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***PINK GIN VI BECOMES RAVENGER, A 54-METRE
CRUISER FINE-TUNED FOR PERFORMANCE***

£8.00 / AUD \$17.25



CULTURE CRUSH: HISTORY AND HARMONY ON THE CROATIAN COAST



PHOTOGRAPHY
FRASER EDWARDS (SAILING), SOFIA WINGHAMRE (INTERIOR)

TURBO CHARGED

COVER BOAT
RAVENER

In search of a cruising superyacht with the potential for some serious performance enhancement, one owner found Pink Gin VI and turned her into Ravenger. Julia Zaltzman gets inside this World Superyacht Award-winning refit

W

When Baltic Yachts delivered the world's largest all-carbon fibre sloop in 2018, it was met with applause yet divided opinion. There was no denying the technical prowess of Hans Georg Näder's 54-metre sailing yacht, then named *Pink Gin VI*. She remains one of the most technically advanced yachts built by the Finnish yard, with a retracting torpedo-shaped keel and super-lightweight carbon-fibre construction. Yet Näder's choice of bold and daring design features that included pewter and purple were not to everyone's liking.

Fast forward to June 2024, and the performance cruiser, renamed *Ravenger* by her current Swedish owner who acquired the yacht in 2023, emerged from a 10-month refit at Baltic Yachts with a head-turning makeover. "We were intent on a refit, rather than a rebuild," Claes "Klabbe" Nylöf, owner's representative and project manager, tells me as we step aboard, "but the changes are significant."

Gone are the Murano glass chandeliers hanging from the boom, the industrial pewter finishes and the lavender baby grand piano once tucked into the corner of the main saloon. "Now it's light and bright," says Nylöf.

A Swedish professional sailor who competed in the Whitbread Round the World Race and the Volvo Ocean Race, Nylöf manages the sailing yachts in the owner's sail and power fleet. He helped the owner in his search for a high performance cruising yacht before eventually choosing *Pink Gin VI*.

"The owner already had a sailing yacht, but he wanted a faster, bigger boat that's easy to sail," he



The hot pink spinnaker that singled out Pink Gin VI on the horizon is still being used by Ravenger during regattas, but the owner is building a new furling code sail to replace it, which is black



THE MOST STRIKING ALTERATION IS FOUND IN THE SPLIT-LEVEL MAIN SALOON, THE SOCIAL HUB. NOW THE WHOLE SALOON IS MUCH LIGHTER AND CALMER



Gone are the Murano glass chandeliers and purple velvet sofas in the main saloon, replaced with luxury fabrics in neutral tones



PRE-REFIT

ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE-REFIT)

adds. “Pink Gin VI had a well-shaped hull with a good keel and rudder and a mast high enough to take a bigger sailplan, but the sailplan and deck hardware were designed for cruising, so we updated the spec.”

I step aboard *Ravenger* at the busy MB92 refit yard in Barcelona, where she’s having her mainsheet traveller repaired following a summer season of sailing. In a few days’ time, she’ll return to Palma before heading to Saint-Tropez to serve as a support vessel for another of the owner’s yachts. *Ravenger* is now his main cruising yacht, albeit fine-tuned for “more performance-oriented sailing while maintaining her comfort and luxury”, says Henry Hawkins, Baltic’s executive vice president.

Soon after acquiring the yacht, the owner and fleet manager sailed her from Palma to Jakobstad in Finland to experience life aboard ahead of the

works and record their required changes. Two months later, *Ravenger* began her rapid refit, one of the most complex aspects being the rebuild of her towering 69.5-metre carbon-fibre mast to accommodate a more powerful sailplan. She now flies a massive 1,374 square metres of sail upwind courtesy of North Sails, increasing the average boat speed overall.

“Alongside making the interior feel lighter and more open, the objective was to really focus on performance,” the fleet manager explains. “The owner loves sailing, so when he’s aboard he wants to enjoy getting the best out of *Ravenger*. With the new triple-headed sailplan, she really moves.”

Ravenger sports a square top main sail “to add more sail area”. Another change saw the jib tacked closer to the deck, again to increase sail area, and a reconfigured furling system. Originally fitted with two headstays – one for a

Skylights invite natural light into the interior, while all-new insulation under the newly laid floorboards has reduced the decibel level at anchor and while cruising

"IT'S ALWAYS A CHALLENGE PICKING UP PAST WORK AND REFRESHING IT, BUT FASHION, IDEAS AND WHAT PEOPLE WANT MOVES ON AND YOU MOVE WITH IT"



Where there was once a lilac piano is now a marble-topped breakfast bar. Neutral colours have replaced the Bordeaux leather wraparounds and handrails



PRE-REFIT



large non-overlapping jib and another for a staysail – *Ravenger* flies a torsion cabled furling staysail for upwind work and power reaching that can be lowered when not in use, as well as a code sail and jib. This upgrade was made possible by increasing the length of the bowsprit by 1.5 metres and replacing the fixed backstay with running backstays fitted with deflectors to handle the increased sail loads.

“Rebuilding the bow and adding a longer bowsprit means we can carry bigger sails; that was the most significant change we made,” says Nylöf. “It’s all with a view to enhancing performance, and we spent a lot of money and a lot of time on that.”

While the owner’s enjoyment when sailing was central to the refit, the yacht is also destined to remain a regular on the regatta scene. The hot pink spinnaker that once singled *Pink Gin VI* out on the horizon was flying high when *Ravenger* competed in last year’s St Barths Bucket (placing third in her class), though it won’t stay that way for long. “We will still use the pink spinnaker, but we are building a new furling code sail to replace it, which is black,” he notes.

It’s not the only element to turn black. All the existing deck hardware, from the stainless-steel stanchions to the former pewter finishes, have been blackened “to clean the boat up – there was

too much contrast before.” The underside of the boom has also been painted the same colour as the hull to make it appear more discreet when viewed in profile. “It’s already huge, and when it was white it looked even bigger.”

The original Rondal deck winches have been replaced with smaller, lighter Harken drums, reducing the total winch weight by around 75 per cent. “The old ones did 60 line metres per minute; this one does 180. It means you can handle the sails better and race the boat safely,” Nylöf says.

The original teak decks remain, albeit sanded down and reconditioned, and the previously openable hatches are now sealed shut for a more



“THE OWNER LIKES TO BE ABLE TO DO HIS OWN THING, NOT ALWAYS BE SERVED, SO THE BAR AND PANTRY MEAN HE CAN MAKE HIS OWN COFFEE OR PREPARE HIS OWN FOOD”

ADDITIONAL PHOTOGRAPHY (PRE-REFIT): MARCO MOOG



PRE-REFIT

Top: Baltic Yachts’ in-house team crafted the new oak dining table. Left: display cabinets have been reconfigured for artefacts and books

SHE REMAINS ONE OF THE MOST TECHNICALLY ADVANCED YACHTS BUILT BY THE FINNISH YARD, WITH A RETRACTING TORPEDO-SHAPED KEEL AND SUPER LIGHTWEIGHT CARBON-FIBRE CONSTRUCTION

streamlined, flush finish. Reviews and updates have also been made to the engines, generators, HVAC and ventilation systems by Baltic's in-house technicians and crew.

"We really worked hard to get the noise levels down," adds Nylof, noting that carbon-fibre yachts are louder than alloy yachts. "It was one of the owner's observations, and we put a lot of time and effort, especially up front where the owner's suite is located, to ensure the noise from the engine doesn't travel."

Noise and vibration specialist Kaj Rintanen from Bothnia Engineering was brought on board to make recommendations, which included all-new insulation under the newly laid interior floorboards. It's resulted in a six-decibel noise reduction at anchor in both the main saloon and master suite, and a four-decibel reduction when cruising.

"Baltic's experience ensured noise reduction, structural upgrades and precise craftsmanship were executed to the highest standard, addressing complex technical and aesthetic requirements," says Hawkins, highlighting the yard's role in reconfiguring and restyling *Ravenger's* interior to fit the owner's sense of style, closely guided by

ADDITIONAL PHOTOGRAPHY: JEFF BROWN/BREED MEDIA (PRE REFIT)



PRE-REFIT



SAILPLAN

Her mast has been rebuilt to support a new, more powerful sailplan with a square-top mainsail and a triple headsail configuration, plus larger code and offwind sails (main: 773m², furling jib: 551m², code sail: 1,195m², A2 gennaker: 2,300m²)

RIGGING

Her headstay was replaced to get the jib tack closer to the deck, and running backstays were fitted with deflectors

BOW

Her bow has been modified, her bowsprit extended by 1.5m and both reshaped

APPEARANCE

Metal surfaces in the cockpit have been replaced with teak, and all pewter finishes replaced with wood or painted black

WINCHES

New Harken winches deliver much faster line speeds as well as a combined weight saving of close to three tonnes

ON DECK

The new exterior, which features elements by the Finnish designer Jarkko Jämsén, includes new styling for the hardtop bimini that shelters the midships passenger cockpit, a subtle but extensive repaint and new bespoke helm pedestals with an additional bimini above them





"ALL THE CHANGES WE'VE MADE HAVE BEEN TO SIMPLIFY THE INTERIOR AND MAKE IT EASIER ON THE EYE"



PRE-REFIT

Design Unlimited. The British design studio penned *Pink Gin VI*'s highly personalised interior but had recognised in advance that a more universal aesthetic may one day be required.

"We worked with Baltic prior to this client taking on the project to show how the boat could be transformed with very little damage to the infrastructure and design fundamentals," says Mark Tucker, creative director at Design Unlimited. "Returning to Baltic for a refit certainly has its benefits, not least because the way they build boats is a handcrafted product itself."

The studio's chic Scandi schemes and colourways caught the owner's eye, largely because "he wanted the boat to look different without completely tearing it apart".

"He'd sailed the boat and lived aboard prior to starting the refit, so had his own thoughts on what he wanted to keep or change," adds Tucker, who sat with the owner for a day in Portugal discussing ideas and visuals. Among the original features that received the owner's thumbs-up were the dark stained oak panelling, the en suites

with their glass fluted doors and pewter basins and the overall interior layout. Some fixed furniture, such as the beds, were retained but received new leather wraparounds. Headboards and side tables that "were very personal to the previous owner" were redesigned, and all industrial detailing, from patinated mirrors to steel ventilation grids, removed or modernised.

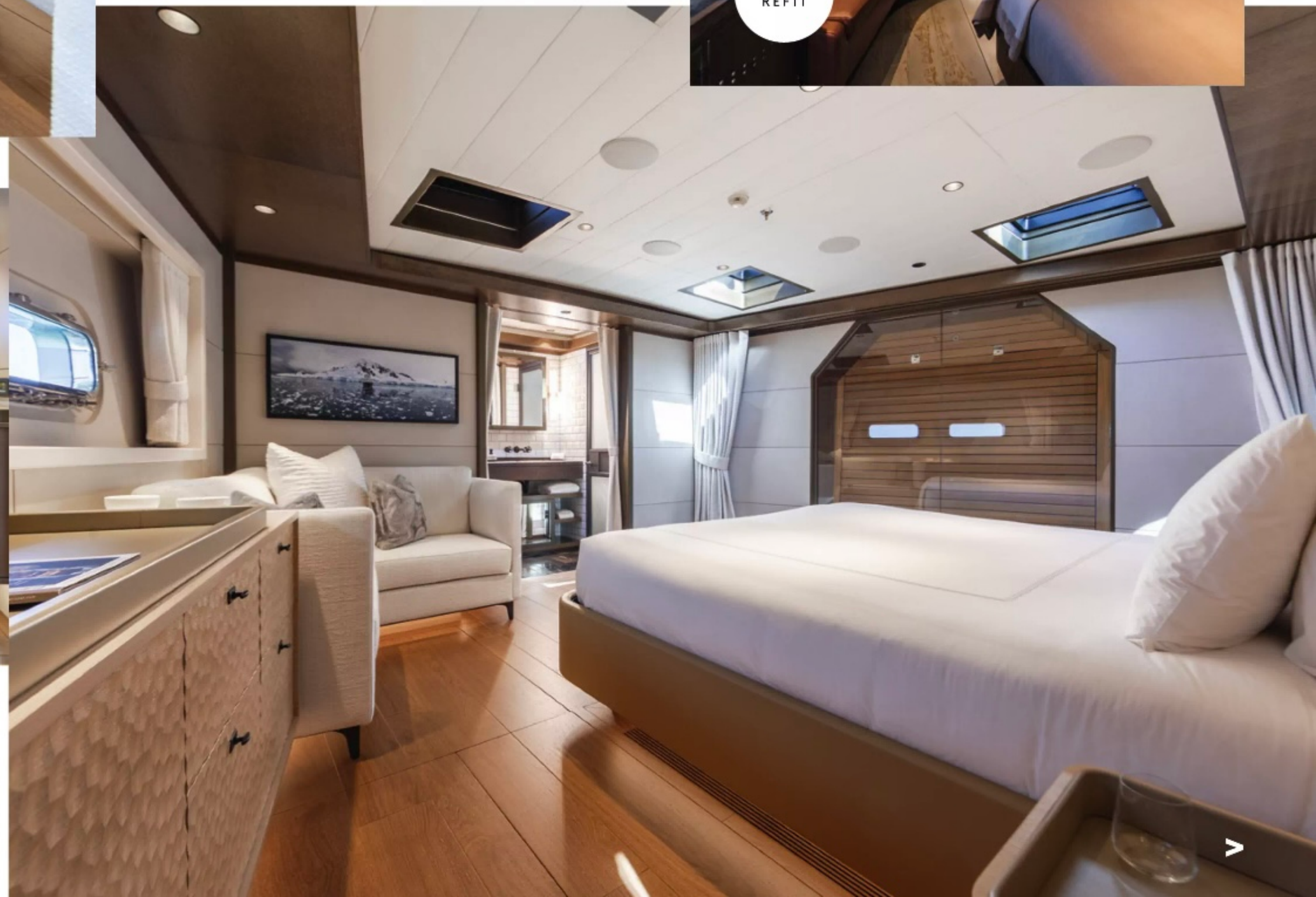
"The owner is practical and likes analogue switches for the lights, and fabric curtains in place of window blinds to give the cabins a softer feel," says Nylöf. In the owner's suite, a wine fridge and ice maker now reside where a desk once stood, and the doors to the en suite have been replaced with oatmeal curtains to open the room up. This also applies to the starboard fold-out balcony – one of two aboard, both of which are among the yacht's most celebrated original features rarely found on sailing boats.

"The balcony isn't huge, but it gives the owner access to the water and it's a comfortable, private place to sit with a bottle of rosé when the waves aren't too much," he says. With the original



ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE-REFIT)

In the owner's suite, a wine fridge and ice maker now reside where a desk once stood. Curtains separate the cabin from the en suite, and the alloy covers were removed from the fold-out balcony





ADDITIONAL PHOTOGRAPHY: MARCO MOOG (PRE REFIT)



THE STUDIO'S CHIC SCANDI SCHEMES AND COLOURWAYS CAUGHT THE OWNER'S EYE, LARGELY BECAUSE "HE WANTED THE BOAT TO LOOK DIFFERENT WITHOUT COMPLETELY TEARING IT APART"



The guest cabins have been subtly updated. While the paint on the walls of the VIP cabins is original, the ceiling panels are considerably lighter and at

the headboard, a slatted wooden wall replaces the original panels. It's tied together with a uniform colour palette and matching linen



custom-built alloy covers removed – “they rattled, especially when sailing” – the master suite is a bright and airy sanctuary. “All the changes we’ve made have been to simplify the interior and make it easier on the eye.”

The mix of old and new is subtle and effective. The wall paint in the VIPs is original but the ceiling panels are lighter, and the original steampunk door handles give a quirky nod to the past. While all the guest cabins enjoy a uniform colour palette with matching linen, the original dayhead featuring silk hand-embroidered koi carp wallpaper provides a welcome flourish.

The most striking alteration is found in the split-level main saloon, the social hub. Key textiles, such as Moore & Giles leather, Larsen curtains and Holly Hunt upholstered cushions in neutral tones, bring a touch of luxury. A wash of skylights invites natural light, with optional exterior covers when the sun is high in the sky. Now the whole saloon is much lighter and calmer.

The bespoke Calacatta Vagli marble-topped bar greets guests as they enter. With added storage, it makes “a more practical use of the space,” says

Tucker, who had originally designed a desk to sit where the piano was previously located.

“The owner likes to be able to do his own thing, not always be served, so the bar and pantry mean he can make his own coffee or prepare his own food,” adds Nylöf.

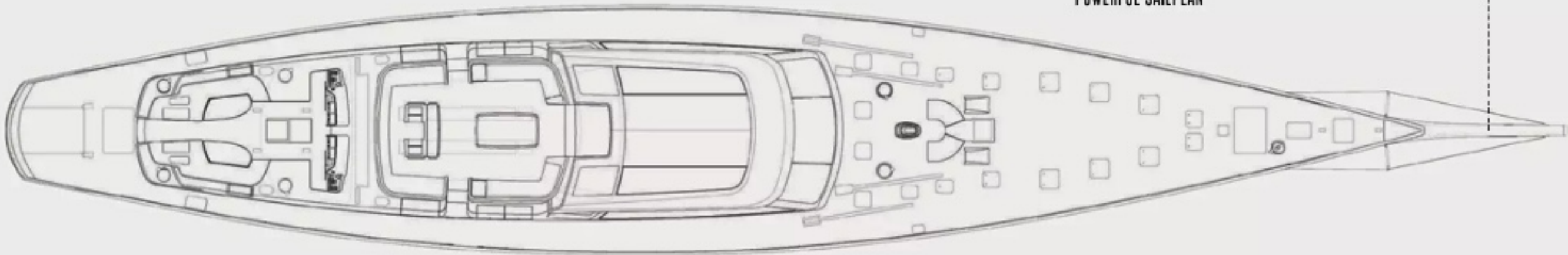
New interior joinery, including the main saloon seating and cabinetry, is crafted by Baltic’s in-house team. This includes an oak dining table with two integrated spirit holders that mirror the rising exterior bar on deck, which is now topped with a hardtop penned by Jarkko Jämsén. A smoked oak Tommy Franks coffee table, tanned leather dining chairs by Flexform, and a Ditre Italia cream sofa complete the set.

“It’s always a challenge picking up past work and refreshing it, but fashion, ideas and what people want moves on, and you move with it,” says Tucker. And move through water is exactly what *Ravenger* does. “She performed well before, but now she performs a lot faster in most conditions with a top speed of 22 to 23 knots of boat speed,” the fleet manager concludes. “The owner knows what he’s doing when it comes to sailing.” ▢

RAVENER

BALTIC YACHTS

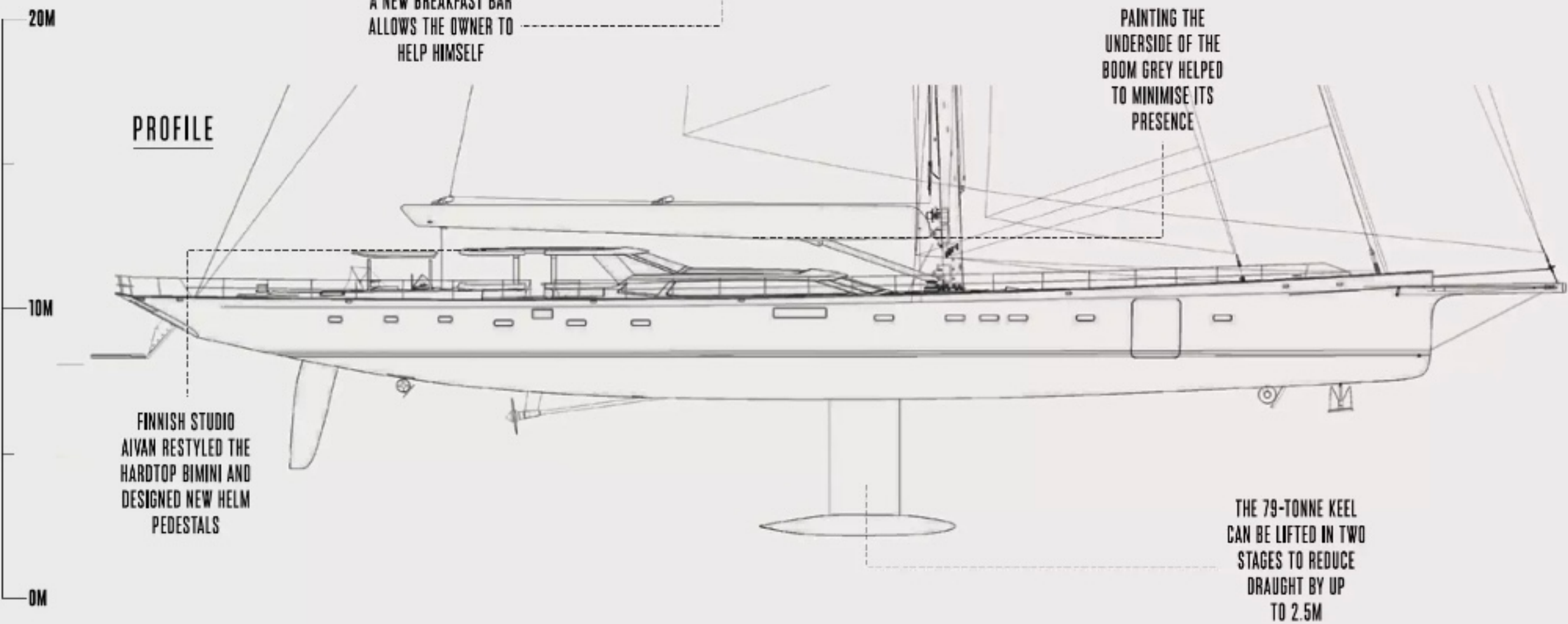
MAIN DECK



LOWER DECK



PROFILE



LOA 53.9M
LWL 45.1M
BEAM 9.55M
DRAUGHT 4.5M/5.65M/7M
GROSS TONNAGE 335GT
ENGINE 1,400HP MAN V12
GENERATORS
2 X 90KW NORTHERN LIGHTS

SPEED UNDER POWER (MAX/CRUISE)
16/12 KNOTS
SAILS NORTH SAILS
RIGGING FUTURE FIBRES/CARBO-LINK
MAST & BOOM RONDAL
SAIL AREA UPWIND/DOWNWIND
1,574M²/2,594M²
FUEL CAPACITY 17,600 LITRES

FRESHWATER CAPACITY 4,800 LITRES
TENDER ZODIAC MILPRO
OWNERS/GUESTS 12
CREW 8
CONSTRUCTION CARBON COMPOSITE
HULL AND SUPERSTRUCTURE
CLASSIFICATION
DNV/GL

NAVAL ARCHITECTURE
JUDEL/VROLIJK & CO
REFIT EXTERIOR STYLING
AIVAN
REFIT INTERIOR DESIGN
DESIGN UNLIMITED
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PRO

BOAT

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THE TOTAL NUMBER OF SLOOP-RIGGED SAILING YACHTS THAT ARE 50M OR LONGER DELIVERED TO DATE