

BALTIC YACHTS

Box 2320, 68555 BOSUND, Finland

DESIGN SPECIFICATION FOR BALTIC 37

DIMENSIONS

L.O.A.	(Approx.)	11,30 m	37,00'
L.W.L.	"	8,33 m	27,30'
Beam Max	"	3,66 m	12,00'
Draft	"	2,06 m	5,76'
Displ.	"	6,155 kgs	13,600 lbs
Ballast	"	2,775 kgs	6,120 lbs
I	"	14,94 m	49,00'
J	"	4,74 m	15,56'
P	"	13,26 m	43,50'
E	"	3,58 m	11,75'
Rating I.O.R.	"		27,5 ft

Built by OY BALTIC YACHT AB, BOSUND, PIETARSAARI, FINLAND

Designed by C&C DESIGN GROUP, CANADA

Designer's
comments

Our target for our new BALTIC 37 design is to produce a high performance, comfortable, easily handled yacht capable of offshore racing as well as offshore cruising at a size which could be best described as a "small one-tonner". Characteristics are very much in line with the successful BALTIC 39 while embodying changes aimed towards improved upwind and downwind performance.

The bow shape is typical of our recent work, being reasonably deep and very sharp to facilitate good performance in a seaway, with powerful forward sections to provide good directional stability. Amidships, the hull incorporates a rather narrow beam waterline with significantly wider beam at deck level. This adds hull form stability as well as good downwind performance and makes for a roomy and comfortable interior as well. The full aft sections are fair and undistorted. Here we have incorporated plenty of volume for added sailing length when heeled and at high speeds, but have oriented it in such a way that steering and handling will be easier on a power reach. In recent years we have been concentrating in this particular area in order to achieve off-wind boat speed without the normal tendency towards strong weather helm. These characteristics result in a handsome and practical hull which performs well in all weather conditions and is easily controlled.

The keel design is the result of hydrodynamic analysis tempered with experience. Careful attention is paid to the location and volume of the keel in accordance with the longitudinal distribution of the hull's volume.

In this way we match the keel to the particular characteristics of the hull. This keel is rather deep with a draft of 2.06 metres and incorporates our new tip shape which offers the best combination of lift and drag. The center of gravity of the ballast is low. Providing good sailing stability without having to resort to a higher ballast ratio. This combination, with Baltic's proven ability to build down to a given weight, assures us of good upwind stability in a light boat. The rudder, again, is a deep, high aspect ratio fin with close attention paid to its control effectiveness for a high degree of manoeuvrability, while avoiding any propensity to stall.

The most striking characteristic of the deck layout on the BALTIC 37 is the handsome low profile and the happy compromise of the companionway entrance. This arrangement allows for excellent accommodations below with easy access from the cockpit. The latter incorporates comfortable seating, good storage for a life raft, and horseshoe life rings. Instruments are housed in a comprehensive sprayhood while opening hatches provide good ventilation below.

Rig design is again a result of close study of the characteristics of this boat, as well as thorough knowledge of aerodynamic principals. The spar section itself is a new design which, by delaying separation around its leeward side, minimizes drag while increasing lift. The spreaders intersect the spar without the attendant heavy spreader bases of other manufacturers and the shrouds are fastened to the spar internally for minimum windage. The rig is tall for this yacht's size but with good stability and a solid hull shape she should perform well in both light airs and heavy conditions.

Interior layout is quite unique for a boat of this size - providing an aft cabin as well as a full stand-up head. With careful incorporation of cabin shape and companionway, there is good headroom in the comfortable aft cabin as well as the head compartment which is opposite on the port side. The owner's cabin embodies a full double berth, shelf, bureau and settee in a closeable ventilated area. The chart table and galley are amidships, concentrating all of the heavy accommodations in the middle of the sailing length, thus minimizing pitching in a seaway. The main cabin has four large berths and a full size dinette; there are vee-berths with a bureau and hanging locker in the forward cabin. Flanking the port side of the companionway is an oilskin locker with additional storage space beneath the companionway as well.

This yacht is typical of those built by Baltic Yacht and displays excellence in its interior finish with varnished teak on most surfaces. Fittings of the highest quality are used throughout and the builder's thorough execution extends to all corners of the yacht. The construction includes the use of balsa core in both hull and deck. Unidirectional roving is used in many

areas where it is oriented in the direction of applied loadings. Thorough bonding of bulkheads to both hull and deck assure a comprehensive structural unit that can withstand any weather conditions which might be encountered.

ACCOMMODATION

Forward	Berths to port and starboard, with sail stowage under. Hanging lockers (port and starboard), shelves in front of hanging lockers. Shelves above berths.
Main Saloon	Settee berth port. L-shaped settee berth starboard. Pilot berths (port and starboard). Bin stowage under pilot berths. Stowage behind intercostals (port and starboard).
Galley	"L" shaped galley provided with 3 burner gimballed propane stove with oven. Stowage for propane tank is under helmsman's seat with shut off also at stove. Large, well insulated, stainless steel ice-box. Stowage for cooking utensils. Garbage container. Adequate drawers, glass racks etc for stowage of crockery etc. Cutting board. Formica covered work top with deep fiddles. Deep stainless steel sink unit. Foot operated sea-water pump. Foot operated fresh water pump.
Navigation Area	Navigation table with stowage for charts, pencils etc. Ample bulkhead space for installation of electronic instruments, radios etc. Master electrical panel with Amp-meter, tank gauges, safety circuit breakers and switches. Navigator flex-light. Hanging locker aft of nav. seat. Stowage under stairway.
Toilet Compartment	Moulded GRP basin in special hygienic gelcoat. Counter unit and lockers with ample provision for stowage. Foot operated fresh water pump. Marine toilet with overboard discharge. Mirror.
Aft Cabin	Double berth (port) Hanging locker. Seat. Mirror. Stowage space under berth.

GENERAL INTERIOR WORK

Wood work	All joinery is teakfaced with solid teak or laminated teak frames and cappings. All bulkheads are teakfaced ply. The joinery is varnished throughout. Visible teak
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surfaces are varnished and handrubbed to obtain a nice "satin" type surface. All doors are provided with retaining hooks and swing stops. Kick plates on steps and chafing pieces on sills are provided. All berths are provided with cushions from 4" foam mattress covered with durable fabric and fitted with zippers. Canvas leeboard provided for berths in main saloon.

Cabin Sole	Laid teak veneer.
Hatches and Ventilation	Forehatch - Goyot type tinted glass. Midship hatch - Goyot type tinted glass. Main Companionway hatch-sliding-tinted perspex with lock and wash-boards. Aft Cabin - opening porthole with screw down fasteners mounted in cockpit well. Opening porthole with screw down fasteners in toilet compartment.
Windows	Windows in cabin trunk are fixed.
Ventilation	3 Electrolux ventilators.
Engine Access	Removable cabinet with extensive sound insulation.
Shelves, Drawers and Lockers	Lockers have ventilation provided. Drawers have security catch.
Hand Rails	Ample hand and grab rails provided. Teak.

PAINTING

Topsides/Transom	Gelcoat as selected
Cove Stripe	Gelcoat as selected
Boot top	Gelcoat as selected
Bottom	Clear gelcoat

HEADLINER

Partly GRP headliner
Partly vinyl covered detachable panels for access to wiring, deck hardware etc.

CONSTRUCTION

Hull	Balsa core fibreglass sandwich using fibreglass mat, unidirectional roving and mat/roving combination to develop an extremely rigid yet light and well insulated structure. All high stress areas are specially strengthened with built up of unidirectional oriented in the direction of the stress. Transverse floors and longitudinal stringers are made up of unidirectional roving and mat/roving combination.
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Deck	Hand-lay-up moulded fibreglass with balsa core for stiffening and insulation, extra re-inforcement incorporated in way of winches and fittings. The deck has a high strength/weight ratio and is bonded to the hull with layers of roving and through bolted. A LAID TEAK DECK IS AVAILABLE AS AN OPTIONAL EXTRA.
Ballast	An external fin keel, cast to high accuracy in lead with added antimony, is through bolted to the hull.
Rudder	The cantilevered balanced spade rudder is moulded from fibreglass and fitted with a stainless steel rudder stock. The rudder stock passes through bronze bearings and a stuffing box which is strongly bonded to the hull.
Engine Beds	Incorporated in hull. Special care is taken to ensure a rigid foundation and correct bonding.
Mast Step	Fabricated galvanized steel mast step bolted to re-inforced floors and stringers.
Chain Plates	Stainless steel through bolted to longitudinal bulkheads which are securely bonded to the hull and deck. Plates are provided with backing plates to spread load adequately.
Stem Head Fitting	Custom fabricated fitting provides twin jib tack fitting.
Toe Rail	A full length genoa sheeting toe rail providing structural rigidity for the hull/deck join and a multi-propose sheet take off point. The stanchion bases are attached to the toe rail. The toe rail is anodized for protection.
Colour Pigments	High quality abrasion resistant colour pigments are used in the gelcoat.
Hardware and Fastenings	Best quality marine standard used throughout.
Limber Holes	Provided to drain to sump.
Bilge	Access provided as practical to the bilge.
Bulkheads and Intercostals	Marine grade water-proof plywood. (Teakfaced on visible surfaces).
	MACHINERY
Engine	Volvo MD 11 C/110 S (sailboatdrive) 23 hp
Engine Controls	Volvo single lever control
Alternator	12 V 35 amps
Fuel Tank	Stainless steel 80 litres. Tank has single deck mounted fill marked FUEL.

Fuel System	All fuel lines and shut off valves are to appropriate standards.
Propeller	Two bladed folding propeller.
Enging Exhaust and Cooling System	Consists of water cooled exhaust system. All sea cocks exhaust components and through hull fittings to appropriate standards.
Accessory and Control Panel	Switch panel and engine instruments located near helmsman.
Drip Pan	Oil-tight fibreglass drip pan provided under engine. Accessible sump.

ELECTRICAL

Main System	12 Volt D.C. throughout. Master battery switch and electrical panel provided in navigation area with appropriate automatic circuit breakers.
Engine Start	Separate 12 Volt D.C. 60 amp. hours
Service Battery	12 Volt D.C. 95 amp. hours
Exterior Lightning	Pair side lights (red/green) Stern light (high intensity white) Bow light (white) Compass light
Interior Lightning	Navigator's light 7 dome lights 3 Fluorescent lights
Charging System	Starting and service batteries charge simultaneously with separation provided by current blocking diodes.
Lightning Protection	Chain plates, backstay and headstay all grounded to keel bolts.

PLUMBING SEA COCKS

All underwater through hulls fitted with sea cocks. Cockpit is self-draining and meets O.R.C. specification.

Fresh water tank	Stainless steel. Capacity 130 litres. Provided with deck fill marked WATER.
Fresh water pumps	One foot operated pump at galley sink. One foot operated pump as wash basin.
Sea-water pumps	One foot operated pump at galley sink.
Bilge pumps	Two diaphragm type hand operated installed. One located in cockpit, one located below decks.
Toilet	Marine toilet is fitted discharged a vented loop and accessible seacock.

SPARS

Main Mast Anodized aluminium alloy hollow section, specially designed for this boat. The mast is provided with aluminium aerofoil section spreaders, halyards are internal. Appropriate exits and halyard blocks are provided. Spinnaker pole track and heel hoist.

Main Boom Anodized aluminium alloy hollow section. Slab reef with cheek blocks, outhaul and reefing winch.

Spinnaker Pole Anodized aluminium alloy hollow section with shotgun type out board end fitting and stud inboard end fitting.

STANDARD RIGGING LIST

Rigging is in stainless steel rod with appropriate end fittings and toggles. A hydraulic backstay adjuster is provided as standard.

S/S ROD:

- 1 Headstay
- 1 Backstay
- 2 Main shrouds
- 2 Lower Shrouds
- 2 Intermediate shrouds
- 2 Upper shrouds

1/19 S/S WIRE:

- 1 Midstay with adjuster

RUNNING RIGGING LIST

7/19 S/S Wire plus terylene tails as appropriate.

<u>DESCRIPTION</u>	<u>Qty</u>
Main halyard with shackle	1
Main topping lift	1
Main sheet	1
Main X-haul line	2
Main clew outhaul	1
Reefing line	2
Kicking strap	1
Genoa Halyard with snap shackle	1
Genoa sheet	2
Spinnaker halyard with snap shackle	1
Spinnaker sheets with snap shackle	2
Spinnaker foreguy with snap shackle	1
Spinnaker pole lift with snap shackle	1
Mid-stay adjuster sheet	1

WINCH LIST

<u>DESCRIPTION</u>	<u>Qty</u>
Main halyard	1 Lewmar 16/C
Main sheet	1 Lewmar 16/A
Reef	1 Lewmar 8/A
Genoa halyard	1 Lewmar 30/C
Genoa sheet	2 Lewmar 43/A
Spinnaker Halyard	1 Lewmar 16/A
Spinnaker sheet	2 Lewmar 30/A

WINCH HANDLES

2 x Plain 10"
1 x Lock in 10"

STANDARD EQUIPMENT ALSO INCLUDES:

- Compass SUUNTO D-110 mounted on steering pedestal with appropriate lighting
- Pulpit and pushpit of best quality stainless steel tube are mounted on the bow and transom. Double life lines are installed passing through stainless steel stanchions. The life lines are in stainless steel wire (plastic coated) and set up with turnbuckles at the after end. The pulpit is fitted with navigation lights and the pushpit with stern light. The height of pulpits, stanchions, spacing distance etc conforms to O.R.C. requirements.
- 4 Docking lines
- 4 Fenders (air-filled)
- 1 Boat-hook
- 1 Flagstaff
- 1 Bosuns chair
- 2 Roller type Genoa cars
- 3 Snatch blocks
- 1 Anchor with chain and anchor-line

Instruction Manuals on engine and electrical system.

SPECIFICATION

Baltic Yacht reserves the right to change the prices, specifications, material and equipment without notice.

BUILT AND MARKETED BY

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