

BALTIC 108 WINWIN – Successfully delivered



The best of both worlds

The hi-tech racer/cruiser , Baltic 108 WinWin, was successfully delivered from Finland earlier this summer and is now headed for the Canary Islands before spending the first winter in the Caribbean. Her sleek lines were drawn by Javier Jaudenes, and she is built either to cruise comfortably with limited crew, or race aggressively fully-crewed at the most competitive Maxi regattas. With a strong emphasis on achieving minimal weight throughout the project while still having all the comforts on board, the hull and deck were laminated in pre-preg carbon sandwich with Corecell and Nomex cores.

Baltic 108 WinWin is not only equipped with a lifting keel, but also carries a retractable propulsion system (RPS), which reduces propeller drag in the quest for the highest possible performance when sailing. A refinement of the system first used on the Baltic 147, Visione, the fixed propeller has been optimised, resulting in lower fuel consumption and a quieter engine, whilst also proving more effective during reversing manoeuvres.

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The sleek superstructure encapsulates a long deck saloon, seamlessly connected to a single-level cockpit via the pushbutton retractable glass bulkhead. This bulkhead drops down discreetly, ensuring an uninterrupted transition between interior and exterior. The spacious cockpit features a sunbathing platform on either side, and provides an excellent area for fast, efficient manoeuvres while racing, and a large enough space for enjoying al fresco dining. The aft crew entrance ensures quietness and owner's privacy.



Light & Quiet

Good sound insulation and minimum weight are not easy bedfellows, so to achieve both requires excellent planning. The yard used all its experience to fulfil both objectives. For example:

- Hull/ deck/ bulkheads/ structural laminates were optimised to save weight.
- The keel trunk was laminated in-house to keep weight to a minimum.
- Natural cork cored sandwich panels for both non-structural and interior panels were used to achieve better acoustic damping.
- Carbon / foam / rubber-cork cored floor panels as a result of engineering collaboration between Baltic Yachts and Van Cappellen Consultancy.

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- Floating floor design with new fixing solution to ensure a good panel closure while maintaining easy access to under floor compartments.
- Use of 3D noise prediction modelling tool (SEA) in order to focus on hot spots and reduce ‘over’-insulation.
- Titanium was used in many fittings including cleats and stanchions.

The final figures for the boat are a light displacement of just 77,400kg, of which 30,600kg is ballast, so the objective of light weight without compromising the sound insulation has been achieved.

Interior

The modern yet functional interior was designed by Mark Tucker and his team at Design Unlimited. The forward section is mostly taken up by an exceptionally generous master suite comprising of a large, full-width cabin with en-suite shower room, and a study and owners’ lounge stretching down the port side complete with desk, three-sided settee and ample storage. Facing that across the centreline is a Pullman cabin for the owners to use when passage making, demonstrating that this yacht is intended for serious sailing.

The deck saloon is a well-proportioned seating and entertaining area with plenty of light, not least as a result of the retracting glass bulkhead that leads out to the cockpit. The aft section of the boat includes two twin guest cabins each with en-suite, plus a fully-equipped galley, crew mess with navigation station, and two Pullman cabins providing high-quality accommodation for up to four crew. In keeping with the brief for a light, minimalist finish, the interior uses washed and limed oak veneers for the floors and interior joinery, while white high-gloss painted lacquered overheads aid in reflecting light throughout. Concealed light panels help maintain the atmosphere of clean simplicity.



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Main characteristics

L.O.A.	33.04 m	NAVAL ARCHITECT	Javier Jaudenes
D.W.L.	31.2 m	INTERIOR DESIGN	Design Unlimited
BEAM	7.63 m	PROJECT MANAGEMENT	Garth Brewer, A2B Maritime Consultants
DRAFT	5.50/3.50 m	STRUCTURAL ENGINEERING	Gurit
LIGHT DISPLACEMENT	77,400 kg	CLASSIFICATION	DNV Hull structure verification 1A1
BALLAST	30,600 kg	NUMBER OF CABINS	6
IM	45.10 m	DELIVERY YEAR	2014
J	12.00 m	CONSTRUCTION	Prepreg carbon composite
P	42.54 m	INTERIOR	Washed and limed oak veneers
E	13.38m	KEEL	Lifting keel with ss fin and lead bulb

Baltic Yachts is today a well-known builder of high performance sailing boats that are exclusive, tailor-made dream yachts of high quality material. The company was founded in 1973 on the philosophy to build 'lighter, stiffer and faster' boats using new materials and technologies combined with a high degree of customisation. Baltic Yachts is considered as one of the leading hi-tech yard with a turnover of 38 m EUR and 200 employees.

This year Baltic Yachts is delivering two new builds, a 108 and 116 footer, along with the re-launching of Nariida, the 105 ft Wally that has been in for a refit this winter. In production Baltic Yachts have a 115 and a 175 foot project alongside the new 130 foot project and the Lifecycle Service department.

To get hi-res photos or more information please contact:

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