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NAME:	MIDNIGHT SUN	LOA:	80' 2"	24.43 m
TYPE:	Fast Cruiser	BEAM:	19' 0"	5.791 m
BUILDER:	BALTIC YACHTS	DRAFT:	12' 9"	3.889 m
MODEL:	BALTIC 80			
DESIGNER:	Douglas Peterson	RIG:	Sloop	
YEAR:	1982/ converted in 1991	HULL MATERIAL:	Fiberglass sandwich	
ENGINE:	PERKINS T6 3544 marine diesel, 185 Hp	DISPLACEMENT:	64,374 lb.	
TANKAGE:	Fuel: 300 gallons Stainless steel	BALLAST:	lb. - lead	
	Water: 300 gallons, 1,135 liters Stainless steel			

ACCOMMODATIONS & LAYOUT:

2 guest cabins; 1 master, and 2 crew quarters. Forward most there is a lazarette with enormous volume for storage of sails and other equipment. All the ship's tools are in this area which includes the washer/dryer, a work bench and vice, a large hatch for access and interior door at end of a corridor. Next aft is the port is a large cabin with a double bed hanging locker and drawers, with in-suite facilities (head, shower, wash basin, and a vanity unit); across to starboard is a guest cabin with with upper and lower berths, just aft is a head with sink, toilet and shower. To port of this is a cupboard with excellent access to the mast area. Heading aft to port is a full beam main salon with a U-shaped settee around an adjustable table. Across to starboard is an L-shaped settee-- all salon upholstery in Terracotta Alcantara 2005 (color apricot). The companionway enters the salon for access to entertaining cockpit. Beneath the companionway is the Engine and generator room that is fully insulated with a remote control Halon fire system. Across to starboard is a large front loading refrigerator and freezer. Heading further aft is a U-shaped galley refurbished with manifolds for fresh water and aft seacocks beneath the sole. It is a great chef's galley with twin sinks (2006) and ample counter space - across to starboard is built-in dry storage. Continuing aft to starboard is the Navigation station table capable of taking a full sized Admiralty chart with deep fiddles and chart storage under nav seat, ample space for instruments, and bookshelves. The corridor runs aft to the companionway giving access to the sailing cockpit then U- shaping forward to port. Most aft are the two crew cabins one starboard, one port both with upper and lower pipe berths that share one head with a shower; Heading forward to port is a master cabin equipped with a King size bed and ensuite head with sink, toilet and shower. This cabin is original and has a large vanity unit and good clothes stowage. There is a large double berth and a seating area covered in Alcantara. There is also a pull-out table. The mattresses are new and the soleboards as per the rest of the accommodation from forward to the galley is teak and holly covered with an oatmeal carpet (2006). There are fans fitted in all the sleeping cabins and personal reading lights. The mirrors throughout the yacht have also been replaced.

GALLEY:

- Dry food storage lockers
- Adequate drawers
- Glass racks
- ALPINEX, stainless steel 4-burner gimbaled butane stove with oven
- Butane tank located in vented bin on deck with shut off at bottle and stove
- Microwave
- Large ice box with combicool refrigerator
- Double stainless steel sink with pressurized hot and cold fresh water
- 150 liter electric fridge, both with holding plates
- Garbage container

ELECTRONICS AND NAVIGATION EQUIPMENT:

- ROBERTSON 600 Autopilot
- TRIMBLE Navtrack
- FURUNO radar 32 miles
- Weatherfax (1991)
- VHF radio
- SKANTI 400 SSB radio (1991)
- B&G HERCULES (1991)
- SONY TV Multistandard
- JVC Video multistandard
- SONY stereo 2 x 30W

ELECTRICAL SYSTEM:

- 24V DC two wire system for lights, instruments and battery charging
- Battery charger 24V/80AMP
- NORTHERN LIGHTS 16KW generator, 4 cyl 220V 50HZ
- VICTRON inverter 24/220V 2000 W
- Master battery switch and electrical panel installed in navigation area with appropriate circuit breakers and meters
- Service batteries 650 AH 24V
- Starting batteries 185 AH 24V in ventilated GRP-box

DECK AND HULL:

- Hull: made in GRP sandwich construction using balsa core, unidirectional roving to develop a stiff and light hull without any sacrifice of strength. All high stress areas are specially strengthened with unidirectional roving reinforcement in the direction of stress. Transverse floor frames and longitudinal stringers are built up of GRP, unidirectional roving and carbon fiber around a high-density core. There are limber holes in floors to allow drainage to sump. Awlgrip finish on the outside surfaces.
- Hull blasted below waterline to remove old paint coating and refaired, primed and epoxy coated, 2004.
- Repainted Transom and hull to caveat line, 2005. Light blue with dark blue style lines.
- Deck: made in GRP / kevlar balsa core sandwich construction using unidirectional roving and carbon fiber in high stress areas. The deck has a high strength / weight ratio. The mounting areas for the deck fittings and winches are reinforced to take the extra load. Deck covered by 15mm teak. Stainless steel pulpit, pushpit, lifelines, stanchions. Very large center cockpit with folding table.
- Ballast: External fin keel, casted to high accuracy in lead with added antimony. The keel is through bolted to the hull with cast in, stainless steel bolts.
- Speedwave rudder with titanium stock

SAIL INVENTORY:

- | | | |
|---|--------|------|
| • Mainsail Full battens (Antibes) | DACRON | 1999 |
| • Mainsail (laundered 2005 and stored unused) | | |
| • Genoa 120% | DACRON | 1999 |
| • Genoa (laundered 2005 and stored unused) | | |
| • Staysail | DACRON | |
| • Storm Jib | DACRON | |
| • 5 Spinnakers (laundered 2005 and stored unused) | | |
| • Various sails and Spinnakers | | |

RIG:

- RONDAL 4 spreader mast, section 19 kg/m (1991)
- Aluminum boom
- Rod standing rigging
- Spinnaker pole
- RECKMAN furling headstay R5 manual
- NAVTEC hydraulics: backstay, vang, babystay, midstay, flattening

- SPECTRA running rigging

WINCHES by LEWMAR COMMANDER

- 6 function to drive winches & windlass

FUEL AND WATER SYSTEMS:

- Fuel capacity approx. 300 gallons in 5 stainless steel tanks with shut off. Water separator on fuel feed line. Tanks are vented to deck and have deck mounted fill marked FUEL. All fuel lines and shut-offs are to appropriate standards
- Fresh water capacity is 300 gallons in stainless steel tanks with deck fill marked WATER
The tank vent pipes drain into galley sink
- Food pumps for galley sinks and wash basins, hot and cold water pressure
- 4 LAVAC toilets with electrical sea water pump. Shut off and drainage pump
- Seacocks of bronze for all below waterline through hull fittings
Finished flush with outside fresh water piping of PVC or copper tubing
- Two manual bilge pumps, one inside, one in cockpit with outlets above waterline
- Electrical bilge pump with auto switch

ENGINE DETAILS:

- PERKINS T6 3544 Marine diesel engine. 6 in line vertical cylinders. Cubic capacity is 5.8 liters. 185 hp, 24 volt
- Flexible engine mountings
- Wet exhaust system with muffler and exhaust pipe
- Stainless steel propeller shaft, propeller is folding Maxprop
- Shaft strut with rubber bearing , stuffing box, fresh water cooling with exchanger on engine, sea cock water inlet and water strainer
- 24v alternator

MECHANICAL EQUIPMENT:

- MARINE air conditioning heating & cooling in all cabins
- MARINE water maker 120 l/h (1991)
- LEWMAR 3000 hydraulic windless 100 meter chain
- CQR 105 lb. Anchor
- FOB 100 lb. anchor

REMARKS: SPARTIVENTO was converted in 1991 by chantier TREHARD

LOCATION: Corfu, Greece

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.