

THE ONE

YACHT & DESIGN

*The Art
of Sailing*



Dorvan

The custom-built 116 Baltic is perfect for cruising the seven seas. A genuine bluewater cruiser, she delivers a superbly comfortable ride combined with generous spaces, an elegant yet practical interior and a sleek design. All thanks to the excellent working relationship between Judel/Vroljik and Nauta Design

by Mary Hegarty - pictures by Jesus Renedo and Carlo Baroncini

A fiery streak of scarlet, Doryan brings a welcome dash of vibrancy to the often slightly wan superyacht scene. But despite a Lamborghini-inspired livery and naval architecture by racing supremos Judel/Vrolijk, Baltic's first 116' is a bluewater sailing yacht specifically crafted for the comfortable, go-anywhere Mediterranean cruising her owner has planned for his family. A vocation reflected both inside and out, starting with one of Doryan's signature features, an on-trend, reverse-zee carbon hard top that tops a coolly contemporary, generously furnished guest cockpit that will provide its occupants with plentiful shelter from the elements. Although the hard top's design posed something of initial challenge, the effect is absolutely sleek and integrated. Forward of it, on the deck house top, is a large, comfortable sun pad where guests can soak up the summer light. Under the hard top, an highly automated companionway with tinted hatch leads into the bright, airy deck saloon where we get our first taste of the other more classical side of Doryan's personality. In here, the effect is one of enduring elegance thanks to beautifully crafted honeyed teak and glorious maple-stripped flooring that glow invitingly and cast the mind back to a gentler era of seafaring.

To starboard is an L-shaped built-in settee and occasional table while to port we have a generous dining area. Both areas are raised to better avail of the stunning views through the wraparound windows, and have subtle oatmeal upholstery with a couple of scarlet cushions picking up on the hull colour too. It is here too, on the tables, that we make our first acquaintance with the intertwining seahorse motif that recurs again and again throughout Doryan's interior.

Next up is the owner's suite, located well forward to guarantee more secluded, quieter and expansive quarters. Again the dominant wood is teak with maple soles and creamy Loro Piana textile wall and bulkhead panels. The whole space is bathed in a sense of warmth and peace. Most definitely a haven in which to unwind and chill out. As the owner intends to live aboard for long periods of time, there is also a very generous walk-in closet and extensive storage space. The master bathroom is more motoryacht than sailing yacht too, with a very large shower box and striking blue, veined marble tops

and bath surround. There are also two cabins aft and two forward which will be used by the owners' children, nanny and guests. The same colour scheme and design have been applied to these too. Again Doryan's scarlet hull is referenced in red cushions adorned also with her signature interlocking seahorse motif.

But beneath her classical good looks and charm, Doryan is also very much a modern lady, right down to the leading-edge composite hull construction for which high-performance yacht specialist Baltic is renowned. This makes her light as do her wood-veneered, foam-cored joinery and furnishings. Add to that mix a powerful sloop rig and push-button, short-handed-friendly sail controls, and you get the kind of speeds that make her feel more like a high-octane cruiser-racer at times than a craft designed for extended passage-making and the occasional bit of racing. A timeless beauty is born.

www.balticyachts.fi

The new Baltic 116' is honed for shorthanded cruising as well as occasional sportier sailing/racing as nearly all the handling can be done from the aft sailing cockpit. It is built from vacuum-infused sandwich carbon laminate with carbon UDS in high loaded areas, a combination that produces a light end product





The interiors are subtle but impactful at once, underscoring the seafaring soul of this thoroughbred. The effect is of enduring elegance thanks to meticulously crafted honeyed teak and glorious maple-stripped flooring that glow invitingly and cast the mind back to a gentler era of seafaring

Naval Architect/Exterior Design

Judel/Vrolijk & Co

Together with the Baltic and the Nauta Design teams, we came up with a very powerful sloop with a large sail plan combined with high stability. The boat has a lifting keel configuration with a maximum draft of 5.5m and a minimum draft of 3.5m to guarantee the boat can still get into most harbours and also that, with the keel down, sailing performance is impressive.

The yacht's concept is for worldwide cruising, comfort at sea and not being dependent on lying in harbours or berthing in marinas: a real bluewater cruiser with a lot of volume for stowage spaces and huge tank capacities.

The design brief was for a timeless, elegant-looking yacht. We originally proposed a deck saloon based on our Baltic 112', but with more stretched and angled lines. But eventually we settled on a wraparound window deckhouse with an integrated fixed hard top that looks very elegant. Nauta Design worked with us on refining the final styling of the exterior at this stage.

Construction is a vacuum-infused sandwich carbon laminate, with carbon UDS in high loaded areas. This combination produces a light end product. The yacht also features a large stern garage for storage of all the toys, a fold-down anchor system, a "triple" cockpit layout with separate areas for living, sunbathing and sail handling and steering.

The new Baltic 116' is designed for shorthanded cruising as well as occasional sportier sailing/racing – nearly all the handling can be done from the aft sailing cockpit.

The carbon-fibre rig has a total of three forestays, two permanently set. This allows for a non-overlapping easy-to-control jib, a genoa staysail and a storm jib. A big MPS can be sailed from the bow too.



An ideal rig for long-distance cruising and passage-making that can easily be adapted for Mediterranean sailing with a Code 0 or gennakers. Opposite page: Rolf E. Vrolijk, who founded Judel/Vrolijk in 1978 with Fietje Judel; Torsten Conrad joined the partnership in 1986. They created the naval architecture and collaborated with Nauta Design on the exterior styling

The Interior and Exterior Designer

Nauta Design

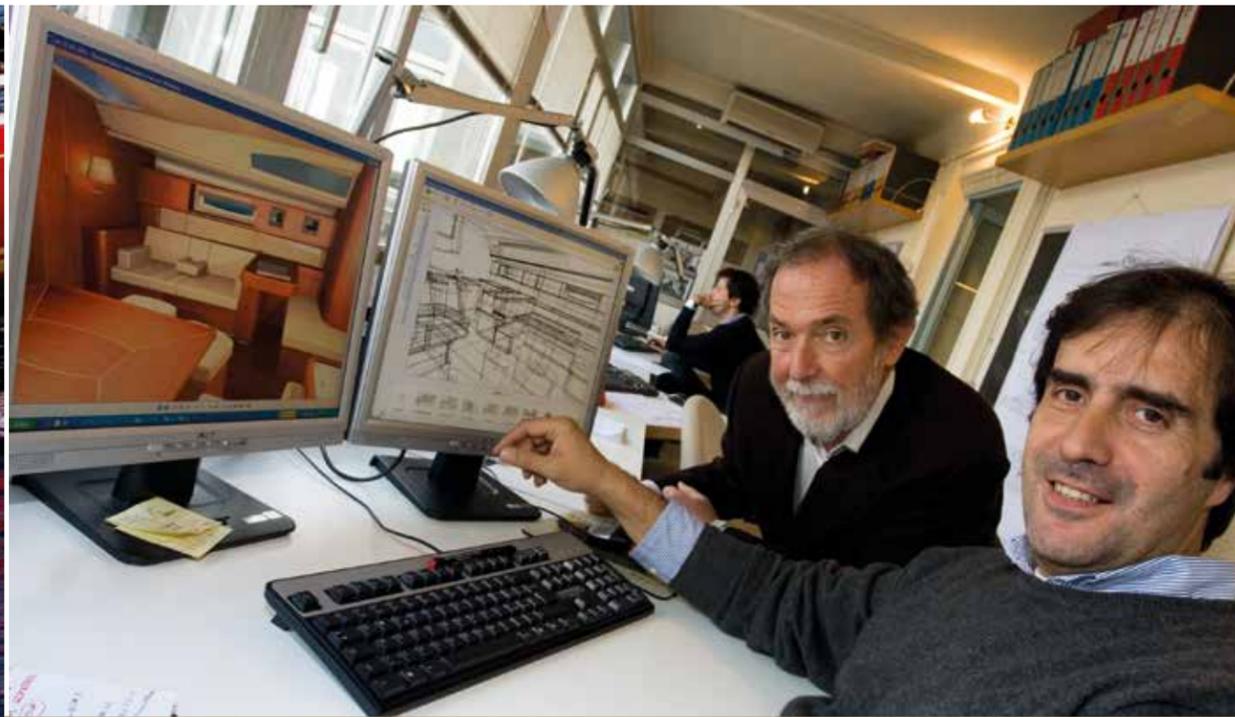
A challenging aspect of the design was to fulfil the owner's request for a properly elegant hard top- shaded guest cockpit that followed the sporty line of the yacht. The size of this huge area, which is the heart of outside life and includes a large dining table to port and a convertible lounging/dining to starboard, demanded a large, solid structure. Our goal was to ensure the hard top did not dominate the profile of the yacht. Built from carbon, the structure arches up from the low-profile deckhouse in a delicate curve, fully harmonised with the remaining superstructure lines, lending the yacht an attractive, personal look.

At the specific request of the owner's wife, we integrated an electric curved sliding glass window into the forward windshield, to better ventilate the whole area both while sailing and at anchor. Moreover, while sunbathing on the fully cushioned deckhouse top, she can easily reach inside the cockpit and grab a cold drink, book or phone from a tray mounted on the companionway handrails.

Our brief was for an "owner forward" layout with five guest cabins and three crew cabins. We distributed the guest area around the 270° panoramic view deckhouse saloon: two cabins and the owner's suite are forward of it and two are just aft, to avoid wasted space, long aisles or large passageways.

The gleaming white mast is in the forward passageway. We concentrated the crew area and operations aft to separate the crew and guests areas and facilitate the crew's work with a short, vertical connection between interior and deck, and vice versa. The interior volumes are generous, especially in the owner's area, which includes a very large walk-in closet, usually only seen on 50-metre motoryachts.

The décor recalls the tradition of the great yachting era. All the interiors are in teak, with maple-stripped floorboards and doors. The atmosphere is classic but bright, thanks to the large hull windows and the white inserts on walls and bulkheads.



Left, Nauta Design owners Mario Pedol (left) and Massimo Gino, who were responsible of the exterior and the interior design. Interiors boast dominant wood throughout, teak with maple soles, and creamy Loro Piana textile wall and bulkhead panels. Every last detail has been perfected to guarantee comfortable but very practical interiors that will cope easily with all kinds of conditions, including the toughest.



The Captain/Piero Platone

This design is the product of a very precise vision of a modern, comfortable yacht, a boat with satisfying waterlines and technologically advanced materials focused on achieving very generous volumes. From inception to build, it was a real learning curve on all levels (build, plant, organisation), driven by an absolutely world-class team (Baltic, Nauta Design, Judel/Vrolijk, Nigel Ingram). From my own background as a racing skipper, I brought some unusual solutions (such as the C6 rigging). It was impossible for me not to take inspiration from my experience on those racing yachts, partly because these sail surfaces demand absolutely on-the-nail choices even though the priority here was comfort and large volumes. Having said that, we opted to domesticate these big sail surfaces with some hydraulics, such as the furling boom and captive winches, so that handling the sails

wouldn't be too invasive for guests.

I think Doryan pulls off the difficult feat of combining a sporty spirit with classic elegance to an almost unique extent and with great charm. My favourite area is the crew mess where we had to pull out all the stops to keep the living space at an acceptable level because a whole slew of problems converge there: headroom is low, there's a lot of plant and electric cables as well as various issues relating to winch and mainsheet traveller stowage.

I think we overcame these challenges very well and that is what made that area the most satisfying to me ultimately. The hard top in the central cockpit, however, is an absolute masterpiece. You can enjoy being underway there in incredible comfort. It's very unusual and gives you a great feeling of protection. How would I sum up Doryan in a nutshell? I'd call her a "flying sofa"!

The Shipyard - Henry Hawkins

CEO Baltic Yachts

This striking, red-hulled yacht was commissioned by an owner whose priorities were comfortable, fast, bluewater family cruising with an easily managed sail plan and voluminous accommodation for nine plus crew. Another key design feature is the stylish hard top which offers not only cockpit protection but also a covered companionway into the deck saloon and an alternative monitoring and navigation station when the weather is inclement or when on watch. Aimed mainly at live-aboard cruising in the Mediterranean, Doryan is, nonetheless, capable of high-speed passage-making, benefiting from our carefully engineered, resin-infused carbon/Corecell hull and deck. Her lifting keel reduces her draft from 5.5m to 3.5m, providing versatility when cruising and enhanced sailing performance when fully down. Doryan's build benefited from the owner's detailed input too. He and her captain, an experienced racing sailor who skippered his previous yacht, made an invaluable contribution. The yacht's engineer also was based at the yard in Jakobstad for a year providing additional help in all areas involving customisation and systems. We find it particularly useful when the owner and members of the permanent crew are involved to this extent.

Doryan weighs just under 95 tons at half load,

which for a cruising yacht of this length is still relatively light. Other features include a side-boarding ladder, mainsail in-boom furling and a versatile double-headed carbon rig from Southern Spars.

Doryan is already performing successfully in her main role as a family cruising yacht in the Mediterranean, but if she wants to cross an ocean or take to the race course, she is equipped to meet these challenges with ease.

