

Baltic 65 Custom

The great success of the previous Baltic 60 and 61 has created additional interest for projects in this size range. As a result of this we are glad to be able to present a new project in this size category, namely Baltic 65 Custom.

This new project has an extended hull shape with slightly fuller stern sections. The main reason for the fuller aft sections is to create a design with more power on a downwind reach but still without having to sacrifice too much of the upwind performance.

Together with Rolf Vrolijk we have run a number of VPP studies on various Length/Beam-, Displ/Length- plus SailArea/Displ ratios in order to optimize the design as much as possible to meet the given conditions.

Like in many of our projects, the priority is to create optimum sailing characteristics but at the same time to produce a yacht that offers very nice and comfortable cruising to its owner. As we all know these things are in conflict with each other. Performance asks for a construction that is as light as possible and, on the other hand, cruising comfort and interior add weight. It would not be correct to say that both of these worlds can be satisfied without making any compromises but it is correct to say that these compromises can be minimized by using high technology and lightweight materials in both the structure and in the production of the interior and equipment.

Another very common conflict between racing and cruising is the keel draft. A racing yacht should preferably have a very deep keel whereas a cruising yacht should reach also shallow waters and thus a shallow draft keel would be preferred. This dilemma is often solved by using a lifting keel concept. On the whole, the lifting keel concept intrudes and interferes with the interior layout and dramatically limits the cabin arrangements and layout possibilities. In this particular case we will use a telescopic lifting keel that is located completely outside and does not influence the interior.

The layout for this boat is very interesting combining a twin cockpit deck layout with a single aft entrance. This enables a “different” interior layout than commonly seen with a saloon area aft and all living space forward.

All these various concept, layout and performance studies have been worked out in cooperation between Baltic Yachts, judel/vrolijk & co, R&J Design and our man in Italy, Alex Vismara.

The main concept has been completed but as always there will be a number of fine tunings done during the whole construction period.

Delivery time for this project is scheduled to late summer 2010.

General Specifications:

LOA	20,010 m
DWL	17,330 m
BEAM	4,838 m
DRAFT KEEL UP	2,600 m
DRAFT KEEL DOWN	3,600 m
DISPLACEMENT	17 098 kg
BALLAST	7 272 kg

SailPlan:

I	24,950 m
J	7,200 m
P	25,400 m
E	8,640 m

Naval architect:

judel/vrolijk & co

Concept & interior design:

R&J Design, Baltic Yachts Ltd

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