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# SuperSailWorld

Supplement to  
Yachting World

**ST BARTHS BUCKET PREVIEW**

NEW YACHTS WINWIN AND ELFJE

THE TECHNOLOGY ARMS RACE • PROFILE: THE CREWBOSS



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# The newcomers

Among the yachts visiting St Barths for the first time are two brand new designs, the Baltic *WinWin* and the Hoek/Huisman *Elfje*, both performance-orientated with new ideas about noise reduction. Mike Owen tells their stories









# WinWin

Here for her first ever regatta, the Javier Jaudenes-designed 33m/108ft Baltic *WinWin* has savoured just one taste of racing so far, the St Barths New Year's Eve race round the island. She rounded 1st, ahead of *Ghost*, a 37m/121ft Brenta/Vitters yacht. Raced one, won one – not a bad start if you're named *WinWin*. But she is not over here with a fully loaded pro race crew, opting to use this first Bucket for enjoyment and learning before returning to the Med for a highly charged regatta season.

In true Baltic vein *WinWin* is a lightweight carbon-construct with a lot of new thinking to create a fast yet quiet boat, with seriously attenuated noise and vibration. She has been built for an owner used to a very different style of sailing, who is now looking for more pace, but still with the comforts he enjoyed on his previous 29m/96ft Castro/Jongert, *Scorpione dei Mari*.

As Henry Hawkins, CEO of Baltic Yachts, explains: "We had a pretty strict weight limit from the very beginning and we ended coming in considerably under at just 77 tonnes. That's basically the ethos of the company. It comes not from just building in carbon fibre, but the whole thought process: structural engineering, how we integrate the systems within the boat."

A collaboration with Van Cappellen, leaders in the business of reducing noise and vibration, led to the use





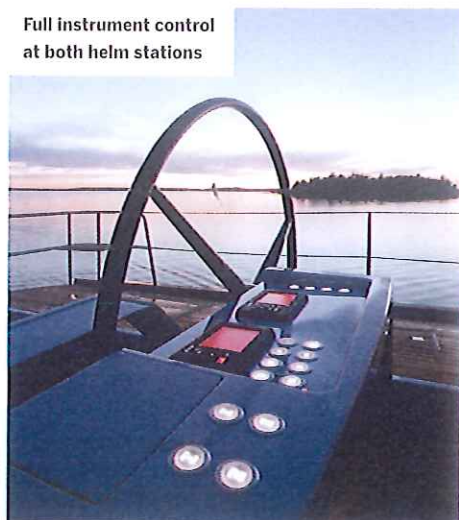
## WinWin

LOA	33.04m	108ft 5in
LWL	30.68m	100ft 8in
Beam	7.58m	24ft 10in
Draught	3.50-5.50m	11ft 6in-18ft 1in
Displacement	77,400kg	170,636lb

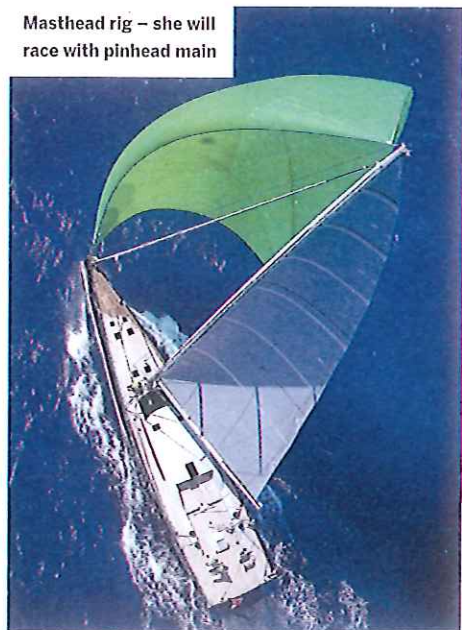
A contemporary  
lightweight design



Full instrument control  
at both helm stations



Masthead rig – she will  
race with pinhead main



The low-profile deck  
saloon links to the  
cockpit via innovative  
glass bulkheads

Photos: J Remedios Brown



Looking forward. The deck saloon is awash with natural light



Photos: J Brown



The interior uses washed and limed oak veneers for floors and joiner work

of natural cork-cored sandwich panels for non-structural and interior areas and a floating floor design with carbon, foam-rubber and cork-cored sections, promoting a quieter, acoustically dampened boat.

But back to the initial brief: *WinWin*'s owner has made quite a transition. After his genteel entry to superyachting, he dipped his toe into the regatta scene and became hooked, focusing initially on the Superyacht Cup in Palma until the leaderboard lured him in. Then Mallorcan Javier Jaudenes, a sailor and designer of some renown, jumped aboard as crew. He helped the conversion along and a visit to Baltic was the result.

Henry Hawkins says: "I believe by this time *Scorpione* was as competitive as she possibly could be. She was sailed very, very well, and was victorious on occasion. That's where the drive came from and coming to us was a clear statement of what was wanted. I understand they're very pleased with the numbers they're getting back."

Those numbers come from trials in the Canaries and the yacht's subsequent crossing of the Atlantic. The owner was on board virtually full-time – as proof that he intended to make passages in his yacht, the master suite has its own dedicated side cabin with sea berths, a very sensible arrangement.

Guest cabins are aft with the crew quarters. Above, the semi-decksaloon has innovative glass bulkheads overlooking the long cockpit, flooding the accommodation with light. These can

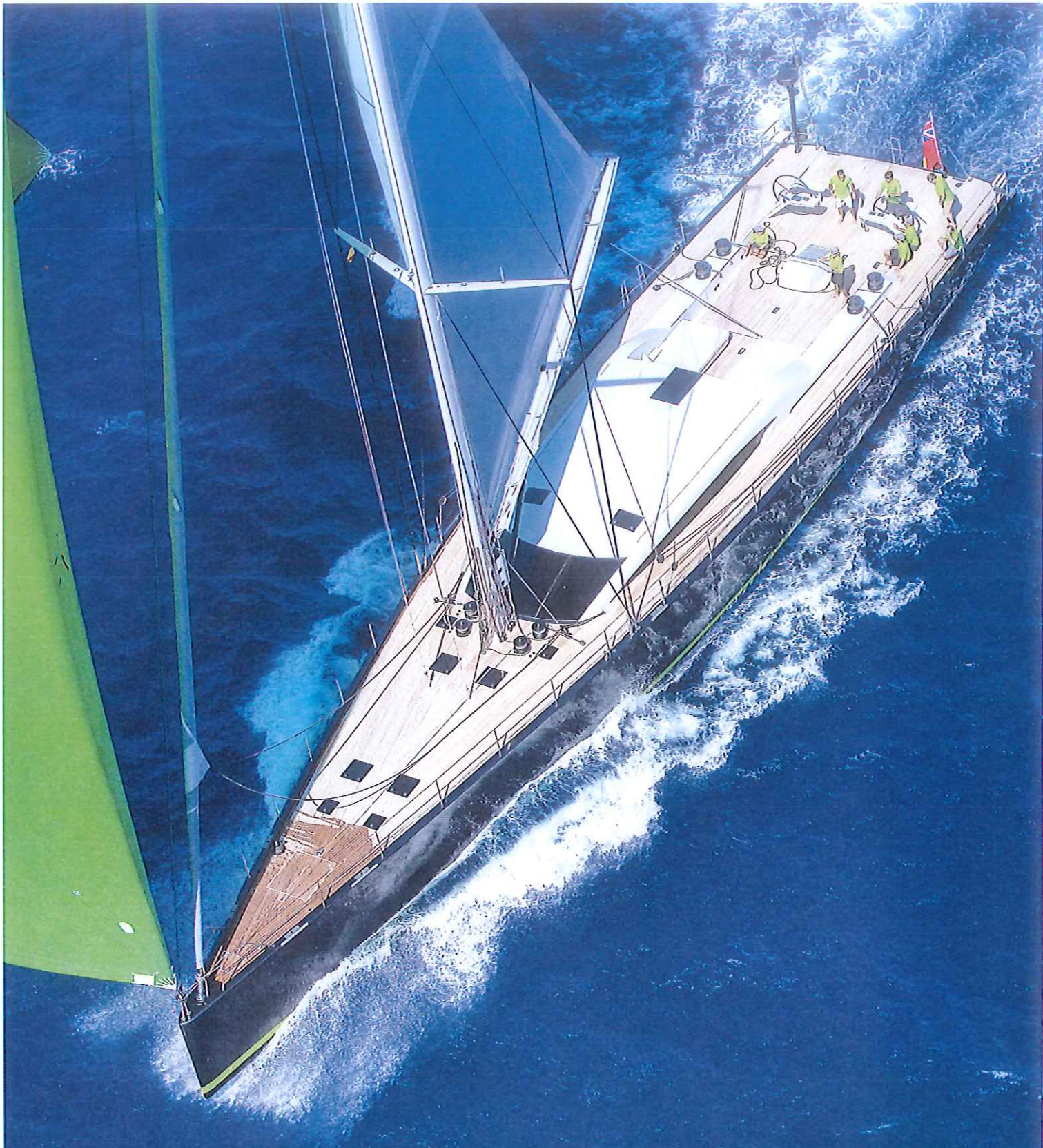
be lowered to link interior and exterior, a sociable, practical arrangement created by Design Unlimited. Below the style is minimalist, with washed and limed oak veneers and high gloss lacquered overheads to bounce the light around.

We've previously described *WinWin* as a well-balanced, dual-purpose cruiser-racer, and her performance is helped along by a very clean profile and a fully retractable propulsion system. Baltic first took this line with the 46m/151ft *Visione* (also competing at St Barths) and the designer and builder are delighted with how well it works on *WinWin*. Jaudenes talks of no drag, dinghy-like handling and clean wake.

It will be interesting to see how these smooth hulls and retractable drives affect rating under the new handicapping system (see page 32), and also *WinWin*'s lifting keel. As Hawkins points out, it will be interesting to see if the new boats can now win, as before it seemed as if "you couldn't possibly win when new; you needed to be around for a couple of years as they wouldn't have had the data on the boat to be sure their rating was correct. I'd hazard a guess that a very conservative rating would have been placed to ensure you didn't just run away with the whole event."

*WinWin* will no doubt wish to score well, but as she is working up and not focused on sailing to her name at the Bucket this year, she will be competing with the pinhead, not the square-top main for this first regatta.





WINWIN



[www.balticyachts.fi](http://www.balticyachts.fi)

"Baltic is a passionate yard where novel concepts and solutions become real. Excellence flows in every corner of the yard."

Javier Jaudenes - Naval Architect



ShowBoat Design Awards category finalist: *Exterior & Styling, Interior Design, Naval Architecture and Holistic Design*



World Superyacht Awards finalist: *Sailing Yacht of 30m to 44.99m*

