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ATLANTIC
**Second Life for
Regatta Legend**

MARY-JEAN II
**Outdoor Paradise,
City Hotel Chic**

NILAYA
**Cork and Carbon,
Fast and Quiet**



TURKEY special
The Yacht Building Boom

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ISSN 977-146669200-5
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Wind in her sails: "Nilaya" beats with 560 square metres of North 3DL laminate sails. When reaching, the crew sets a 950 m² gennaker. Nine hydraulic Harken winches tension the halyards and trim sheets.

Calm oasis in any storm

Fast, light and quiet. Baltic Yachts manufactured the 34-metre "Nilaya" using laminated prepreg carbon, based on Reichel Pugh and Nauta designs. Cork makes this agile Performance Cruiser a whispering boat.

Text Martin Hager **Photos** Guido Cantini

Baltic Nilaya



Concealed cold storage: the owner wanted additional cool food lockers beneath the saloon benches. Mahogany dominates the interior.



Spatial sensation: the crew mess sits opposite the clean galley.



Bow space: a Steven Dews painting forms the owner's bedhead.



Workstation: the captain monitors the electronic sea charts and autopilot here in the stern between the crew mess and the galley.



Guest cabins: guests are located to port next to the keel box.



Pullman solution: children sleep in bunk beds to starboard.

Plenty of wood veneer and light-coloured upholstery give a warm, cosy ambiance





Looking in and out: large deckhouse windows blur the boundaries between the exterior and interior, ensuring brightness with natural light flooding in. Thanks to raised seating in the saloon, guests have an unimpeded view of the horizon.





Clean deck: the aft companionway leads to the crew's quarters, whilst the loungers and cockpit in front of it are reserved for guests.

The glass companionway hatch is electrically opened and retracts sleekly and at a whisper into the side of the deckhouse, providing access to the saloon. After a few seconds the door closes automatically and suddenly it goes all quiet, really quiet. This is a rare commodity indeed at the Monaco Yacht Show where the Finnish builder Baltic Yachts was premiering its 34.14-metre sloop "Nilaya".

"The owner really wanted to be able to sail a super-quiet yacht", said Kenneth Nyfelt, Baltic Yachts' marketing director. This objective has been achieved." 3.8 tonnes of sound insulation have been installed in "Nilaya", and she only displaces 87

tonnes." Smart devices have been incorporated on board to counteract every possible source of noise. In the galley the builder's own joiners unleashed their creativity and installed custom-fit storage facilities for every pot and a large number of pans.

Yet despite all this extensive cork sound insulation, "Nilaya" is an ultra-lightweight design, as has been standard practice at Baltic for years. The builder manufactured the hull and the deck using laminated prepreg carbon on a Corecell foam core, based on plans by the yacht designers, Reichel Pugh. The Finnish builder relied on the expertise of the composite and structural specialists,

Gurit Technologies, to perform the quite complex computation of forces acting on the various components and to specify the layers of laminates.

The interior is also as light as a feather – even if it has a solid feel to it. Where non-load-bearing components are featured, these are Aramid honeycomb material elegantly and unobtrusively covered with mahogany veneer. In the bathrooms, the stone experts bonded 1.5 mm thick marble tops onto feather-weight honeycomb material thus making significant weight savings.

This rigorous "gramme-pinching" pays dividends, particularly during regattas. Baltic yachts, such as Hasso Plattner's

3.8 tonnes of sound insulation make for a quiet boat

Baltic Nilaya



On the wind: displacing only 87 tonnes, "Nilaya" is partial to light breezes.




Details: carbon guides the anchor, whilst genoa trim is oil-pressure-assisted.

"Visione", which has an LOA of 45 metres and only displaces 113.7 tonnes, have been demonstrating this to great effect for many years. As Plattner did back then, "Nilaya's" experienced owner ordered a sporting cruiser with the performance of a maxi-racer. "Baltic is world-famous for that," said "Nilaya's" captain, Jamie Connelly. "However in the first 12 months we probably won't be competing in any regattas, just going on cruises." The owner's wish list in-

cludes an Atlantic crossing, active exploration of the Caribbean islands as well as a trans-Pacific crossing. "That's the real reason why we have converted all the available space into cool storage", Connelly added. So there are several chilled storage compartments, each holding 200 bottles of white and red wine, beneath the benches in the saloon. There is no clinking of glass-on-glass of course, as Kenneth Nyfelt added with a grin. The interior layout and design originates from

Milan-Based Nauta Yachts, as does the exterior styling. Mahogany dominates the entire interior; white ceiling and wall panels plus light-coloured upholstery generate a warm, cosy ambiance and a sense of spaciousness. The Italian designers came up with a layout catering for a crew of five and up to eight guests. The spacious owner's suite is located well forward in the bow and the painting of "Lulworth Racing Britannia and Westward off Cowes" by the British artist Steven Dews is appropriate adornment above the bed. Two guest double-cabins are located immediately behind the owner's suite and behind these you go three steps up to reach the deck saloon, featuring seating to starboard and a dining table to port. "The owner wanted an unimpeded view of the horizon from any position in the saloon", Nauta CEO Mario Pedol explained. "Even when eating or relaxing on the couch." A requirement that Nauta and Baltic complied with, by installing raised benches and sofas. Moving towards the stern you find a third guest double-cabin, which serves as an owner's suite during long crossings or in rough seas. "Here the yacht's motion is not as extreme as it is forward in the bow", stated Captain Connelly, who is accommodated in the cabin opposite. Beneath the saloon is the compact engine room, featuring a 265 kW Cummins Diesel, which acts as propulsion in calm seas, and two Kohler generators, which generate the necessary on-board electricity. Aft come the crew's quarters with the galley to port and the mess. The second companionway located well aft serves as crew access to the working cockpit and ensures that guest and crew areas are clearly separated. "The deck layout was really tricky", Kenneth Nyfelt recounted. "It was intended

Plenty of cool space regales you on tropical cruises

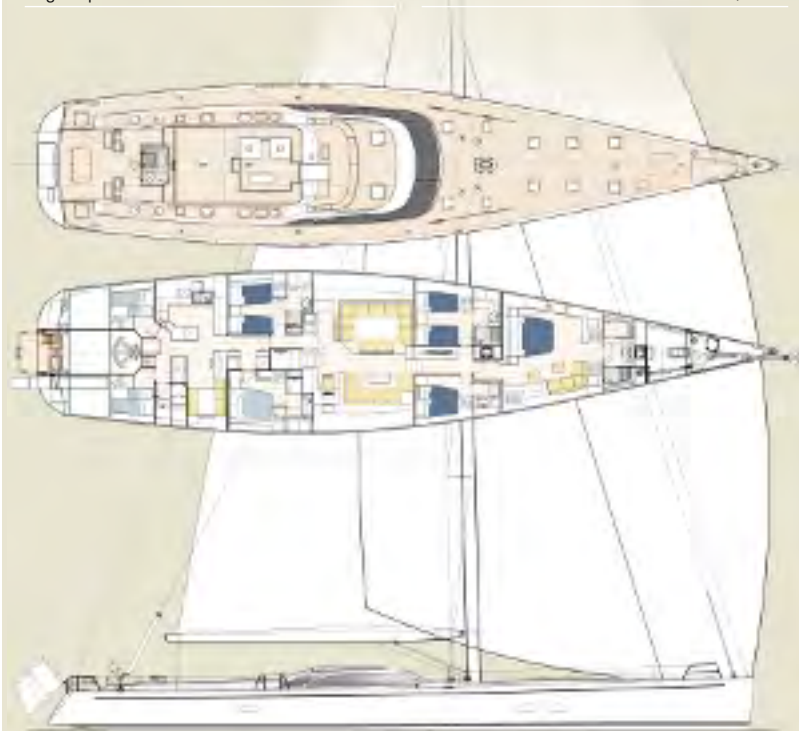
An aerial photograph of a sailboat named 'NiLaya' from London, sailing on a deep blue sea. The boat has a dark hull and a light-colored deck with wooden planking. The sails are white and fully deployed. The cockpit area is visible, featuring a table and seating. The boat is moving towards the bottom left of the frame, leaving a white wake behind it.

Mini crew, maximum fun: five Harken winches in the working cockpit handle all the sheets. If things were to get a bit wet, the crew can take a wide spray-hood from the deck and open it out above the guest cockpit. Twenty flush hatches help make a bright interior.

NiLaya
LONDON

SPECIFICATION

LOA:	34.14m	Propeller:	Bruntons
LWL:	30.76 m	Fuel tank:	6,000 l
Hull speed $2.43\sqrt{LWL}$:	13.5 kn	Generator:	Kohler
Beam:	7.52 m	Generator output:	2 x 27 kW
Draught:	5.50/3.50 m	Fresh water capacity:	2,800 l
Displacement:	87 t	Water maker:	2 x Idromar 200l/h
Material:	prepreg carbon	Winches:	Harken
Ballast:	34 t	Furler:	Reckmann UD System
Ballast fraction:	39 %	Bow thruster:	Max Power
Rigging:	sloop	Steering gear:	JP3
Mast and boom:	Hall Spars	Air conditioning:	Condaria Tropical
Standing rigging:	Future Fibres PBO	Navigation system:	B&G, Furuno
Above-deck mast height:	43.40 m	Radar:	Furuno
Sails:	North Sails 3DL	Communication system:	Furuno
Sail area:	560 m ²	Naval architect:	Reichel Pugh
Sail load rating $\sqrt{AS/3\sqrt{D}}$:	5.34	Interior design:	Nauta Yachts
Engine:	Cummins	Project manager:	MCM
Engine performance:	265 kW	Builder:	Baltic Yachts, 2010



Ready for action: the crew lives and works in the stern. The aft companionway leads directly to the working cockpit. Guest cabins are forward of the saloon. The owner's suite is in the bow – a quiet retreat when stern to.

to be functional yet racing-oriented." The custom-made products by Harken, the deck hardware specialists, which adorn the deck, together with the Hall Spars high-modulus-carbon mast and boom and the Future Fibres PBO rigging, demonstrates the owner's serious racing ambitions. The extensive suit of 3DL sails, including a 587 m² Cuben Fiber Code 0 and a 950 m² gennaker completes the overall sporting package along with the removable bowsprit. To enable "Nilaya" to enter shallow bays and ports, a lifting keel was the logical consequence. The Italian company APM supplied the hydrodynamically optimised appendage solution, which reduces draught from 5.50 to 3.50 metres using hydraulic power and features ballast of 34 tonnes (ballast ratio of 39%), providing considerable righting moment.

The steering gear, featuring JP3 bearings and a narrow, three-metre-long prepreg carbon rudder blade, was also a technical challenge. "The owner wanted particularly sensitive steering," Kenneth Nyfelt recounted. The builder's own engineers spent several weeks chewing over complex theoretical rudder load calculations and in a series of painstaking developmental stages came up with the optimum rudder blade geometry to provide sensitive steering. The results can be clearly expressed in figures. At maximum load, i.e. when the new Baltic 112 is reaching and surfing the waves at top speed, a load of some 36 kg acts on the helm. "'Nilaya' handles incredibly sensitively," Captain Jamie Connelly said with enthusiasm. "It reminds me so much of dinghy sailing".

When docking in tight marinas this calm sensation is probably put in perspective. It is great when you can retire to the peace and quiet of the interior after mooring.

The deck layout allows you to sail with a small crew