

## **BALTIC 45 CUSTOM**



### **Customisation at 45 feet**

Superyacht owners expect to be able to customise their yachts to their exact requirements. It's just the way it has always been. Anything less than 60ft long, however, and you're lucky if you can find someone to build that something special or unique. Generally you have to be satisfied with a production boat. That is all changing now, as Baltic Yachts is currently constructing a hi-tech carbon/nomex fully customised sailing yacht measuring just 45ft LOA.

Jouni Hirvenkivi, who is project manager for the custom Baltic 45 at the company's headquarters in Bosund, Finland, says this will be one of the fastest, most powerful boats of its size, built for a client who loves his sailing in many forms, and knows exactly what he wants. Designed by Reichel/Pugh, Hirvenkivi likens the

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aggressive shape of the Baltic 45 to a triangle. The hull is very fine in the bow, broadening out to a very beamy boat at the stern, so much so that it will be fitted with water ballast, twin rudders and twin steering pedestals, in the mode of the IMOCA Open 60s about to set off on the Vendée Globe or the latest generation Volvo Ocean 70s. It also bears comparison with the IMOCA boats in that the owner's specification for the Baltic 45 is for him to be able to sail - even race - the boat singlehanded.

"The client is based near Lake Michigan, and enjoys racing on the Great Lakes on the US/Canadian border, but he wants to compete in some of the ocean classics on the Pacific and Atlantic coasts," says Hirvenkivi. "He plans to race the Baltic 45 shorthanded in races like the TransPac and the Newport to Bermuda Race."

However, the client also wants to be able to go daysailing with his wife out of Newport, Rhode Island, or Lake Michigan, so while first appearances suggest the Baltic 45 to be an all-out race boat, there are some concessions to cruising. For example there is a lifting keel which enables the draft to be reduced from 3.2m to just 2.0m when fully retracted, which should prove useful for cruising the Great Lakes. Down below there are a few creature comforts to make daysailing an appealing proposition. "In the main cabin you wouldn't even know that you're in a hi-tech carbon boat," says Hirvenkivi. "Apart from a few exposed carbon surfaces for decorative effect, the interior is fully veneered in cherry wood, which makes for a very pleasant interior."

However, once you venture from the comfort of the main cabin, the true nature of this boat becomes apparent. "If you go forward of the main bulkhead you won't find much there except for white-painted surfaces. And right forward at the bow and in the aft lazarette the hull is coated only in clear epoxy. Apart from the main cabin, there are few concessions to weight in the interior. There is a microwave oven and a small fridge in the galley, and there is full-size toilet with locking door, a wash basin, and cabinets for toiletries, so there are enough amenities to stay on board overnight, but not for any long-distance cruising."

On deck, there are few visible signs of the boat's multipurpose design. In most respects it looks like a stripped out racer. Look a little closer, however, and there are some neat touches to help keep the Baltic 45 that little bit more comfortable and maintenance-free than your typical high-performance racer. "We have worked hard to keep all through-deck openings to a minimum," explains Hirvenkivi. For example, many jib sheeting systems on race boats, you have a barber hauler which leads away under the deck. It's very light, simple and neat, but it also means there are holes which could let water into the cabin below, and seeing as we've got all that nice cherry wood below, it would be a shame for that to get wet. So we decided to go for a

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traditional track bolted on to the deck. It's still light, but doesn't leak."

The rig and the cockpit layout have all been designed around having a boat that offers maximum power when needed, but which can still be managed singlehanded in the severest of ocean conditions. The carbon rig will have aft-swept spreaders so that the mast is well supported even if the backstay isn't fully tensioned. The mainsail has been specified with a large roach, the jib will have a slight overlap with the mast at 109%, there will be a Code 0 reacher on the furler, and a bowsprit will offer the option of using a spinnaker or large gennaker. So the Baltic 45 will certainly not be lacking for power, especially when you consider that it's all-up displacement is just 6,000kg, with a ballast ratio of almost 50%.

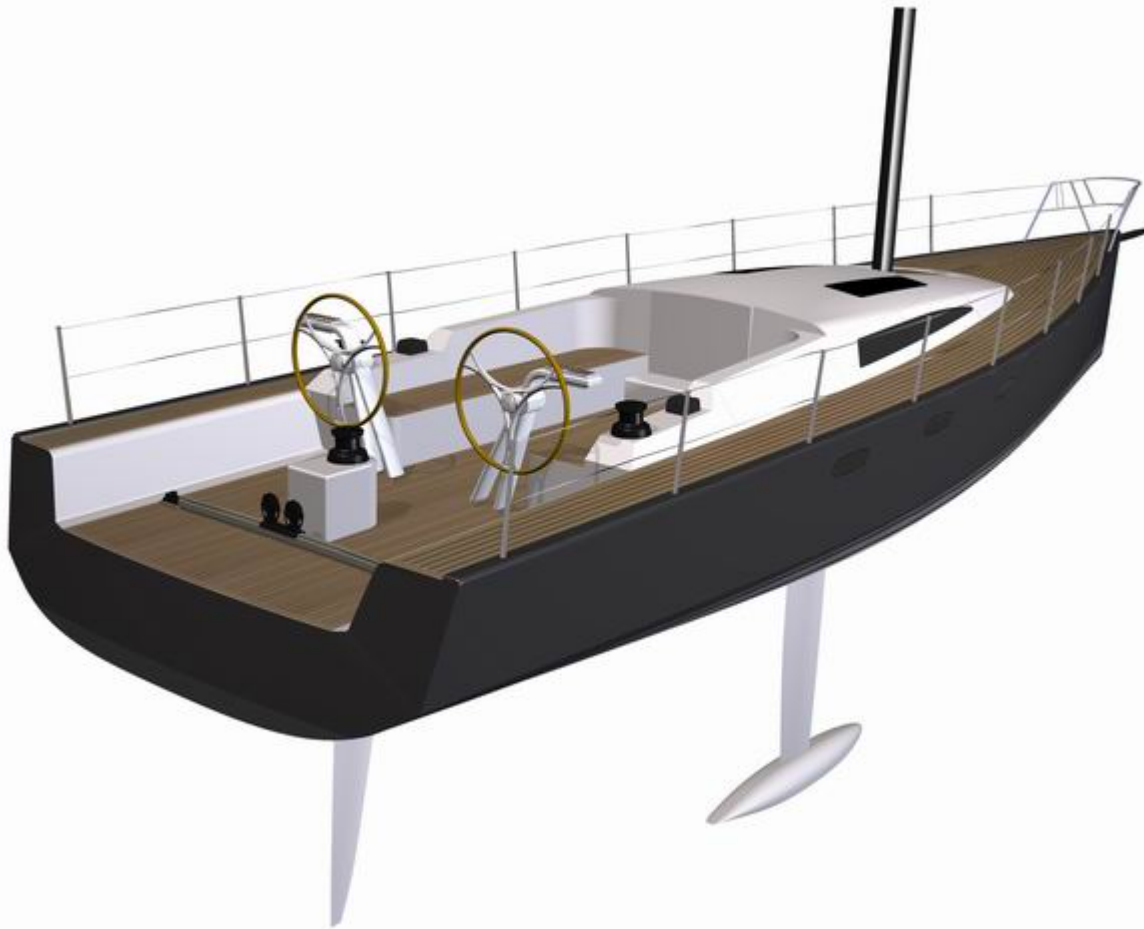
A powerful beast indeed, hence the need for that water ballast. But with power also comes responsibility. "Safety has been very high in the discussions with the client," points Hirvenkivi. "The owner wants to know he can handle this boat in a stormy situation out on the ocean. So the stanchions are slightly higher than normal, there are extra securing points in the cockpit, and all lines are led to the cockpit, so even when he is sailing alone he can raise and lower all sails from the cockpit."

The Baltic 45 Custom will be one of the highest-performance yachts of its size. Hirvenkivi says this boat is extremely high-tech. You normally don't find such high levels of construction - aramid honeycombs, carbon fibre and nano epoxy - on a 45ft boat. Then again, no one can pretend that this level of technology and customisation comes cheap, as Baltic's Marketing Director PG Johansson points out: "The type of client that comes to Baltic Yachts tends to have very clear and strong ideas about exactly what they are looking for in their boat, and they come to us when they know that they can't find what they're looking for from the production market. The Baltic 45 is an example of that, with a client who wants something that just doesn't exist in the market.

"Inevitably this level of customisation makes these boats expensive, there's little that we can do about that, but it is very exciting to be given the opportunity to design and construct boats that represent the very cutting edge of new technology. We are very much looking forward to seeing how the Baltic 45 performs when she is launched next year."

The Baltic 45 is due for delivery to the client in May next year, in Newport, Rhode Island.

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## Main Characteristics (preliminary)

Naval Architect:	Reichel Pugh Yacht Design
General engineering:	R&J Design
Interior and deck design	R&J Design / Reichel Pugh Yacht Design

LOA	15,17m
LWL	13,89m
Beam	3,86m
Draft	2,00/3,20m
Displacement	6040kg
Ballast	3090kg
I	17,69m
J	5,28m
P	19,40m
E	6,68m

Main sail area	68,67m <sup>2</sup>
Self tacking Jib	38,17m <sup>2</sup>

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Construction – hull & deck	Carbon composite construction using vacuum injection methods and sandwich construction in order to achieve optimum characteristics and strength. Laminates are unidirectional and multi-axial Carbon fibers.
Keel	Lifting keel with forged and milled keel fin and lead bulb.
Interior	Advanced lightweight construction interior. High tech materials covered with light cherry wood veneer.
Deck fitting	Harken
Mast and rigging	Hall Spars
Main engine	Yanmar 3JH4CE with SD50 Sail Drive
Propeller	3-blade folding
Bow thruster	MaxPower Compact Retract
Fuel tank	160 ltr
Fresh water	80 + 80 ltr
Air Conditioning	Marine air Vector Turbo VTD8K
Batteries	Starting 12V 55 Ah, Service 12V 300 Ah
Electronics	NKE
Accommodation	8 berths
Launch date	May 2009

**To get renderings or more information please contact:**

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