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Näder's Sixth

"Pink Gin" is the name of Hans Georg Näder's latest sloop. He is rocking across the oceans in what is the world's longest carbon single-masted yacht (LOA: 53.90 metres). The debut Baltic 175 incorporates amazing innovations.

Text Friedrich W. Pohl **Photos** Eva-Stina Kjellman, Marco Moog

PINK GIN

Beneath the awning: two Murano candelabras hang from the main boom in the large, forward guest cockpit that features a dining table. It has a direct link to the galley below. The bronze sculpture in the middle of the table was created by Cuban artist, Roberto Fabelo.





Open: the owner's balcony opens out to starboard. The complex design of the hatch also had an impact on the naval architecture of the hull. Installation on a sailing yacht of this kind represents a remarkable design and yacht-building achievement by Baltic Yachts.



Let there be light: the deckhouse roof features both windows and skylights. The rectangular hull port shown is in the dining saloon.

Three years planning, three years construction." This is how Hans Georg Näder succinctly described the "Pink Gin VI" project in mid-May last year. Näder had invited guests to attend the launch of what is currently the world's largest carbon sloop in Pietarsaari, Finland. This was where the almost 54 metres of sleek grey hull were launched.

She was built by Baltic Yachts in Bosund, a few kilometres away. Baltic Yachts is owned by Näder and he has also been head honcho there since 2013. He was already closely acquainted with Baltic Yachts five years before that. The builder had already served him two "Pink Gins" – the Baltic 97 in 1999 and the 152-foot "V" in 2008.

The Stones fan – the Stones' red tongue logo on the fuselage of Näder's Bombardier Challenger says it all – is now rocking across the oceans aboard his sixth "Pink Gin". And this gin packs

quite a punch. Näder's sixth is the sum total of previous solutions, mastering the biggest challenge in particular: "Developing a classic style and a yacht that matches the owner's usage patterns, performs superbly and looks appealing", her designer Rolf Vrolijk explains.

Anyhow the task was to "learn the lessons from the Baltic 152: enhance and upgrade her." The new yacht cuts through the waves with a plumb bow. "Deck lines and superstructure are based

on those of her predecessor." Vrolijk and Näder have known each other for decades and are on the same wavelength. "The new 'Pink Gin' was not to be longer than 50 metres, to enable her to dock in ports like Saint-Tropez. Although her LOA is now nearly 54 metres, she still fits into plenty of marinas", Vrolijk adds.

Maximum 20 degrees of heeling

The enhancements include increased dimensional stability: "The raised U-shaped



Hardware on deck: during heavy weather the crew unfurls the working jib on the inner forestay and the blade on the outer one. Rondal supplied the furler and winch package.



Relaxation zone aft: a stern deck hatch with a companionway and swimming platform provides rapid sea access.



Saloon to starboard: Promemoria supplied the sofa and chairs. The Vuitton trunk was previously part of "Pink Gin V's" inventory.

hull does that job. We limited her angle of heeling to a maximum of 20 to 22 degrees – easy to handle yet efficient. Purely racing yachts are designed to heel up to an angle of 27 degrees." "Pink Gin VI" is rigid enough at ballast of 75 tonnes. Incidentally her full keel weight of 80+ tonnes is accounted for by the keel box, hydraulic cylinders and locking mechanism plus 56 tonnes for the lead

bulb and 18 tonnes for the stainless steel fin. The bulb can be raised from a draught of 7.0 metres and locked at 5.56 metres or 4.50 metres to enable her to anchor in shallower bays too.

The sail plan also plays a role in this gain in performance. The designers at Vrolijk's Bremerhaven-based firm Judel/Vrolijk & Co designed this "Pink Gin" for light Mediterranean winds and extended

reaching during ocean crossings. "She is primarily designed for round-the-world cruises and requires plenty of sail area, which her tall sloop rig provides." She achieves around 13 to 14 knots when sailing with a moderate quartering wind. In light winds she does not need to fall back on her MAN V12, which delivers its power to the water via a Hundested gearbox and Hundested propeller.

"In optimum sailing conditions she reaches 14 to 16 knots", numbers that Vrolijk's team calculated before she was launched. When "Pink Gin VI" sails close-

hailed the crew sets a genoa for light to moderate winds, otherwise a lean, high-cut blade sail and a working jib are set on the inner stay. When tacking she sports 1322 square metres of mainsail and blade sail. When reaching she is propelled along by 2593 square metres of canvas, including the monster-sized pink asymmetric sail.

A top speed of 30 knots is doable on these courses. The asymmetrical sail weighs a quarter of a tonne and the crew can't control it using muscle power alone. A Baltic-designed remote-

controlled carbon-fibre reel with a diameter of two metres is located in the forepeak to help with setting and trimming the gigantic sails.

Gentle rudder pressure

The young Majorcan skipper Oscar Vallejo controls the yacht and the setting of her sails from one of the helm positions in the middle cockpit, one of three on board. Her steering system is an exceptional Baltic Yachts innovation and is called Force Feedback Steering System. Despite the rudder pressure on the huge four-metre-draught rudder blade, the helmsman only senses gentle, yet relatively increasing and decreasing resistance as on a small boat with

direct quadrant contact. Electronic sensors make it all possible.

The ergonomics of the deck layout featuring three cockpits was down to the owner. "It reflects how he uses the yacht", Vrolijk explains. The owner and his guests can do a relaxed spot of sunbathing in the aft cockpit aft of the boom's end, completely separated from the large helm and control station forward of it. Further ahead the third cockpit features a welcoming open-air bar and dining table.

At anchor this cockpit is converted by an awning above the boom and two Murano glass candelabras – designed by "Pink Gin" Interior designers, Design Unlimited, and actioned by Paris-based



Deckhouse: the lower dining area is lit by a chandelier from "Pink Gin V" (top). The Edelweiss piano and the upper dining table are illuminated by Baccarat candelabras.

Rolf Vrolijk designed the sloop for light winds and extended broad reaching



Below deck: the VIP cabin features luggage as furniture (left), the owner's bathroom in the bow sports brick-look composite tiles (right).

lighting specialist Veronese – beneath the boom into a sheltered dining room. Together with the floral decoration and potted plants this large middle cockpit conveys the impression of being a patio with a 360° sea view with direct access to the first, the upper saloon in the deckhouse. This serves as a place of musical enjoyment that's provided by a small, self-playing piano made by Edelweiss, the UK piano maker based in Cambridge, and positioned to port – a bespoke model with keys made of bog oak.

Chandeliers and salmon leather

The audience takes a seat opposite on a U-shaped Chesterfield-style sofa with a mini dining table also made of bog oak to listen to the electronic pianist. The table and piano are illuminated by Baccarat chandeliers, while salmon leather-covered columns grace the middle of the saloon. Dutchman Marcin Ruśak festooned the second dining table, located ahead to port and two steps down, with dried flowers and foliage, inlaid in semi-transparent resin. Hans Georg Näder bequeathed the

chandelier above the table from "Pink Gin V" to Number "VI". He is really attached to it. He was equally unable to part with the huge Louis Vuitton trunk – it too served him well on board his previous floating gin palace and now forms the centre of the seating arrangement

opposite the substantial dining table. The builder itself took care of the floorboards in the saloon. They are made of smoked oak, painted gold and then silver and deliberately sanded unevenly after that to expose the layers in places. This is what sumptuously dolled up shabby chic looks



Different decors: two out of four guest cabins feature double beds (top left). A silk mermaid adorns the wall in the studio (left). The walls in the day head depict koi swimming.



To port: a corridor with container sheet metal art leads past the balcony hatch (top) to the substantial galley (middle).

like. Baltic Yachts installed four cabins forward of the saloons, two of which have double beds and one of which is a larger cabin designed for VIPs.

Two large balconies in the hull

The builder positioned the owner's suite in the bow. Näder, not averse to reading his professor's title next to his name, didn't dispense with extremely expensive yet shabby gaudyisms in his bedroom, bathroom and walk-in wardrobe either. Silk paintings, by Cuban artist Roberto Fabelo, do indeed adorn his studio,

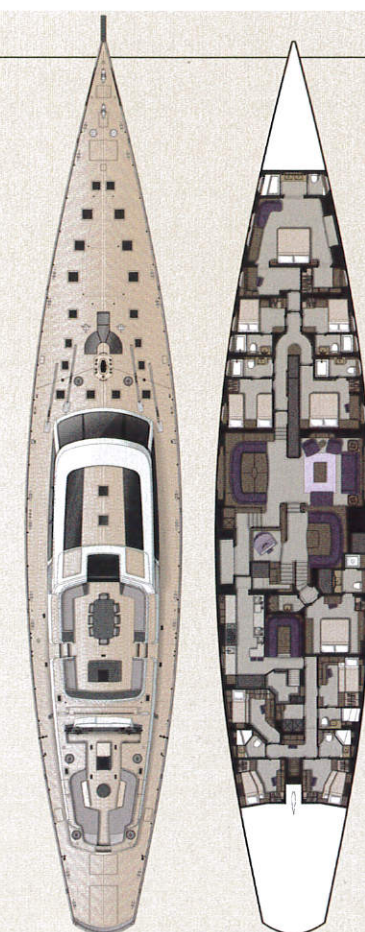
however carefully composed puzzle panels, made of hull timber from scrapped Cuban fishing boats, accentuate the interior's tongue-in-cheek modesty.

Outstanding details include two balconies, which open like side hatches. "Normally everything is first heaved up on deck and then stowed below, even on supersailers", Vrolijk explains. That not only applies to provisions and luggage; why shouldn't guests and the crew also be able to reach their accommodation directly from shore? The port hatch flap makes it happen. It serves as shared

Baltic Yachts glammed up oak floorboards with touches of gold and silver shabby chic

SPECIFICATION

LOA:	53.90 m
LWL:	45.27 m
Beam:	9.55 m
Draught:	4.50, 5.56, 7.00 m
Displacement (unladen):	250 t
Keel:	80 t
Material:	carbon composite
Mast above waterline:	67.90 m
Mainsail:	755 sqm
Headsails:	567 and 365 sqm
Asymmetric:	1838 sqm
Mast & rig:	Rondal
Winches:	Rondal
Engine:	MAN V12, 1000 kW
Generators:	2 x Northern Light
Fuel tank:	19,000 l
Fresh water capacity:	4800 l
Steering:	Baltic Force Feedback
Bow/stern thrusters:	Hundested
Electronics:	Furuno, B&G, Sailor
Naval arch.:	Judel/Vrolijk & Co
Structural engineering:	Gurit
Exterior & Styling:	Judel/Vrolijk & Co and Design Unlimited
Interior design:	Design Unlimited
Classification:	GL + LY3
Builder:	Baltic Yachts, 2017



Clarity rules: the owner and his guests live in the bow; the crew cooks and rests towards the stern.

access. The crew can make its way from here directly, and discreetly, to its quarters in the stern. The balcony to starboard however belongs to the owner. Positioned next to the king-size bed, it folds out from the owner's suite.

"Pink Gin VI" requires a crew of eight to handle all the technology and to provide the requisite hospitality. In addition to the skipper, his first officer and the engineer, two deckhands, two stewardesses and the chef de cuisine are quartered in the stern. With these professionals, friends and family on board, Hans Georg Näder is partial to heading to the Uruguayan coast towards the end of the year. "Pink Gin VI" is after all designed for ocean passages of this kind.