

boat

EXCLUSIVE

THE WORLD OF SUPERYACHTS

30
years

SUPERYACHT
HIGHLIGHTS
1988-2018

TANGO

Pirouetting with
Wally and Pininfarina

SX 88

Sanlorenzo disrupts
with cool loft interior

STEINWAY & SONS

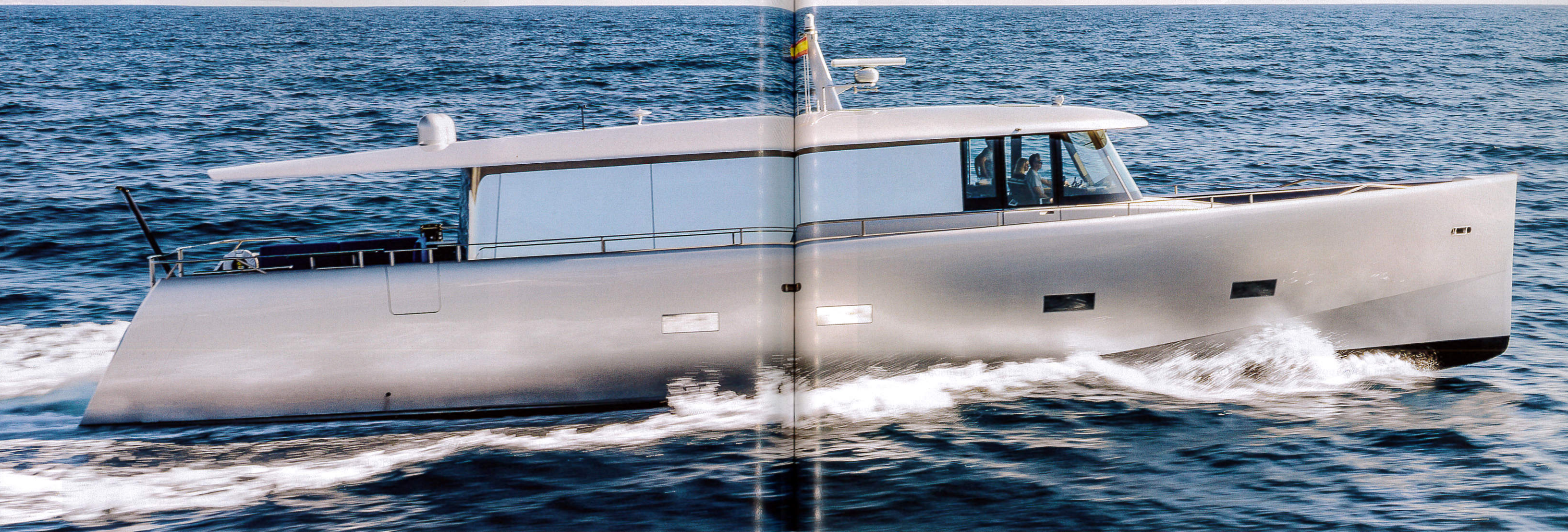
Grand pianos add
value to superyachts

**THE 200
LARGEST
MOTOR YACHTS**

"Al Lusail":
the 123-metre
Lürssen ranks
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Change on the fly

The owner sailed for decades. Now he has switched to an M78. Mani Frers was the naval architect of "Bill and Me", Baltic Yachts built the 24-metre motoryacht.

Text Friedrich W. Pohl Photos Jeff Brown, Marco Moog, Carlos Coll

The decision has to be taken one day, it's not inevitable, but it's fairly likely. The signs of age begin to emerge and it's increasingly obvious on board that sailing is a sporting event, even if the owner takes the helm himself and doesn't put on a performance on the foredeck hauling in the gennaker. If you then add the fact that

you tend to experience a lack of wind in the Mediterranean during the best times of the year and find that your engine delivers more "full ahead" than you would really care for, then you get to realise that switching to a motoryacht is not the worst possible solution.

Anybody who has gained decades of mast-and-sail experience expects to find

very specific features on a motoryacht that's suited to cruising the Med. An off-the-peg design is virtually out of the question. The owner of "Bill and Me" at any rate opted to do things differently and yet retained the atmosphere of a sailing yacht. Anybody who has experienced not being able to access shallow anchorages, because their keel is too

deep, now wants less draught. How do 90 centimetres grab you?

Anybody, who has bobbed up and down in slight winds around the Balearics and constantly had to reduce the number of day destinations they head for, probably has a burning desire to create an impressive wake at Force 2 on the Beaufort scale. How does a lightweight carbon-fibre design offering a cruising speed of 17 knots sound?

Sail feeling with stabilisers

Anybody aware of the vagaries of sailing yachts when they are heeling has no objections to stabilisers either. How about Seakeeper gyro-driven stabilisers? And



Eyecatcher: this prime example of Frers styling with her unusual conservatory look is sure to attract attention even in marinas accommodating much larger yachts.



Light above all else: skylights in the roof also brighten up the saloon (above). The tender is parked behind the transom (below).

finally: anybody who has sat below deck when it has been windy and foregone the pleasure of a pilothouse with a view now wants a superstructure offering an unimpeded panoramic view. How about deck-to-ceiling surround windows? Although they also convey the feeling of sitting on the deck of a sailer, they still

offer more elegant and comfortable protection than tarpaulins. Peter Jones, responsible for motoryacht sales at Baltic Yachts, puts it succinctly: "You should get that outdoor feeling."

Baltic Yachts, the specialist in supremum-built carbon-fibre sailing yachts right up to the new "Pink Gin", to date

the world's longest carbon sloop, was chosen to build the first motoryacht for this experienced owner. That fitted the bill, because Baltic is thoroughly expert at handling carbon fibre. It was also ideal, because the builder's current strategy is one of tapping into the lucrative market for motoryachts of up to 500 Gross Tons. The "Bill & Me" order was therefore brilliantly timed, for Baltic Yachts.

Comfort via less aggression

Germán Mani Frers, son of Germán Frers, the 76-year-old doyen of sailing and performance racing yacht design, tailored the M78's costume entirely to the owner's wishes in his Milan office. He therefore looked at commercial ships. His unexpected finding was that less aggressive lines on motoryachts reduce unpleasant yacht motion. Her moderate length-to-beam ratio enhances ride quality as well.

Her engine spec also matches her exceptional concept perfectly. "Bill & Me" is powered by twin Volvo Penta IPS systems – no shafts, no A-brackets.



Germán Mani Frers created the styling of the Baltic M78 "Bill and Me" in Milan



Speed: 40-tonne "Bill and Me" can cruise at up to 25 knots thanks to her IPS pod drives with twin counter-rotating propellers.



Exceptional interior: Design Unlimited helped the owners turn their ideas into reality. The builder ensured all the woodwork had rounded edges, as on sailing yachts (above). There are no height differences anywhere along the accessible main deck (below).

The IPS units, now a proven technology in the yacht industry, work on the pod principle. Volvo Penta fits twin counter-rotating propellers to the revolving pod. Even at first glance the IPS system already differs from other well-known propulsion systems: Volvo Penta's pro-

pellers are forward-facing. IPS integrates every function all the way from the helm position via the engines through to the propellers. Volvo Penta links this propulsion combination up with its EVC (Electronic Vessel Control) system. This in turn monitors the engines in all operating

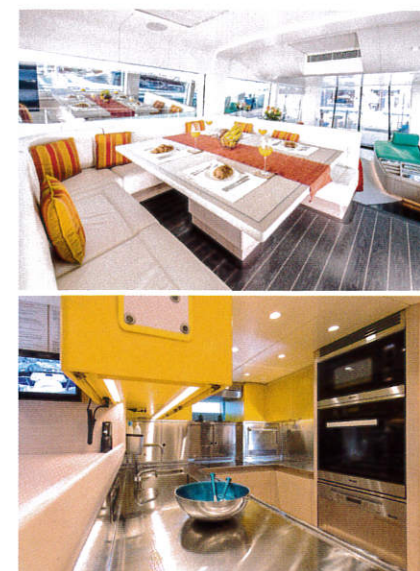
modes and therefore protects the engine units and engine control system. EVC also incorporates non-hardware anchoring, so-called dynamic positioning, where the engines and their control systems react to GPS data to enable the vessel to maintain a defined position even without anchor and chain. If wind and currents cause the vessel to drift from this defined position, the EVC ensures the necessary corrections are undertaken.

Pod drive delivers fuel economy

Volvo Penta's engineers also integrated Raymarine's P70R autopilot into the EVC. IPS benefits compared to standard powertrains like inboard shaft systems include fuel consumption, speed and range as well as a minimisation of the space required on board plus a clearly palpable reduction in noise levels. The pods also operate at lower emissions – commendable today. Baltic Yachts installed two rotating 6-cylinder, 10.8-litre IPS 800 units on board "Bill & Me".



"Bill and Me" will be flaunting her elegant clean lines primarily in the Mediterranean



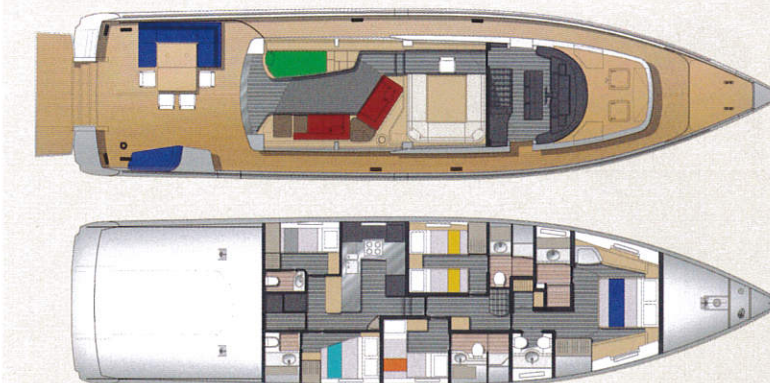
Crew-friendly: the galley (bottom) and the dining area (top) are linked by a lift.

Design Unlimited helped the owners to action their ideas for the interior. These included crew quarters featuring dedicated accommodation for a captain. The owner no longer has the desire to take the helm himself and keep an eye on what the engines are doing. Below deck the builder installed the owner's cabin up ahead and cabins for guests and a crew of three aft of that.

Baltic Yachts made the furniture out of woods that you traditionally find on board sailing yachts – oak, teak and cherry. The joiners rounded off any corners and edges as befits a sailing yacht. Embossed leather was also used as a material. A dumb waiter travels from the galley to the dining area. The two-section superstructure incorporating a saloon and

SPECIFICATION

LOA:	23.90 m	Speed (cruising):	17 kn
LWL:	23.72 m	Fuel tank:	4000 l
Beam:	5.76 m	Generators:	2 x Kohler 20 kW
Draught:	0.90 m	Fresh water capacity:	1100 l
Displacement (100 %):	40 t	Water maker:	2 x 140 l/h
Materials:	epoxy sandwich, superstructure: carbon, glass	Waste water:	Ecomar 20
Material (interior):	oak	Stabilisers:	Seakeeper Gyro
Engines:	2 x Volvo D11 IPS800	Navigation:	Raymarine
Engine performance:	2 x 441 kW	Tender:	Williams 4.5 m
Propellers:	twin, counter-rotating	Design:	Germán Mani Frers
Speed (max.):	25 kn	Interior design:	Design Unlimited
		Builder:	Baltic Yachts, 2017



Enough space below deck too: on the Baltic M78 the owner sleeps in the bow. The builder installed two guest and two crew cabins plus a galley with lift.

dining area is all on one level and therefore completely accessible. Details in the forward section of the superstructure were produced using a 3D printer. After the owner wanted a fishing seat and a hydraulically operated swimming plat-

form. A tender is also parked behind the platform. Raymarine supplied the navigation equipment ranging from the glass bridge displays with bus integration via the 12kW radar to the VHF station. The KVH TracVision M5 and TracPhone V3IP devices for TV, satellite phone and Internet rotate beneath the two small domes aft on the superstructure's roof. The name "Bill and Me" is almost self-explanatory if you know that the owner's wife is called Bella. "My Wife and Me" would have also 'fitted the bill'.

Baltic Yachts is now embracing the M78 concept in order to extend it. There will also be takers for a 30-metre Baltic along the lines of "Bill and Me" that could prove the perfect beach platform.



Flexible designs: the hydraulically operated transom can quickly be transformed into a swimming platform (left). The superstructure's forward edge folds into a sofa (right).