

HAVING IT ALL

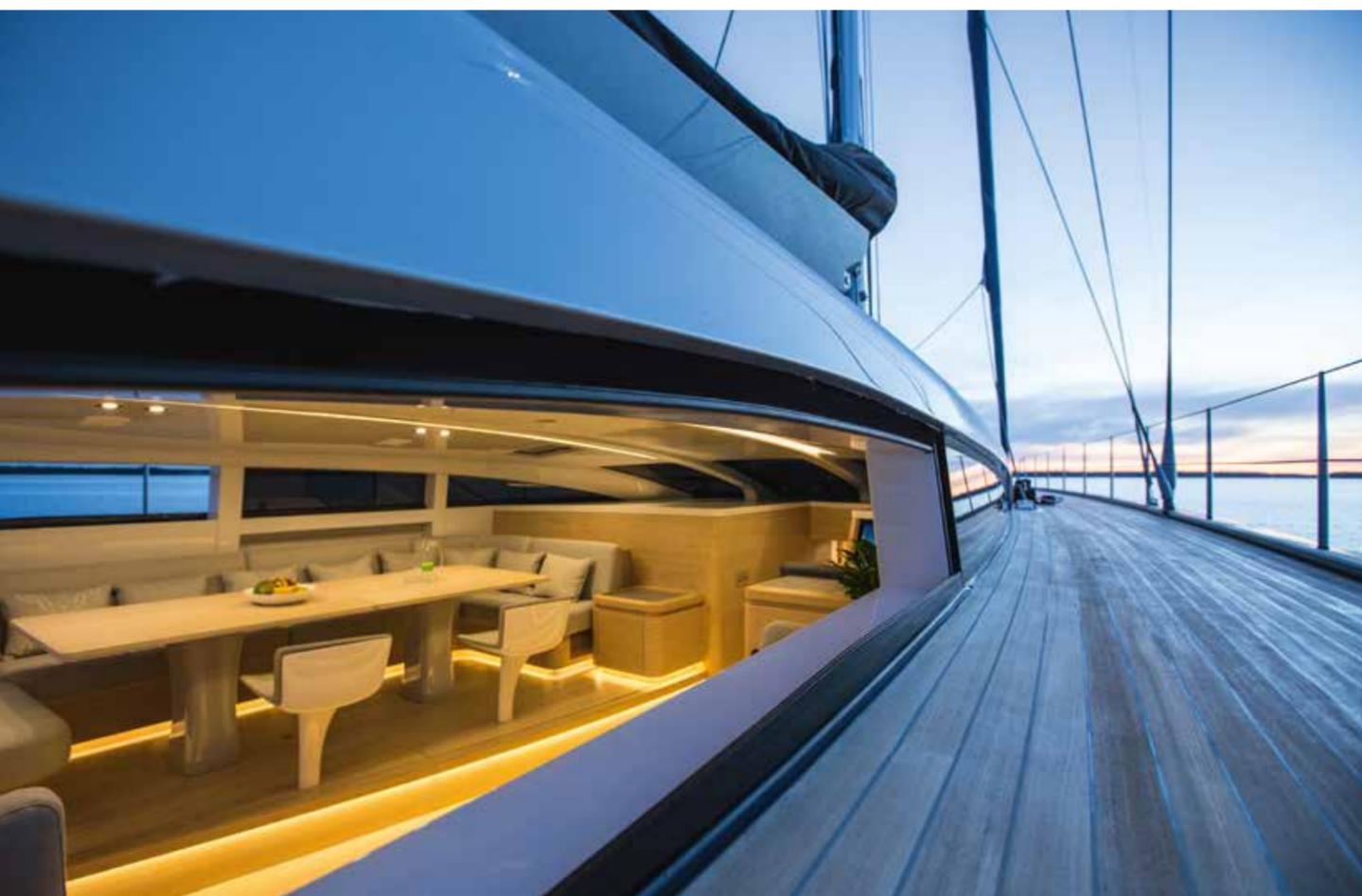
Want a boat born to race – and win? Tick. But want her luxurious and roomy as well? Tick again. And could she even cruise comfortably? Of course – Baltic's new 33 metre has everything covered

Words – Tim Thomas Photography – Jeff Brown/Superyacht Media; Jesús Renedo



When fully tuned and pushed hard with a full race crew, WinWin is going to be a very exciting boat to sail

Above: with a cockpit designed for lounging (particularly when in cruise mode), there is ample space for relaxation, while the drop-down glass bulkhead at the end of the deck saloon creates a seamless connection between inside and outside areas. Middle: under sail WinWin already provides thrilling performance even though she is not yet fully tuned. Bottom: sightlines from the deck saloon and interior seating and dining area were carefully considered and proved challenging, especially with the sleek, low-profile coachroof



When you see Baltic Yachts' latest launch – the 33 metre *WinWin* – from the dock and glance over her sleek profile, wide transom, carbon rig and race-bred deck layout, you might be forgiven for thinking that her name is a statement of intent, that this yacht has been designed to dominate the racecourse. While there is an element of that, her name in fact reflects the project name the team applied because of the remarkable balances she achieves across all areas: comfort and performance, lifting keel and accommodation layout, weight saving and impressive noise insulation. As her design and build team proudly explain, she provided win-win situations at every turn.

On deck, her layout is clean but designed for business – she will be used extensively for cruising, and can be sailed by a crew of just four. Vast deck spaces – including two giant sunpads at the forward end of the cockpit – invite relaxed lounging. But take a look at the deck gear and it is clear that racing has also been considered.

More surprises are down below. Headroom in the deck saloon is impressive, not least because of the low profile the design team retained in her lines, and the fact that the glass at the aft end disappears at the flick of a switch to create a seamless inside/outside connection with the cockpit. “We had 2.5 metres as the target headroom, which is quite tall for a yacht of this size and nature,” says Mark Tucker of Design Unlimited, responsible for the interior layout and design. “We worked hard on the structure of the coachroof with the SP Gurit team, as the coachroof beams play a major part with the back of the companionway being open. It was a struggle: we built a full-size mock-up very early on so the owner could get really comfortable with the sightlines and everything. You can see that there’s no margin.”

The result is a large, open saloon with a sofa and a large seating/dining area, and a table system that can be extended to cater for more guests. An inside nav and conning station sits at the forward end.

From the saloon, the accommodation splits off with steps leading forward and aft. “Everything forward is the owner’s accommodation,” Tucker explains. “The owner certainly went for it in the space claim: he knew what he wanted, a private area, and this was really important to him.” Descending the companionway reveals a pilot cabin with bunks – used by the owner on passage, or as an emergency additional cabin for guests – with the dayhead doubling as a guest bathroom complete with shower. A doorway between the mast foot and the keelbox leads to the owner’s suite proper – a generous seating area with table and pop-up TV leads to an office area, before the sleeping cabin itself is reached through a door. The space is impressive, allowing for a full, walkaround double bed, head and en suite. “For a boat this size, it’s a very luxurious space,” says Tucker. “It’s something that’s really cool about the boat: for interior spaces it gave us something really nice to work with.”

The two guest cabins – both en suite twins – are aft of the saloon, followed by a generous crew mess and cleverly designed galley. Two comfortable crew cabins complete the accommodation, with the generous volume of the stern given to a decent garage and lazarette; a transom door folds down to create a bathing platform.

The décor has been kept deliberately unfussy, comprising a white oak finish throughout developed by Design Unlimited and the yard, where paint is added to natural oak, then immediately rubbed back. “It’s just lovely,” says Tucker. “It has a very natural feel to it and it’s protected.

“The owner is into keeping detail to a minimum, keeping everything very clean,” Tucker continues. “He was very much involved with it all. There’s no cut-back in luxury and comfort and as much as racing she’s a really good boat for cruising – a difficult balance to achieve.”

A lot of that comfort comes from the almost obsessive detail paid to noise and vibration insulation – a tricky thing to balance when weight saving is also a key project driver. “Van Cappellen (noise specialist) were involved from the very beginning,” explains Henry Hawkins, CEO of Baltic Yachts. “We look very closely at the vibration and structural noise as well. On *WinWin* we used much more cork in some of the non-structural panels where we would normally have used just foam.” The cabin doors also have a drop-down seal to enhance sound isolation. “We employed 4,912 kilos of noise damping materials in the end, up from an initial prediction of 4,300 kilos,” continues Hawkins. The results are impressive, with targets of 51dB to 56dB in parts of the owner’s accommodation under engine easily achieved in practice.

This additional weight of insulation could have had a critical impact on the build as a whole, but weight-saving efforts – light fittings are polished aluminium instead of polished stainless, for an example of the kind of savings made in every area – mean her final lightweight displacement of 77,123 kilos was actually under the original estimate of 78,958 kilos by nearly two tonnes.

It all bodes well for sailing performance, and as I discover on a blast off the coast of Gran Canaria, here *WinWin* really shines. Setting off in 12 to 13 knots of true wind, she carries good weight through the wheel but responds to the slightest input. With the log recording 11.2 knots at an apparent wind angle of 19 degrees (35 degrees TWA), in the lulls she maintains speeds at or above true wind. Cracking off a few degrees brings an instant surge and as the breeze builds so does her speed – hitting 13.5 to 14.5 knots in 16 to 18 knots of wind. Off the wind, with the top-down furling kite stretched out in 26 knots of breeze, she canters along happily at 18.5 knots with just four people manning the sail controls.

She shows great potential for future pace, particularly on the racecourse, although at this stage the crew are taking it easy while they learn the boat. In fact, the rig has been designed to take a full square-topped racing main, while a bolt-on two-metre bowsprit will allow for more powerful downwind sails. When fully tuned and pushed hard with a full race crew, *WinWin* is going to be a very exciting boat to sail.

The wake from the transom is minimal, implying a highly efficient hull shape – no doubt enhanced by her retractable propulsion system from Ship Motion Group. This single fixed prop closes flush to the hull when sailing, while giving a far more efficient drive when under power. In addition, *WinWin* carries both retractable bow- and stern-thrusters ensuring she is easily manoeuvred in tight spaces.

Her lines come from Palma-based naval architect Javier Jaudenes, who has previously designed smaller series yachts and a few performance monsters such as Sir Charles Dunstone’s TP52 – but *WinWin* is the largest project he has undertaken so far. “I worked every minute I could,” he enthuses. “I started from zero, but with all the key players involved so the interior and deck layout were developed together – she’s an integrated product.” With CFD and a year of research, Jaudenes tested 35 hulls and three rigs before settling on the final design. “She features a wide transom for dynamic stability,” he continues. “She was drawn for reaching and downwind sailing, but is tippy enough for light winds also. A key feature was that she could be operated by four crew when cruising, so I went for a simple cockpit and deck layout.”

WinWin is likely to make her racing debut at the Loro Piana Caribbean Superyacht Regatta & Rendezvous in March 2015, although she will by no means be in her final race trim. Even in warm-up mode, however, she is likely to prove a tough competitor. Perhaps there’s an element of expectation in that name after all. ■

See more on the iPad edition





“As much as racing, she’s a really good boat for cruising – a difficult balance to achieve”

Top: her beautifully designed cockpit includes funky helm consoles that hold comprehensive sail control buttons on the riser. She may take a large crew to race her properly, but she can easily be cruised with a crew of just four. Above right: the deck saloon – from which separate stairways lead to the two guest cabins and to the owner’s area – features the same simple, unfussy yet beautifully realised décor found throughout, with book-matched white oak veneers the dominant finish. Right: the master suite is a haven of privacy, and includes the best seat in the house: a moulded shower seat (not shown) in the en suite that offers a perfect underwater view when sailing on port tack



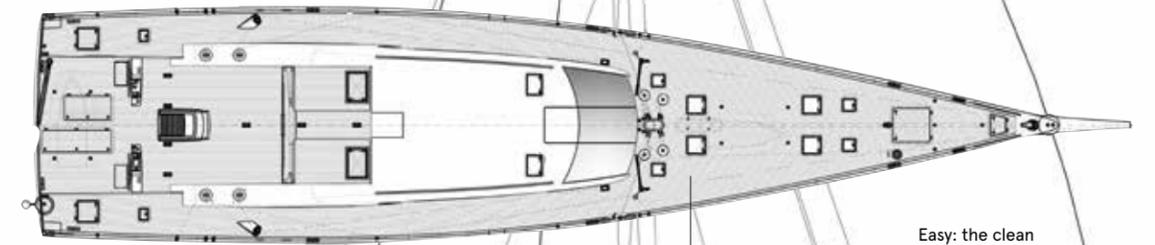


<#y#>

S P E C S

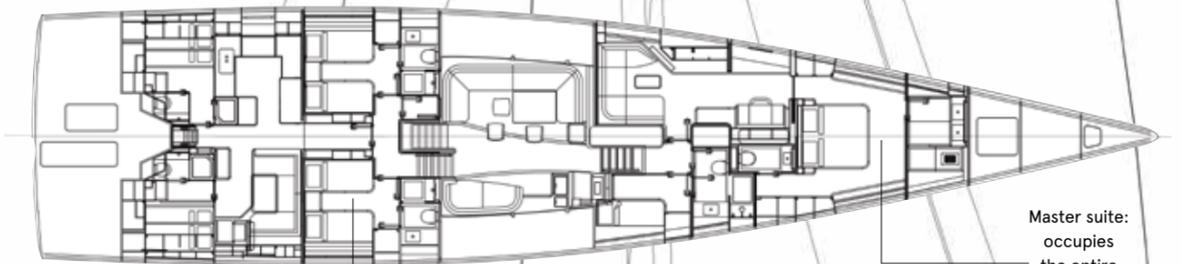
WinWin - *Baltic Yachts*

Main deck



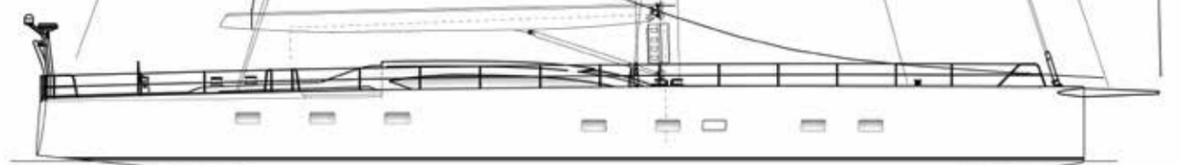
Easy: the clean uncluttered deck is ideal for cruising

Lower deck



Master suite: occupies the entire forward section

Guests: two twin cabins aft of the saloon



Profile



LOA 33.04m
Beam 7.58m
Draught (keel up/down) 3.5/5.5m
Displacement 77.1 tonnes
Engine Cummins QSB 6.7-380 ID, 380hp

Speed under power (max/cruise) 12.7 knots/10 knots
Range at 10 knots 1,700nm
Generators 2 x Northern Lights M944T, 32kW

Thruster Bow Hundested 40 kWFT-R2/Stern FT-R1, 20kW
Sails/spars North Sails Dynema/Hall Spars
Total sail area 615m²

Fuel capacity 5,500 litres
Freshwater capacity 2,200 litres
Owner and guests 8
Crew 4
Tender 4.1m Blue Spirit 60 custom Yamaha

Construction Carbon
Classification DNV Structural verification 1A1 LC R0 Yacht
Naval architecture and exterior styling Javier Jaudenes

Interior design Design Unlimited
Builder/year Baltic Yachts/2014
 Jakobstad, Finland
 t: +358 6781 9200
 e: info@balticyachts.fi
 w: balticyachts.fi