

SuperYacht

i n d u s t r y

Pink Gin

LARGEST CARBON FIBRE CUSTOM-BUILT SLOOP

METSTRADE

CELEBRATING 30 YEARS

Astronomical Design

NEW CUSTOM YACHT CONCEPT BY AMELS AND H2 YACHT DESIGN

PREVIEW INSIDE

NOT-TO-MISS
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METS 2017

PINK GIN VI IS NOT JUST A SUPERYACHT, SHE IS
A STATEMENT OF INDIVIDUALITY AND CREATIVITY.

Pink Gin

**Pink Gin VI is the largest
carbon fibre custom-built
sloop in the world.**



ELEGANT, PRECISION-ENGINEERED AND A FEAST FOR THE EYES, SUPER SAILING YACHT PINK GIN VI SETS A NEW STANDARD IN THE WORLD OF DESIGN AND NAVAL ARCHITECTURE.

WORDS BY JULIA ZALTZMAN
ALL PHOTOS COURTESY OF BALTIC YACHTS

The largest carbon fibre custom-built sloop in the world, Pink Gin VI is no ordinary sailing yacht. Built by Finnish shipyard Baltic Yachts, and launched in July 2017, the 53.34m beauty boasts a spectacular silver hull and expansive hot pink sails that billow in the gentle breeze, swelling out bold and striking. Six years in the making, refined attention to detail is the calling card of her design, with judel/Vrolijk & co. responsible for the naval architecture, and the inventiveness of Design Unlimited for the stunning interior and cockpit ergonomics.

Intended primarily for world cruising, the yacht features a straight stem and counter stern above the water, and a torpedo-style lifting bulb keel beneath it. Two topsides openings requiring specialist engineering that form a balcony in the Owner's suite and side entry to the main lobby are among many stand-out features.

Throughout the yacht, surface finishes and textures play an important role with select materials used in unusual ways to create a tactile look. An eclectic mixture of stained oak joinery, metallic finishes and sumptuous velvets and leathers create a warm, inclusive ambience. From the velvet-lined drawers, bespoke carpet

(where inspiration was taken from a scarf) and monogrammed clothes hangers, to the subtle differences in each of the bathrooms in the sand cast hand-finished hardware, each element has been meticulously chosen, complemented by curated international artwork and bespoke loose furniture that catches the eye at every turn.

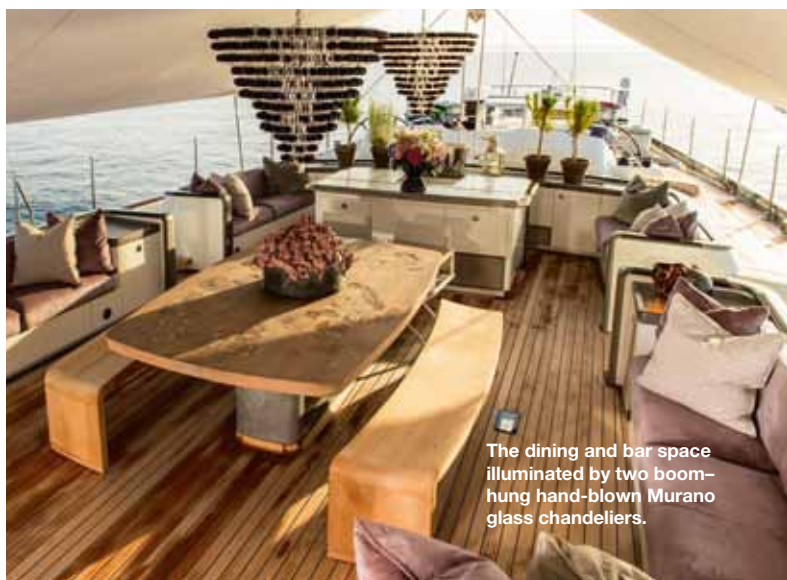
"Working on Pink Gin VI has been a great and exciting challenge. The new yacht is not so much an evolution of the previous Pink Gin, but a revolution in design; a superyacht that reflects the personality and passions of the owner," says Mark Tucker, Director at Design Unlimited.

Design Details

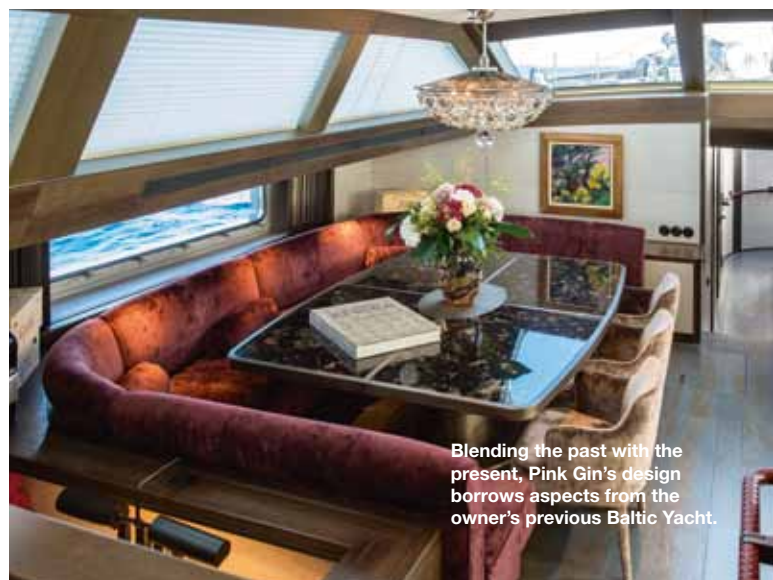
Blending the past with the present, Pink Gin VI's design borrows aspects from the owner's previous Baltic Yacht, also named Pink Gin. Descending into the saloon, the eye is immediately drawn to a mauve self-playing piano, enjoyed by the owner for evoking happy memories of sun-downer cocktails enjoyed at a hotel in Porto Cervo whilst listening to the resident pianist. Alongside the music, the work of emerging Polish-born artist Marcin Rusak truly inspires, encapsulating dried flower petals >>

SPECS Pink Gin

Builder / Year	Baltic Yachts – 2017
Designer exterior	judel/Vrolijk & co. and Design Unlimited
Designer interior	Design Unlimited
Structural engineering	Gurit
Accommodation	Owner's cabin, 5 guest cabins and 4 crew cabins GL + LY3
Classification	
Length	53.9m
Beam	9.55m
Draft	4.50/5.65/7.00m
Light displacement	250 tons
Ballast	Approx. 75 tons
Main engine	MAN V12 1,400hp
Propeller	Hundested 4-bladed VP 10 HP/HP propeller
Thruster	Hundested retractable stern thruster FT3R, 100HP
Fuel tanks	19,000l
Generator	Northern Light 2x M1064H
Mast & Rigging	Rondal mast (67.9m) and boom, Carbo-link standing rigging
Sails Area m²	Main 755, blade jib 567, working jib 365, asymmetric 1838



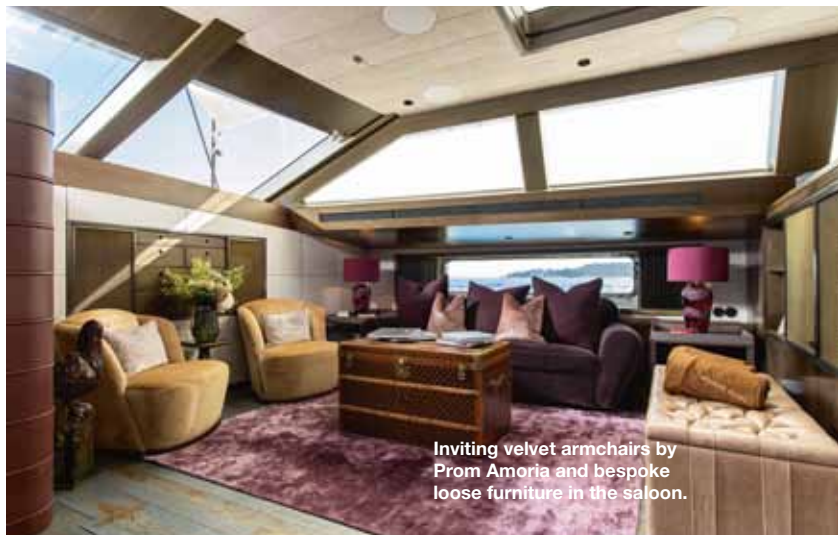
The dining and bar space illuminated by two boom-hung hand-blown Murano glass chandeliers.



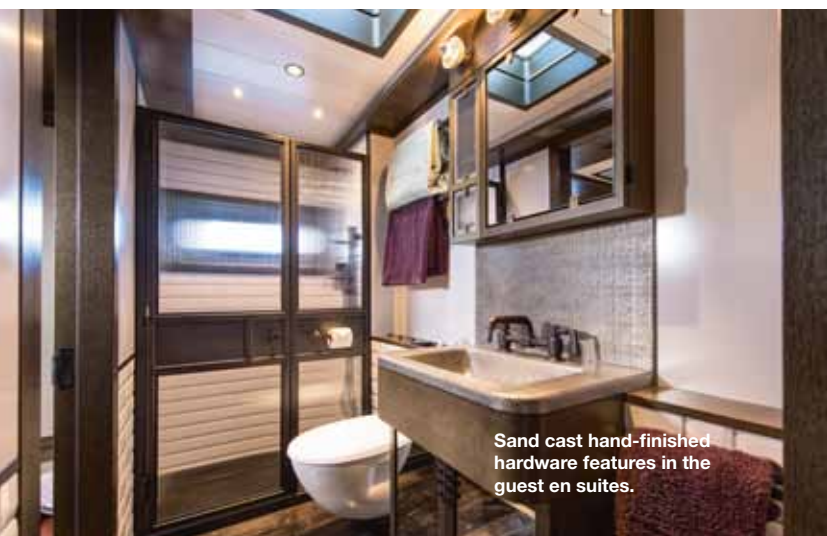
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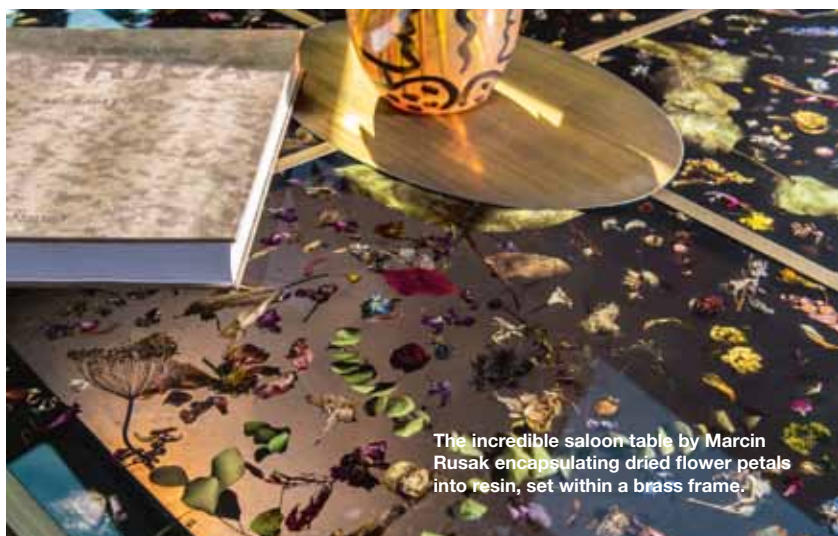
One of two topsides openings forming a balcony in the Owner's suite.



Inviting velvet armchairs by Prom Amoria and bespoke loose furniture in the saloon.



Sand cast hand-finished hardware features in the guest en suites.



The incredible saloon table by Marcin Rusak encapsulating dried flower petals into resin, set within a brass frame.



The yacht is not so much an evolution of the previous Pink Gin, but a revolution in design.

into resin, set within a brass frame, to form an incredible saloon table, flanked by inviting velvet armchairs by Prom Amoria.

Aged, perforated copper is a recurring theme found within the Owner's dressing room and throughout the yacht, as is the use of petrified wood flooring within the Owner's en suite. Golden hues and a bamboo bed take centre stage in the Owner's cabin, partnered by a bespoke stingray-skin topped desk by Harcourt London, featuring laser-cut cow horn inlays.

Wood panelling artwork by Cuban artist Roberto Diago creates a feature wall in the Owner's cabin, while statement works of art by fellow contemporary Cuban sculptor and illustrator Roberto Fabelo adorn the corridors, from sketched upon silk prints to stone statues, illuminated by natural sunlight that floods in from above through the well-positioned skylights.

In addition to the Owner's suite with separate study and dressing areas, the interior layout boasts a further five luxuriously appointed en suite guest cabins, accommodating up to ten guests, and four spacious crew cabins, all PYC

compliant. No stone is left unturned, from the stunning day head lined from floor to ceiling with silk, hand-painted and hand-embroidered koi carp wallpaper by de Gourney, not to mention a ceiling light designed to mimic the rippling look of sun when underwater, to the spacious, relaxed and well-appointed galley where the Owner likes to socialise with the crew.

Exterior Styling

The luxe styling continues on deck, where Design Unlimited has paid specific attention to partnering the exterior deck spaces with the interior. The extensive cockpit has been split into three areas; a dining and bar space illuminated by two boom-hung hand-blown Murano glass chandeliers (that concertina down for compact storage when sailing), the helm positions and navigation desk, and the third area, set aft, with a relaxed seating arrangement. Teak decking is paired with 8,000-year-old bog wood sourced in a deep, rich tone, and pewter metal designed to age gradually when exposed to the salt and sea air.

In addition to being a designer's dream, >>

Built by Finnish shipyard Baltic Yachts, the 53.34m beauty boasts a spectacular silver hull.



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Pink Gin VI is also full of innovative engineering features. Her carbon fibre/Corecell foam hull was built in three parts for better access during construction, greater accuracy and a quicker build time. Each part was scanned to create a 3D image, which allowed the build team to assemble the hull with millimetre accuracy. Together with the deck moulding, the carbon shell weighs just 18tons, a fraction of the yacht's overall displacement of 250tons.

Construction Innovation

While a deep, heavy keel is required to counter-balance the 67.9m mast (built by Rondal in Holland) and its vast spread of sail to ensure an exceptional sailing performance, being able to reduce draft when at anchor from an enormous 7m to just under 4.5m can be useful. Three hydraulic cylinders move the fin and bulb keel into a choice of three locked positions providing shallow draft at anchor and deep draft when sailing. Keeping the keel aligned is a carbon fibre casing which took two months to build using 200 layers of carbon. The keel was designed and built in conjunction with APM in Italy (all metal components except bulb) and composites engineers Gurit.

One of the more intricate pieces of engineering is the stern bathing platform and stairway which folds out from the transom to

form an easy transition from deck to sea level. A bathing ladder, shower, lighting and guard-wires all fold back into the transom leaving it perfectly flush while underway. Car power steering technology has been developed by Baltic Yacht's engineers and Esoro, a Swiss specialist engineering company, to provide the helmsman with a better sensation of 'feel' enabling him to experience how the yacht is responding.

Baltic Yachts has also gone to great lengths to reduce vibration and noise levels by re-designing machinery mounts, 'floating' cabin modules on rubberised insulators and designing specialist composite sound shields for generators which has helped reduce sound readings to exceptionally low levels. With a cruising speed of 13kn, Pink Gin displays a plethora of design and innovation, and will set new benchmarks in super-sailing.

i. www.balticyachts.fi

i. www.designunlimited.net

i. www.judel-vrolijk.com