS extended boom (longer than original) (2004)
- Cruising spinnaker pole (shorter...allows roller furling with pole attached to jib)
- NAVTEC discontinuous rod rigging (completely replaced 2001)
- NAVTEC hydraulic boom vang,
- NAVTEC hydraulic backstay adjuster
- NAVTEC hydraulic outhaul/flattening reef
- Insulated backstay for SSB antenna
- RECKMANN R-2 Racing roller furling headstay
- HARKEN Batt-car system for main
- Running rigging in Kevlar where appropriate
- Sheets, halyards, reefing lines replaced as appropriate (2000)
- ANTAL roller bearing blocks and main traveler
- Lazy jacks and integrated sail cover (2003)

WINCHES by LEWMAR:

- | | | |
|--------------------------------------|-----|-------------------|
| • Primaries | (2) | L- 65 AST 2-speed |
| • Secondaries | (2) | L- 55 AST 2-speed |
| • Main sheet and control lines | (3) | L- 46 AST 2-speed |
| • Genoa, spinnaker and main halyards | (3) | L- 43 CST 2-speed |

MECHANICAL EQUIPMENT AND ENGINE DETAILS:

- Approx 3,000 hours on YANMAR main engine; complete top end overhaul (2009) Starter motor (2009)
- LAVAC vacuum heads with holding tank. Heads can be switched from seawater to fresh water , and can be switched from holding tank to overboard, holding tanks can be pumped overboard or via deckfills
- FIREBOY automatic Halon fire extinguisher system in engine compartment. Manual Halon extinguishers in cockpit and galley, manual powder extinguisher in forepeak
- CRUISEAIRR-SMX air conditioning 110V-AC off shore power, reverse cycle heat and air conditioning
- (7) HELLA Turbo cabin fans
- Electric bilge pump with automatic float switch
- (2) WHALE Gusher 10 manual bilge pumps in cockpit and salon
- (2) Aluminum propane tanks (2000) in isolated storage

SAFETY ITEMS:

- ACR RAPIDFIX 406 EPIRB Cat-I (auto-release/activation) with GPS interface
- 6 person canister life raft with stainless steel mounting frame
- MOM-9 man overboard module (2000)
- Lifesling
- Horseshoe life ring with strobe lights
- ACR OCEAN SENTRY radar detector and active radar transponder
- LENSREF passive radar reflector
- Inner forestay (easily removable/stowable) for storm jib and mast support (2000)
- Very strong custom boom-end-to-foredeck preventer system (2000).

OTHER FEATURES:

- Danforth-style anchor with chain and rode
- 60" steering wheel covered with elkhide
- Fenders and docking lines
- Winch handles and snatch blocks
- Boat hook and flagstaff
- Bosun's chair
- Coast guard safety equipment
- Large cockpit dodger, companionway dodger, Bimini (2000). All have zip-out windows, sun shades.
- Connector allows Bimini and dodger to be joined to fully protect cockpit.
- Cockpit cushions

REMARKS: GREEN LIGHT has spent most of her years cruising. She is designed and equipped to do either full-on cruising with all conveniences or racing. GREEN LIGHT is ready to go anywhere in the world tomorrow - either coastal or offshore. Easily convertible from/to racing/cruising configurations. In racing trim, this is a very fast vessel. (example: the J-42 has a PHRF of 66, GREEN LIGHT's PHRF is 57). In cruising mode, her equipment and her storage capacity provide a very comfortable live-aboard home.

LOCATION: En route Holland

Details are thought to be reliable but are not guaranteed. Offer subject to change, prior sale and tax when applicable. Measurements in U.S. and metric units.