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NAME:	ELUSIVE	LOA:	54.79'	16.69 m
TYPE:	Sailboat - Cruiser/racer	LWL:	47.38'	14.44 m
BUILDER:	BALTIC YACHTS	BEAM:	16.05'	4.89 m
MODEL:	BALTIC 55	DRAFT:	9.87'	3.01 m
DESIGNER:	Douglas Peterson	I:	74.13'	22.59 m
RIG:	Sloop	J:	22.05'	6.72 m
YEAR:	1984	P:	65.83'	20.06 m
ENGINE:	Perkins 4.236M, diesel, 78 hp; 8000 hrs	E:	19.68'	6.00 m
FUEL:	416 liters 110 gallons stainless steel	DISPL:	39,728 lb.	18,020 kg
WATER:	530 liters 140 gallons stainless steel	BALLAST:	16,700 lb.	7,575kg
HULL MATERIAL:	Composite, S-glass			

ACCOMMODATIONS & LAYOUT:

The forward most compartment is watertight with a commercial watertight door leading aft to the "working" forepeak; next aft is the main bow area set up as workshop and storage space, (2) removable pipe berths, bracket for outboard motor, line storage & etc. A Maxi style bench/step makes it easy to use the custom built forward sliding deck hatch; next aft to starboard is a utility room with shelves and lockers on center shelves for multimedia and spares, the bottom most compartments have custom brackets for dive tanks and a dive compressor, forwardmost outboard in this compartment is the windlass anchor chain locker, starboard, (located 15 feet from bow for better weight distribution); next aft outboard is a large hanging locker separating the chain locker from the forward head equipped with shower; opposite to port is a guest cabin with upper and lower berths, the lower berth can be extended to King size; the bulkheads in this area are easily removable for racing and/or excellent access to bilges and ceilings; next aft is the main salon with a removable large single leaf table to starboard, removable table to port, comfortable seating for 8-10 on two large settees, settees are full length and equipped with lee cloths for use as berths, pilot berth on starboard, entertainment center on port; next aft to port is the nav station with it's impressive array of a full complement of navigational, wind instruments and other electronics; opposite the nav station is the walk through galley; between galley and nav station is the engine compartment with completely removable covers for complete engine access; aft of the nav station is the aft head with shower, walk through to the aft cabin; aft cabin with centerline queen size berth, pilot berth and pipe berth to port, hanging locker and a large freezer to starboard, Shelf to port.

GALLEY:

- Completely re-designed and updated (1995)
- Double stainless steel sink with hot and cold pressure water (new faucet 2004)
- Fresh and sea water foot pumps
- FORCE 10 stainless steel 4-burner, gimballed propane stove with oven (1995)
- MARINETICS propane solenoid as well as local manual shut off valve
- Exhaust fan above stove
- Front and top loading refrigerator with 12V-DC and two independent belt driven compressors (one operating off the main engine the other off the pony engine)
- Microwave oven
- Drying rack above sink
- Custom built storage spaces for toaster and coffee maker

ELECTRONICS AND NAVIGATION EQUIPMENT:

- The electronics received a \$100,000+ update in (2001/2002)
- B&G Hydra 2000 sailing instruments include speed/log, depth, wind sensors with Carbon Race AWI extended mast wand and Halcyon fluxgate compass (all B&G 2001) (1) FFD (W/NMEA) in nav station
- (5) FFD's in aft cockpit Four in an instrument pod, one at the binnacle
- FFD in center cockpit
- 360° analog wind angle in aft cockpit
- Commercial sonar/scanner with retractable sensor under bow and controls in nav station. Readout on main computer screen (1995)
- Custom Built AthlonXP based PC (2002)
- 17" bulkhead mounted XVGA LCD screen (2002)
- MAXSEA navigational software w/Dongle (2001)
- SSB radio, Raytheon 152, 1990
- RAYTHEON color radar with remote screen for cockpit (2008)
- COMNAV Autopilot (commercial grade with constant speed pump) control heads in nav station, center cockpit and at helm (2001)
- RAYTHEON GPS (2002) with output to PC or laptop
- GARMIN GPS (2002) with output to PC or laptop
- ICOM VHF radio (1990)
- SAILOR VHF (Absolutely bullet proof full 25W power) (1984)
- Locker and drawer for large footprint laser printer and scanner
- GLOBALSTAR external antenna and power bracket (2001)
- Amazing state of the art entertainment system with separate equipment, over 1000W clean quality sound (2001)
- ADS 12V power amps driving Multiple ADS speaker sets including 5.1 set up in main salon, controlled by Adcom preamp
- Dolby digital and DTS surround sound system with on deck control of deck speaker system
- Worldwide TV and VCR with 5 disc Sony DVD player, connections for Xbox and Playstation2
- The system is one of the best systems found in any yacht of her size (original cost of components in excess of \$30,000)

ELECTRICAL SYSTEM:

- The electrical system was mostly re-wired in (2001/2002)
- 12 V DC service batteries 1,000Ah Gel-Cell (2002), enough battery power to run the ship for 48 hours in conservation mode or running everything with 3-4 hours per day charging time
- 12 V DC starting battery 120Ah Gel-Cell (2002)
- (2) 110 Amp alternators for service batteries off main engine (2002)
- 150Amp high output alternator with EMON regulator for service batteries off pony engine (2002)
- HEART 1,000Watt inverter, 100Watt battery charger combination unit
- PRO SINE true sine wave 1,000Watt inverter
- 40Amp smart charger with remote sensing
- EMON battery charging and monitoring system controlling the twin parallel 110Amp alternators on main engine together with the 150Amp high output alternator on pony engine
- 12V and 110V power distribution panels located in nav station – constantly updated and improved
- 110V AC shore power with several outlets
- Shore power cord
- Masthead combination anchor/tricolor light
- Port/starboard bow light
- Stern light
- Combo halogen flood light/steaming light with stainless steel guard
- The interior lighting system is a redundant set of halogen/incandescent/red night lights with multiple light levels

DECK AND HULL:

- Sandwich construction utilizing CK57 aircraft grade balsa and S-glass hybrid roving. Kevlar bow section for impact resistance.
- White/light grey hull with red stripes. Painted AWL-Grip (2001)
- Off white Micron antifouling paint (09-2007)
- The hull has a foam impact zone forward capable of withstanding collision with submerged objects (containers and such)
- Water tight bulkhead with "submarine" door 6ft from bow for maximum survivability from major collision
- Elliptical rudder with self aligning roller lower bearing, designed by Humpreys and built by Bill Green (1986)
- Elliptical fin keel designed by Pedrick (1989). This keel is heavier than the standard Baltic 55 keel as well as designed with the center of gravity further down.
- Anchor chain locker with MAXWELL electric windlass, controls both forward and in cockpit, calibrated digital chain counter
- Non skid deck, completely restored to "as new" condition and painted AWL-Grip (2001)
- Teak decking in cockpits (replaced 2001)
- HARKEN Big-Boat Genoa tracks with custom ball bearing cars, adjustable under load by dedicated LEWMAR winches
- HARKEN Big-Boat main traveler with Spinlock rope clutches
- Multiple HARKEN ball bearing deck blocks and pad-eyes positioned for maximum sail control
- Seawater deck/anchor wash down with additional "automatic" anchor wash nozzles in bow area
- Custom Goetz Marine fabricated Maxi style flush, sliding forward hatch (1985)
- Lazarette under helmsman's seat
- Vented propane locker aft
- SSB grounding through (2) DYNAPLATES
- 24" stainless steel lifeline stanchions with 1x19 uncovered s/s lifelines (lower life lines new 2001)
- White dodger with windows (new 2002)
- (2) Windscoops
- Full awning
- Saltwater deck and anchor wash
- Hot/cold fresh water deck shower

SAIL INVENTORY:

Mainsail full batten	Carbon fiber	2008	QUANTUM
Genoa #2 140% roller furling	Spectra	1995	NORTH
MPS (runner) fiberglass sock	Nylon	1995	NORTH
MPS (reacher) fiberglass sock	Nylon	1995	NORTH
Spinnaker	Nylon	1995	NORTH
Storm trysail	Dacron	1985	NORTH
Storm jib	Dacron	1985	NORTH
Mainsail cover		1990	

RIG:

- Tall rig. Custom tapered/milled 4-spreader HALL aluminum mast (86ft long). The rig is a high powered performance rig which has also proven to be very durable. It was built tougher than a full race mast, but is still very light. The rig was fully surveyed by HALL SPARS by Ben Hall in (2001)
- Internal (12 Metre style) spinnaker pole track – refastened with new car (2001)
- HALL "Space frame" boom, quite light and very strong
- HALL carbon fiber spinnaker pole
- HALL reaching strut
- New spreader tips (2001)
- Mast and boom fully stripped down, painted with AWL-Grip and reassembled by MacDonald Yacht Rigging (2001). All mast surfaces (including internally) were faired and polished at this time to eliminate chafe damage
- HARKEN Batt car system - upgraded to all Torlon ball bearings
- HARKEN Unit 3 roller furler (1993)
- Original NAVTEC discontinuous rod rigging (only about 10 years of sailing on it). Fully disassembled and checked at frequent intervals including periodic X-Ray tests.
- Performance tuning is attained by (removable) hydraulic mast jack (rated at 10,000psi) to generate a race tune in excess of 50,000lbs with no damage to turnbuckle threads
- Kevlar 49 Aramid runners and checks stays (2001)
- Aramid inner forestay (removable for inshore cruising) (2001)
- Baby stay
- NAVTEC hydraulic system consisting of:
 - Inner forestay tensioner
 - Babystay tensioner including foredeck release valve
 - Hydraulic deflection system for checkstays
 - Boom vang
 - Outhaul cylinder
 - Backstay tensioner (new seals 2002)
- (2) Custom NAVTEC system VI interlinked hydraulic panels located port and starboard with engraved "ELUSIVE" stainless steel cover plates each controlling checkstays, outhaul, boom vang and leveling radar dome (on stern mount post with antenna farm) (new seals 2001)
- NAVTEC hydraulic panel on steering pedestal controls backstay, inner forestay and baby stay
- (10) Control valves with pressure gauges and (3) 2-speed manual shift pumps
- Built-in over pressure release safety valves for protection throughout the system
- Full Aramid running rigging package (Vectran/ Dyneema/ Technora) (2001) Also dozens of serviceable spare halyards.

WINCHES by BARIENT and LEWMAR:

- Oversize Barient + Lewmar winch package – 16 Total
- Self tailing tops modified (2000) to accept modern small diameter High-tech line
- Winches are regularly serviced and have just been reinstalled after last service (2005)
- Primaries (2) Barient 3-speed with self tailing tops
- Primaries (2) Barient 3-speed with top cleats
- Primaries interlinked with (2) shaft-drive coffee grinders allowing 4 men to power up to 4 winches. Grinder handles re-chromed (2001)
- Runners/secondaries (2) Barient 32 3-speed
- Mainsheet (2) Barient 32 3-speed
- Main X-haul (2)
- Genoa halyards (2)
- Spinnaker halyards (2)
- Main Halyard
- Control lines (2)

MECHANICAL EQUIPMENT AND ENGINE DETAILS:

- Main engine PERKINS 4.236M, 4 cylinder marine Diesel Serial No. LD22728U899268K. Complete overhaul in (1995) less than 500 hours ago. New V-drive (2001)
- Fuel consumption is less than 1 gallon/hour @ 6 knots cruising speed and less than 2 gallons/hour @ 8¼ knots speed
- MAX-Prop two blade feathering propeller (reconditioned 2002)
- Auxillary pony engine 18HP PERKINS diesel with independent control panel and throttle (1995)
- Independent refrigerator/freezer compressor off pony engine
- Hot water heater off pony engine
- Additional 110V-AC water heater with 10 gallon tank
- SEA RECOVERY water maker with (2) membranes 24 gallons/hour
- Electric heads (1996) fore and aft
- RACOR fuel filters
- Electric bilge pump with float switch and strainer
- (2) manual bilge pumps
- Custom oversize "Bicycle wheel" style wheel in deep wheel well allows great sail vision when sailing. Steering system fully disassembled, serviced and reassembled (2001)
- Separate quadrants for manual steering and hydraulic autopilot ram

OTHER FEATURES:

- Fortress 55 Aluminum Danforth style anchor
- CQR 70 lb anchor with 300' 3/8" chain
- Leather on steering wheel (2001)
- Emergency tiller
- (6) Custom spliced ¾" dock lines (2001)
- (6) Large fenders with soft color coded covers (2001)
- (3) fire extinguishers
- Roller blinds/mosquito screens for deck hatches (2001)
- Leather upholstery in salon, aft cabin and nav. station (2001)
- New ceiling liners (2001)
- Saltwater deck and anchor wash
- Hot/cold fresh water deck shower
- Propane locker aft

REMARKS:

Great care was taken to build and balance ELUSIVE to her maximum potential. She is S-glass construction, utilizing state of the art building techniques in 1984.

ELUSIVE has had multiple major refits including 1992, 1993, 1995 and 2001. She was not used at all from 1996 to 2000 and saw only a couple of weekend family cruises in the summers of 2001 and 2002. She has been stored indoors at Brewer Yacht Haven in Stamford, CT since then. All items within this listing that have dates of 2001 or later represent equipment and improvements that have seen less than two weeks total sailing time.

Elusive is the ultimate Multi-purpose yacht. Her racing deck layout allows the crew to keep up with modern full-on racing yachts, while her accommodations and cruising options allow her to cruise both globally and locally. Elusive has sailed across the Pacific as well as in the Atlantic and locally. She can be comfortably cruised by 1 or 2 while being able to take 16 racing sailors to Bermuda on her weather rail.

In racing mode she can sleep 12 with the addition of pipe berths. In cruising mode she sleeps 6-8 without changing layout or interfering with operation. She has always been maintained to the highest "Grand Prix" type level. She has multiple levels of redundancy in most systems that were criteria the owner put high importance on for the purpose of trouble free sailing on her Pacific Ocean voyage.

You live almost indefinitely aboard without sacrificing any modern comforts with only the occasional stop for diesel, food and maintenance

For all the amenities and redundancies of the below deck systems, they pale in comparison to her sailing systems, boat handling and race proven performance. Elusive has proven herself both on the racecourse as well as the cruising circuit as up to whatever is requested of her. She has won numerous races during the late 1980's including first in class and fleet in the Larchmont Block Island Race and First in class and fleet in the Storm Trysail Block Island race Week.

IMS general purpose handicap 1990 was 551.0 SEC/MI

LOCATION: Norwalk, CT

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.