

ADRIGOLE — BALTIC



Builder: BALTIC

Year Built: 1991

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United Kingdom

LOA: 43' 4" (13.21m)

Beam: 13' 9" (4.19m)

Min Draft: 8' 0" (2.44m)

Cruise Speed: 6 Kts. (7 MPH)

Max Speed: 8 Kts. (9 MPH)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **ADRIGOLE — BALTIC** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **ADRIGOLE — BALTIC** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Fantastic Baltic quality to sweet lines by Judel Vrolijk and comes with new standing rigging 2007 and her engine and sails are not that far behind.

Basic Information

Category: Cruising Sailboat	Model Year: 1991
Year Built: 1991	Country: United Kingdom

Dimensions

LOA: 43' 4" (13.21m)	LWL: 35' 9" (10.90m)
Beam: 13' 9" (4.19m)	Min Draft: 8' 0" (2.44m)

Speed, Capacities and Weight

Cruise Speed: 6 Kts. (7 MPH)	Max Speed: 8 Kts. (9 MPH)
Displacement: 19753.4186752 Pounds	Water Capacity: 63.40129248 Gallons
Fuel Capacity: 44.90924884 Gallons	

Accommodations

Total Cabins: 3	Total Berths: 8
Total Heads: 2	

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Designer: Judel/Vrolijk

Engine Information

Engines: 1

Manufacturer: Volvo

Model: 2040-D

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

ADRIGOLE is a very smartly presented example of beautifully-built Judel Vrolijk-designed Baltic 43 fast aft cockpit cruising yacht. With the benefit of extensive experience in producing ocean racing yachts to the very highest of specifications and technology, the 43 offers a fantastic compromise between outright offshore performance, ease of handling and comfort below decks. Her internal layout takes some beating and is finished to a standard that few if any other production manufacturers can get close to.

Strikingly presented with her blue topsides, teak deck and black anodised rig, ADRIGOLE is something quite special. Her owners have lovingly maintained throughout their tenure and now the baton must be passed to the next custodian. Future wallet-bashing will almost certainly be required along the line, but if ever there was a yacht to indulge yourself with, this is the one.

Owner's Comments

ADRIGOLE was my first yacht. She is a delight sailed single handedly or with my young family crew. Ownership of AGRIGOLE has catapulted me from windsurfer to ocean cruising yachtsman. This yacht has allowed me to enjoy our regular family sailing in safety. My two young teenage girls have grown up with the yacht and they love her dearly. Her luxurious lines have turned heads everywhere. My partner has loved sailing the yacht where so many couples find the challenging of sailing at this level so testing. The combination of security at sea, comfort, and confidence, coupled with such a powerful and tweakable rig. She responds well to trimming to achieve improved performance and allowing the "reeling-in" of competition on the horizon. In short, she is a delight.

Note: Yacht purchased in 2006, at time she was described as having a new Harken Mark 3 furling & forestay, new main and genoa, new engine (then 93.6 hours), interior full cushions set, new B&G 2000 instruments, Simrad CX 34 plotter and radar, Ray 215E VHF and Raymarine ST7001 Autopilot.

Construction

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) as she was built and placed into use within the EU prior to 1998.

Hull & Superstructure Construction:

- Balsa core Fiberglas sandwich construction to the highest specification using Fiberglas mat, unidirectional roving and mat/roving combination to develop an extremely rigid yet light and well insulated structure.
- Unidirectional roving is a special developed E-glass/aramid (Kevlar) hybride to improve impact resistance, strength and safety of the construction.
- Special selected aircraft grade balsa, type CK 57, used in sandwich construction, for weight saving purpose.
- High grade resin used in lamination process to create an extremely strong high-tech laminate.
- All high stress areas are specially strengthened with build-up of unidirectional roving orientated in the direction of the stress.
- Transverse floors and longitudinal stringers are made up of unidirectional roving and fabmat around a low density PVC foam core.
- There are limber holes in floors to allow drainage to sump.
- Hull finished in blue Awlgrip with yellow style lines.
- Antifouling: copper coating (2007).
- Main structural bulkheads are built up of marine plywood. Visible surfaces are teak faced.
- Stainless steel chain plates, through bolted to longitudinal or transverse bulkheads, which are securely bonded to the hull and deck.
- Plates are provided with backing plates to spread loads adequately.
- Chain plates are grounded to a keel bolt for lightning protection.

Deck Construction:

- Hand laid-up moulded Fiberglas with Divinycell foam core for stiffening and insulation and a high density core reinforcement incorporated in the mounting areas of winches and fittings.
- The deck is bonded to the hull with layers of roving and through-bolted
- Teak laid decking to side decks, coachroof top, cockpit seating and cockpit sole. Decks areas not covered in teak are painted with high quality abrasion-resistance colour pigment

gelcoat; Standard colour is white.

Keel & Rudder:

- Deep keel bilge; access provided as practical to the bilge. There are limber holes in the floor frames to allow drainage to the sump.
- External fin keel, cast to high accuracy, in lead with added antimony.
- The keel is through bolted to the hull by cast-in stainless steel keel bolts and has a cast in metal construction with a large top plate recessed in hull.
- The cantilevered semi-elliptical balanced spade rudder is moulded from Fiberglass and filled with PVC-foam.
- The rudder forces are transmitted to the shaft via an internal alloy frame work.
- Foam filling under high pressure in special strengthened mould.
- The rudder stock is made of high strength, seawater resistance aluminium.
- The rudder stock passes through roller bearings and a stuffing box which is strongly bonded to the hull.

Machinery

Engine & Gearboxes:

- Volvo MD2040 –D 3-cylinder 45hp diesel (new 2006).
- Engine beds incorporated in hull, built up of ud-roving and fabmat around a PVC foam core.
- Fresh water cooling for marine application with a heat exchanger and a sea water pump.
- Service Access forward and to Starboard and to Stern and above.
- 20mm sound insulation.
- Volvo Penta HS 15L-A 2.63 Reduction gear box with reverse gear, reduction is 3:1.
- Internal thrust bearing in gear box.
- Engine instrument panel with a RPM meter, a low pressure alarm, a high temp alarm and a starting switch.
- An engine hour meter is located at the nav. station on the main panel.

- Morse single lever controls deluxe version.
- Service spare part kit for engine.

Maintenance & Performance:

- Engine hours – approx 575 hours as of May 2014.
- Last engine service Winter 2013/14.
- Cruising speed under engine: 6 knots.
- Maximum speed under engine: 7.5 knots.

Propulsion & Steering:

- The propeller shaft is made of corrosion resistant steel AISI 329.
- The outboard end is supported with a stainless steel IOR-type shaft strut including rubber bearings.
- The stuffing box has a hose connection to the stern tube.
- Zinc anodes on shaft.
- Two-blade feathering propeller with racing type hub.
- The steering is provided by a light weight "destroyer type" stainless steel wheel with Elkhide covering
- Baltic custom made pedestal.
- The steerer has sprockets and nonmagnetic chains leading to steering cables with are stainless steel wire and the cable sheaves have a score diameter of not less than 20 times the wire diameter.
- The steering sheaves are mounted on brackets securely bonded to the structure.
- Aluminium alloy tube emergency tiller, storage in cockpit locker.

Electrical Systems

Voltage Systems:

- Baltic custom made with automatic safety circuit breakers.
- Indication diodes, amp meters, volt meters and tank level meters are provided.
- 12 V DC system throughout the boat.
- Service spare part kit for electrical system.

Battery Banks:

- All batteries are heavy duty deep cycle marine type of the following capacities:
- Main engine starting battery 1x 12vDC 120 Ah.
- Service batteries 3x 12vDC 110 Ah joined in parallel to supply 330Ah @ 12vDC

Battery Chargers:

- Mastervolt 12/30 30Amp intelligent charger
- Mains Sockets at Galley and within lockers of forward and Aft Heads.

Alternator:

- 60Amp engine mounted alternator

Shore Power:

- 240/220V A/C input on transom with shorepower cable

Plumbing Systems

General:

- Seacocks and through hull fittings: Blakes Bronze High quality seacocks and through hull fittings of best marine standard. All through hull fittings located below the waterline are provided with seacocks.
- Sea/fresh water, sanitary and fuel pipes: Adequate vinyl piping for fresh water and sea water system. Sanitary hoses are especially made for toilet application and with a rigid vinyl helix

for reinforcement. Copper tube fuel lines with appropriate valves.

- Hydraulic pipes: Parker type reinforced hose with stainless steel end fittings.
- Service spare part kit for plumbing.

Fresh Water & Water Heating System:

- 12vDC pressurized hot & cold fresh water system provided.
- Hot water supplied via engine driven calorifier or via 220vAC immersion heater element in Inox stainless steel hot water storage tank
- Water outlets in both toilets and at galley sink.
- Additional manual fresh and salt water supplies to galley via footpumps
- Additional manual fresh water supplies to heads via footpumps
- Cockpit shower

Bilge Pumps:

- 2x diaphragm type manual bilge pumps with removable handles.
- 1x 12vDC electric automatic bilge pump with float switch and manual override

Grey water:

- Grey water discharges directly overboard via seachest manifold system
- 12vDC pumps for shower discharge

Blackwater:

- Blackwater discharges directly overboard from forward heads and either overboard or to holding tank for aft heads.

Tankage

- All tanks are Baltic custom made in stainless steel with baffles and inspection covers.

- Tanks are pressure tested.
- Tank shut-offs provided. A water separator is installed on the fuel line.
- The fuel tank has a single deck fill marked FUEL.
- The fresh water tank has a single deck fill marked WATER.
- The tanks are securely laminated to the hull and foamed in for rigidity and sound insulation.

Fuel:

- Total capacity of 170 litres (37 gallons) in one tank

Fresh water:

- Total capacity of 240 litres (52.8 gallons) in two tanks

Blackwater holding tanks:

- Black water tank (located under mid bench in saloon) to Aft Heads with 3 way valve to allow bypass or discharge below water level through common sea cock.
- Henderson MkV bilge pump to discharge black water tank.

Navigation Equipment

In cockpit:

- B&G Hydra 2000 multi function display
- Raymarine ST7001 autopilot (2006).
- B&G Hydra 2000 wind direction (analogue).
- B&G Hydra 2000 windspeed (analogue).
- B&G Hydra 2000 boatspeed (analogue).
- B&G Hydra 2000 depth 1 (analogue).
- B&G Hydra 2000 depth 2 (analogue).

At chart table:

- Simrad CX34 radar / chartplotter with closed array scanner on stern-mounted antenna pole (2006).
- B&G Hydra 2000 multi-function display.
- Raymarine S100 remote control handset for autopilot integrated to Simrad plotter
- Clipper navtex (2008)
- Wempe Saloon Bulkhead Brass Ships clock and Tide clock and Barometer/Thermometer.
- SUUNTO D-165 compass mounted on steering pedestal (2009).
- B&G equipment (new 2006).

Communications Equipment:

- VHF Raymarine 215E DSC VHF (2006).
- Raymarine multifunction hand set at Helm in Port side lazarette locker.
- Raymarine VHF external speaker in cockpit

Domestic Equipment

Galley:

- Inox Alpes stainless steel gimballing gas stove with 3x burner, oven and 220vAC grill and rotisserie
- Remote solenoid valve plus mechanical shut-off for gas supply at galley
- Stainless steel-lined insulated ice-box with 12vDC/220vAC compressor and temperature control
- Twin stainless steel sinks with pressurised and manual water supplies

Heads/Showers:

- 2x Blakes manual marine heads

- 2x hot & cold pressurised showers
- Cockpit shower; recessed at build in purpose cockpit locker.

Heating & Ventilation:

- Ventilation provided via hatches and port holes.
- 4 of Standard Dorade ventilators mounted on boxes with water traps, two on mid deck and two on aft deck.
- 12vDC engine room blower.
- Eberspacher Airtronic system – 3 inch ducts in all accommodation and heads compartments. Thermosat control at chart table

Entertainment:

- Sony radio/CD with Ipod/phone control, USB input and remote control
- Saloon integral speakers within cabinetry.
- Cockpit speakers behind removable covers with fade in/out.

Lighting (Interior):

- Navigator's light.
- 1 x Dome light red/white at nav. station.
- 8 x Dome lights white.
- 5 x Fluorescent lights white.
- 6 x Reading lights white.
- 5 x Foot lights red.
- Indirect lighting in main salon, with dimmer.
- 5 x Lights in hanging lockers.

Lighting (Exterior):

- Pair bow lights red/green.
- Stern light white.
- Steaming light white.
- Tri-color masthead light.
- Anchor light.
- Deck flood light.
- Compass light.

Accommodation

Summary of Accommodation:

- All joinery is teakfaced with solid teak or laminated teak frames and capping.
- The joinery is varnished throughout and handrubbed to obtain a satin type of surface.
- All doors are provided with retaining swing stops.
- Kick plates on steps and chafing pieces on sills are provided.
- Canvas leecloths provided for berths in owner's stateroom and guest cabins.
- Blue cloth upholstery throughout (new 2006).
- Pale blue cloth curtains are provided for side windows and portlights.
- Locker doors are fitted with louvers for ventilation.
- Teak gratings in head.
- Floorboards with laid teak veneer with holly inlay.
- Access to bilge provided where practical.
- Ceiling lined with removable soft panelling.

Description of layout from forwards:

Forepeak Cabin:

- V berth with infill to create larger double.
- Storage space beneath berths for sails, rigging equipment etc.
- Hanging locker and storage space to port.

Mid Cabin:

- Twin bunks to starboard, both fitted with lee cloths
- Hanging locker to port.
- Access to day heads to port.

Forward 'Day' Heads:

- Moulded GRP basin in special hygienic gelcoat.
- Counter unit and lockers with ample provision for stowage.
- Foot operated fresh water pump.
- Pressurised Water Hot and Cold with anti-scald lock and shower.
- Blakes "Baby" Marine toilet with overboard discharge.
- Mirror.
- Soap and paper holder.

Main Salon:

- Dining area to port with dining table and U-shaped wrap around settee.
- Settee can be converted in to a double berth by lowering the table (infill cushion supplied).
- Book shelves and storage lockers outboard

Navigation Station:

- Opposite saloon to starboard

- Ample size navigation table with stowage for charts, pencils etc.
- Overhead lockable chart locker.
- Bulkhead space for mounting electronic instruments.
- Master electric panel with safety circuit breakers and navigator's light.
- Navigator's belt.

Galley Area:

- Linear galley on starboard side aft of chart table.
- Sinks opposite main galley top inboard beneath cockpit.
- Stowage for cooking utensils.
- Adequate drawers and glass racks for stowage of crockery.
- Formica-covered work top with deep fiddles.
- Drying locker for dishes.

Owner's Cabin:

- King-size centerline island berth with split bunks.
- Storage space under berth.
- Hanging lockers to port and starboard
- Settees to port and starboard.
- Bookshelf and small lockers.
- Vanity with mirror forward.

Ensuite heads:

- Moulded GRP basin in special hygienic gelcoat.
- Counter unit and lockers with ample provision for stowage.
- Foot operated fresh water pump.

- Pressurised Water Hot and Cold with anti-scald lock and shower.
- Blakes “Baby” Marine toilet with overboard discharge and diverter valve to holding tank.
- Mirror.
- Soap and paper holder.

Deck Equipment

Rig:

- Masthead sloop rig
- Sparcraft black anodised aluminium alloy spars
- Keel-stepped mast with aluminium alloy mast step bolted to reinforced floors and stringers.
- 3 sets of inline spreaders
- Antal deck gear throughout
- German mainsheet system with adjustable track aft of companionway hatch
- Three reefs for mainsail with reefing lines lead aft to centre cockpit trim winches via turning blocks.
- Genoa and jib tracks on deck
- Fully-battened mainsail system with Frederiksen ball-bearing batten cars
- Stackpack with lazyjacks
- Floating genoa car adjusting system.
- Harken MkIII furling system twin track (2006).
- Navtec hydraulic adjustment for backstay, vang and outhaul with control panel at helm pedestal (serviced 2007)
- Discontinuous rod standing rigging (replaced 2007) with exception of babystay which is stainless steel wire (replaced 2006)
- Babystay adjustable tensioning track
- Wire and Kevlar checkstays (replaced 2006)
- Black anodised alloy spinnaker pole, deck-stowed and mounted to adjustable mast track

with Proctor Sidewinder winch

- Running rigging mostly updated with main halyard, main traveler sheets, genoa sheets and spinnaker halyards replaced in last few seasons.
- Service spare part kit for rig.

Winches:

All winches are Lewmar 2-speed manual self-tailing and consist of:

- 2x 66ST primary winches
- 2x 52ST checkstay/spinnaker winches
- 2x 43ST halyard/control line winches at companionway
- 1x 43ST mainsheet winch at companionway
- 1x 40ST dedicated main halyard winch at foot of mast
- 2x43ST halyard winches at foot of most

Sails:

- Dacron fully battened mainsail – 2006.
- Dacron furling No.1 genoa with UV protection strip – 2006.
- Dacron furling No.2 genoa – 1992.
- Dacron furling light weight genoa – 1994.
- Nylon radial cut symmetric spinnaker – 1995.
- North Sails Dacron storm jib.
- I: 17.67m / 57.97'.
- J: 5.20m / 17.06'.
- P: 15.75m / 51.67'.
- E: 4.80m / 15.75'.

General:

- Stainless steel pushpit, pulpit and double guardwire stanchions
- Stainless steel handrail for main companionway
- Full length Anodised Alloy Toerail Through bolted with midships rubbing strake.
- Multi-purpose sheet take-off points.
- Stainless steel antenna pole and radar scanner pole
- Flagstaff.
- Teak outboard bracket on pushpit

Anchoring & Mooring Equipment:

- Quick 12vDC electric anchors windlass
- 16kgs CQR anchor with 8m galvanised chain and 50m warp
- Custom fabricated stainless steel fitting provided with anchor roller and genoa tack fittings.
- 4 x Mooring cleats.
- Warps and fenders
- Boat hook.

Covers, Canvas & Cushions:

- Fittings for sprayhood on stainless steel frame.
- Blue canvas helm pedestal cover.
- Blue canvas stackpack bag with gooseneck cover.

Safety Equipment:

- 2 x Horseshoe buoys.
- Dan Buoy with stowage / deployment at Transom port.
- Seasafe 4-man canister liferaft (2007) mounted on teak coachroof cradle – next service due

Feb 2015

- Webbing jackstays

Fire-fighting equipment:

- Fire extinguishers throughout interior.
- Engine-bay mounted fire extinguisher.
- Fire blanket in galley.

Manufacturer's Comments

Baltic 43 was the second serial production model where we cooperated with Judel/Vrolijk as Naval Architects. Judel/Vrolijk had at this time been successful on the racing scene with similar sizes of yachts including Admiral Cup contenders like Container.

The Baltic 43 was developed using experience from these successful racing projects combined with Baltic Yachts' known capability in building light constructions. Detailed weight studies were carried out in order to establish a light, but still realistic and achievable displacement.

The styling, deck and interior layout was done by our own designers. The interior incorporated the already well-known Baltic Yacht double centre berth owner's cabin. The Baltic 43 also allowed more flexibility in layouts giving clients greater opportunity to customize their yacht.

Exclusions

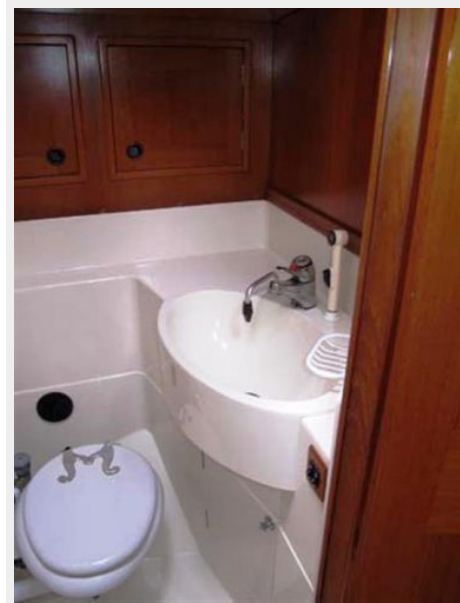
Owner's personal belongings.

Disclaimer

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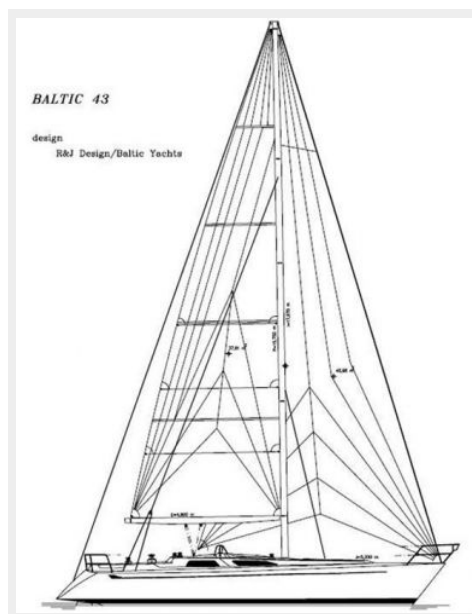
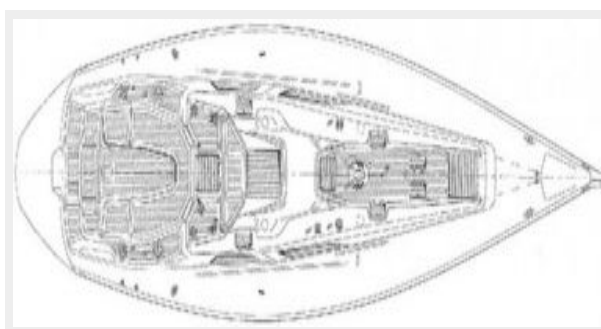
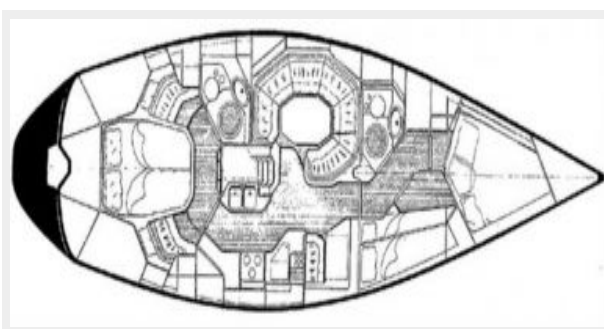
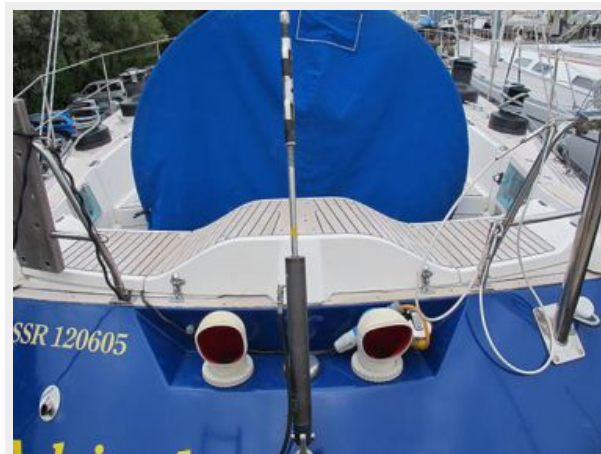
PHOTOS











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