

Baltic 46 - Alhena ITA 6903

Ocean racing sloop

**Built by Baltic Yachts in 1975
Designed by C&C Design in 1973**

Summary

Baltic 46 ocean racing sloop launched in 1975. First project of the prestigious Finnish shipyard Baltic Yachts AB, designed by C&C Design.

Classic I class IOR lines, built with a level of technology exceeding many of the serial production yachts seen today.

Alhena, hull #5 of 11, fifth boat produced by the Finnish boatbuilder. Carefully maintained in line with the project/ deck layout of the racing version to preserve her unique authenticity.

In perfect aesthetic and functional conditions, ready for cruising and offshore sailing. Italian flag. Moored in Leros, Greece.

Euro XXXX (VAT taxes paid)

Key data

YEAR

1975 (Hull #5 of 11)

HULL DIMENSIONS

LOA.	14.14m	AWL	11.67m
Beam	4.04m	Draft	2.30m
Displ.	12.1ton	Hull speed	8.3kn

SAIL PLAN

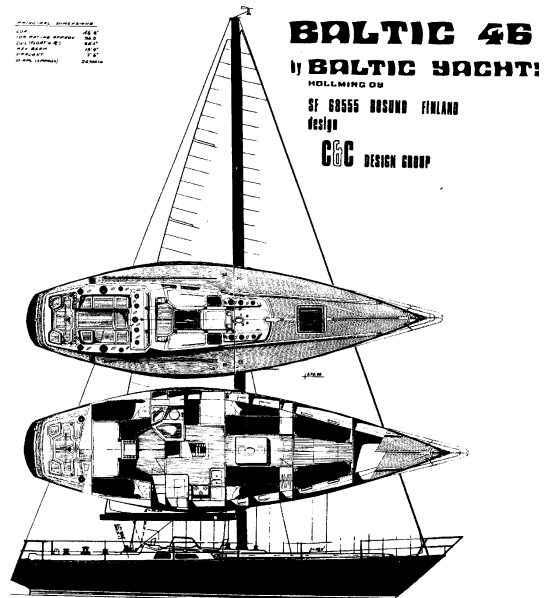
P	15.7m	E	4.3m
I	17.8m	J	5.8m

RATING RULE

Ocean racer, I Class IOR

ENGINE

Vetus VH 4.65 (65 hp, 48 kw), 210 hours



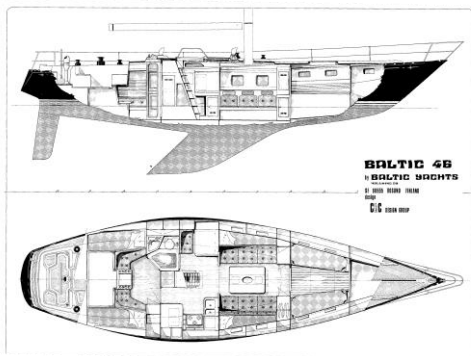
Alhena in Greece, 2024

Baltic 46 - History and design

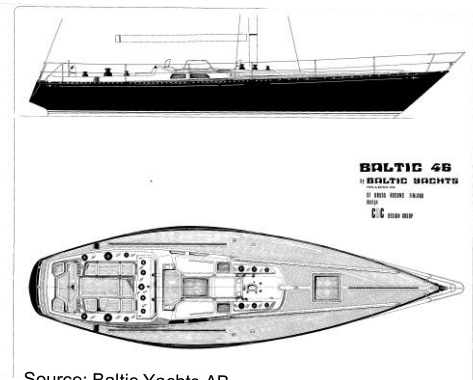
The Baltic 46 ocean racing sloop is the first project of the Finnish shipyard Baltic Yachts AB, established by five young men who left Nautor to start their own company.

The founders had a passion for boats and a determination to learn about and test new technology. The aim was to build lighter, faster boats.

The Baltic 46 was designed in 1973 by C&C Design, a famous naval design team led by George Cuthbertson & George Cassian. The design was aimed at serious competitive ocean racing with careful research into the latest and most effective equipment and deck layout. The need for comfort remained paramount throughout the design process. The large cockpit and clean deck provided the efficiency required for racing and the space for cruising comfort and for a dockside party!



Source: Baltic Yachts AB



Source: Baltic Yachts AB

The accommodation provided an owner's aft cabin with twin berths and high quality fittings. Further forward plenty of space, light and good ventilation were afforded to the navigation and tally areas. The saloon provided exceptionally comfortable seating and sleeping accommodation with plenty of attention paid to ventilation and the use of space.

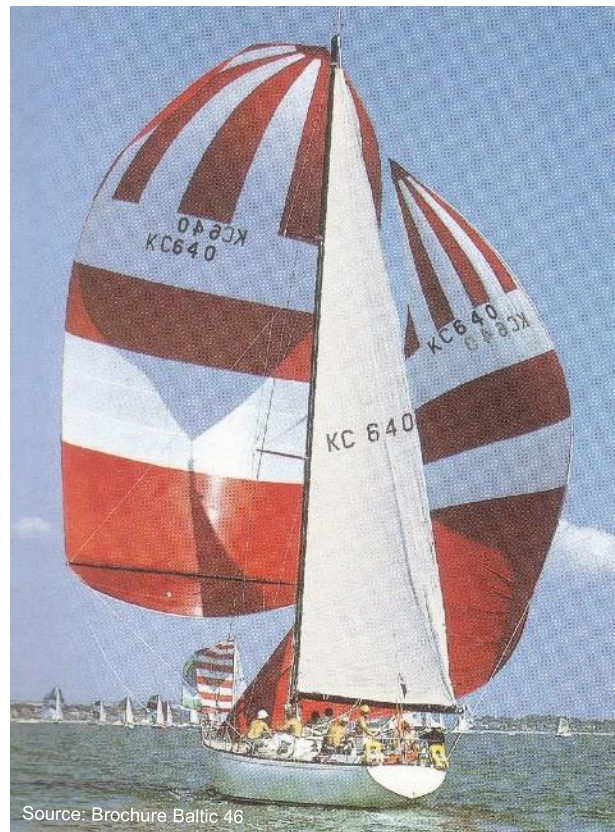
The interior trim reflected the use of woodwork in the best Finnish tradition.

The Baltic 46 design and performance studies were done in the autumn of 1973 and included tank testing various hull models. The Baltic 46 was a very advanced product for her time, with a level of technology exceeding many of the serial production yachts seen today.

The yacht benefitted from a number of innovative features including laminates using sandwich construction and a teak deck thinner than normally seen epoxy glued to the RRP deck for durability, weight saving and added strength. She was also equipped with rod standing rigging which until then was only seen on more extreme racing yachts.

Baltic Yachts exhibited the Baltic 46 in the Hamburg Boat Show in 1974, which was a huge success. As a yacht with competitive edge, the new Baltic 46 caught the eye of Norwegian Olympic yachtsman Theoridor 'Teddy' Sommerschiolds who bought the first unit, Diva.

In 1975, the Baltic 46 participated to the Admiral's Cup, with the Canadian team. This was the golden age of the iconic international offshore sailing event, raced under IOR, which in 1975 attracted 57 yachts from 19 nations to Cowes on the Isle of Wight.



Source: Brochure Baltic 46

Alhena - Baltic #5

The origins

Alhena, launched in 1975, is the #5 of 11 Baltic 46 and the fifth boat produced by the prestigious Finnish boatbuilder, still reflecting the original racing project plan. She is named after the third-brightest object in the constellation of Gemini, 160 times brighter than the Sun, derived from the Arabic *Al Han'ah* (الهناح) meaning the “brand” on the camel’s neck.

During her 50 years long life, Alhena has had 4 owners. Initially she was devoted by an Italian lady to offshore racing in the Mediterranean Sea under I Class IOR regulations. She was then used for short cruising in the Tirreno Sea by the second owner, who soon sold her to buy a more comfortable, yet less elegant and performing, motorsailer.

The third owner, a passionate sailor who also founded “Velalife”, a famous ship chandlery shop in Northern Italy, bought Alhena in 1985. With her, he did some club racing and extensive offshore sailing around the Mediterranean Sea and the Atlantic Ocean, including two passages to/from the Caribbean. From 1995, she was moored at Marina Hemingway in La Habana, Cuba, most of the time dry sheltered, her picture lying on a shelf in Velalife shop in Torino.



Alhena in the Caribbean, 1997

In 2003, the current owner entered the shop to buy a pair of shoes, saw the image of Alhena and immediately fell in love. He acquired the boat in 2004 and, after some refurbishing, sailed her in Cuba and Florida, up to Fort Lauderdale.

Alhena was brought back to the Mediterranean in 2006. After some cruising in the Tirreno Sea and extensive overhaul in Liguria, Italy, she sailed through the Messina strait, the Corinth strait, the Dardanelles and the Bosphorus and was then moored in Istanbul, Turkey. In 2014, Alena moved to Leros, an island of Dodecanese, Greece, where is dry docked for the majority of the year, except when cruising during the summer.

Over the past 19 years, Alhena went through extensive overhaul in all her structural components: new teak deck, new rod standing rigging, new electrical system, new propeller and rudder shaft bushes, new engine and transmission system, hull superstructure and interior revarnishing, etc.

To the same token, it was a matter of principle to ensure that she maintained the original project/ deck layout of the racing version to preserve her unique authenticity.



Alhena, winter overhaul in Chiavari, Italy 2007

Today, Alhena is regularly used, meticulously preserved and in mint aesthetic and functional conditions. She is well equipped for cruising and ready for offshore sailing.



Alhena in Greece, 2024

Technical features and equipment

HULL

- Hull in fiberglass polyester (FRP) with no signs of osmosis, fin keel and internally mounted spade type rudder.
- Teak deck replaced in 2010/2019. Teak/ teak faced plywood interiors completely revarnished in 2013. Floor-board in teak and glossy varnished plywood.

RIGGING

- Bermuda rig, with a masthead sloop sail plan, with possibility of transformation to cutter.
- Mast through-deck in black anodised aluminium approx 18m long with 2 sets of spreaders: revised in 2018 it was found in perfect structural conditions featuring technical solutions still advanced in modern time.
- Rod standing rigging. Backstay Navtec hydraulic integral adjuster Series 8-022. Reckmann RS2000 furling system.
- 1 spinnaker pole and 1 reaching strut.
- Harken mainsail battcar system A CB and easy bag. Boom vang with hoist; Bamar Rockrider kicker with mechanical spring available.
- Halyards for main sail, jib x2, spi x2 and topping lifts in spectra by Gottifredi & Maffioli.

DECK & STEERING

- Deck layout in line with the original design, equipped with 18 Barient (USA) & Lewmar (UK) winches, aluminium cleats and Antal stainless steel stoppers.
- Steering wheel 120cm diameter, leather-lined by Solimar.
- 1x6" Riviera White Star B6W5 compass mounted in dome binnacle of the steering pedestal.
- 4 teak Dorade boxes with stainless steel cowl vents by Vetus.

SAILS

- Sails by North Sails (genoa, solent 100%, jib 80%, storm jib, jennaker, spinnakers, tall boy, and others) and Hood Sailmakers (mainsail with 3 reefs) in dacron, all in good conditions.
- Sheets in polyester/ spectra by Gottifredi & Maffioli.

INBOARD ENGINE

- Vetus inboard engine VH 4.65 (65 hp, 48 kw) with hydraulic transmission system HPH 4.65, 30mm stainless steel shaft, and Max Prop Easy folding propeller 19" 3 blades.
- All installed in 2023 with approx 210 hours of operation.
- 173 lt capacity stainless steel oil tank.

ANCHOR & WINDLASS

- Electric ORVEA 0640 anchor windlass with 75m 10mm chain.
- 3 Danford anchors of different dimensions.
- 30m 8mm spare chain. Spare barbotin for 8mm chain.

ELECTRONICS INSTRUMENTS

- B&G H3000 with wind, boat speed depth and sea water temp sensors, coupled with 6 analogue displays (Boat speed 12kn, Depth m, AWS 50kn, AWA e 2x Magnified AWA) in the cockpit.
- Raymarine autopilot ST6001, with motor Type 25.
- Raymarine chart plotter & radar, with C80 display.
- Raymarine depth ST60.
- ICOM MA-500 TR AIS Class B transponder, coupled with Raymarine AIS 100 antenna splitter, and integrated with Raymarine C80 display.
- Radio Ocean RO4500 fixed VHF station, and ICOM IC-M35 portable VHF station.
- Nasa Marine digital barograph MeteoMan.
- Sangean ATS 909 radio, Felix FX-366 car stereo system.

Manintained at the Navigation table the original Brooks & Gatehouse log and depth instruments, and the analogue barometer by Wempe, Hamburg, Germany.

KITCHEN & PLUMBING

- FrigoBoat by VECO refrigerator mod Frigomatic W 50 F water cooled.
- Stainless steel 4 fire stove with oven by Alpes.
- 4x water stainless steel tanks with 800lt capacity.

- 2x Jabsco pressurised fresh water pumps (1 internal service & 1 external shower).
- 2x Gusher galley Whale foot operated pumps (1 salted water in the kitchen, 1 fresh water in toilet).
- 2x Gusher 10 Whale bilge pumps. 1x Jabsco electric bilge pump.
- Isotherm hot water boiler 12V / engine cooling water operated.
- Jabsco twist & lock manual WC.

ELECTRIC SYSTEM

- 12V electric system with LED 3000 kelvin lights.
- 3 x 12V-110Ah service batteries (2024). 1 x 12V-200Ah engine battery.
- Quick battery charger mod SBC 700 NRG 12V 60A.
- Motormate DC-AC inverter mod PS-500.
- Vetus 95A engine alternator.
- Various hand lights.
- 1x 100+100W 12V search light.

REGISTRATION AND EMERGENCY MATERIAL

- Registered for 8 people.
- Security certificate (Certificato di sicurezza senza limiti dalla costa) renewed in 2024.
- Emergency marine distress flares, life jackets, fire extinguishers.
- Eurovinil self inflating raft for 8 persons ISO 9650, reviewed in 2024.
- EPIRB ACR Satellite 406Mhz RLB-32 Category II, reviewed in 2024.

TENDER

- Tender Zodiac Cadet 310 Aero equipped with Yamaha 5CV 2 stroke outboard engine.
- [Inflatable paddle board SUP Bic Performer 10.6"].

OTHER EQUIPMENT & MATERIAL

- Bimini top cockpit cover, large sun shade, fore sun shade, sprayhood (dodger).
- Embroidered registration plate numbers.
- Complete winter cover for the deck.
- 7 fenders.
- Custom-made aluminium ladder.
- Bosun's chair and climbing harness.
- Sail repair kit.
- Wide set of spare materials (including stainless steel helm), hardware, ropes and lines.
- Complete set of tools & hardware, including tester, riveter, cordless drill and angle grinder.

Mooring

Dry docked in Moor & Docks shipyard at Leros, Dodecanese, Greece, at the annual cost of Euro 3,100, including 2x launch/lifting operations per year.



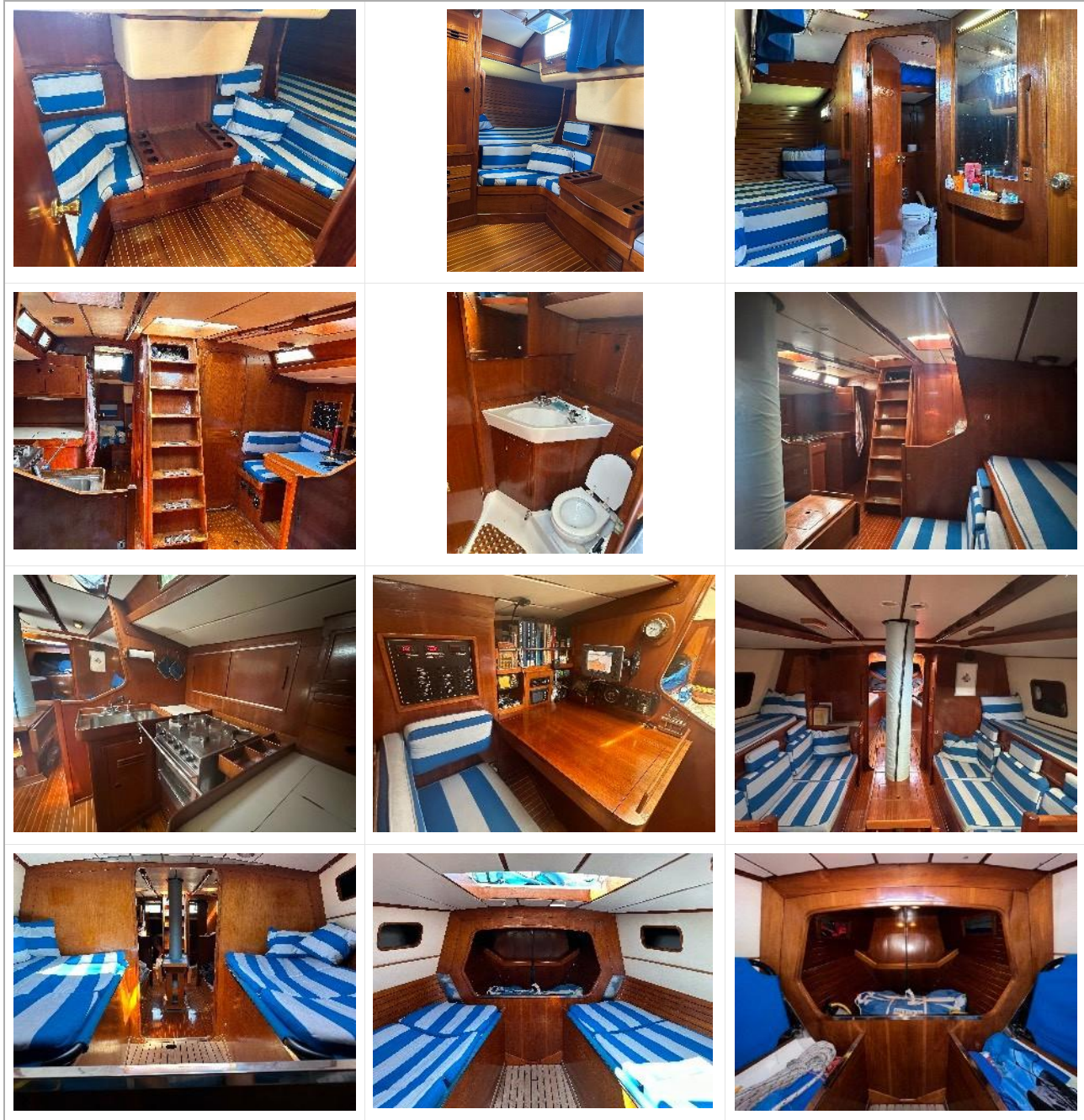
Alhena, 2024



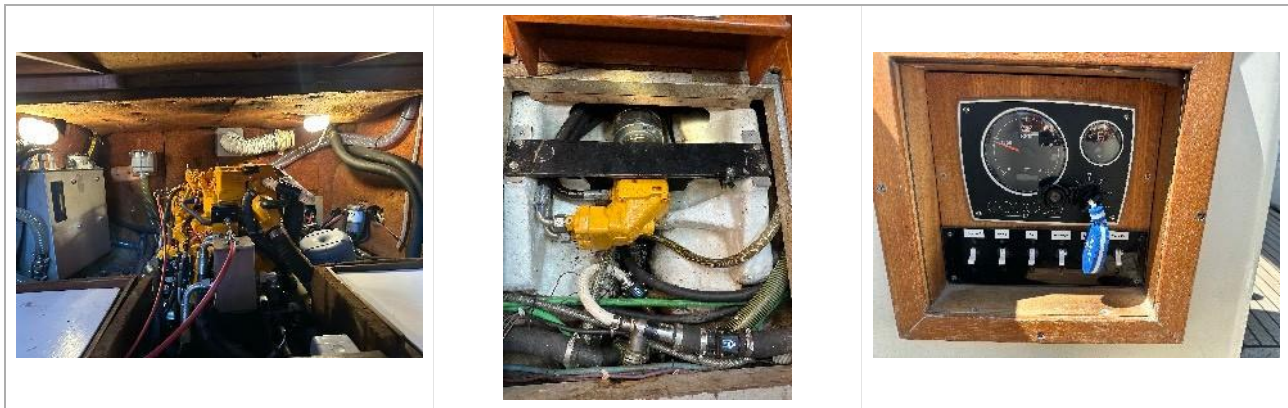
Alhena, 2024

Additional images of Alhena, 2024

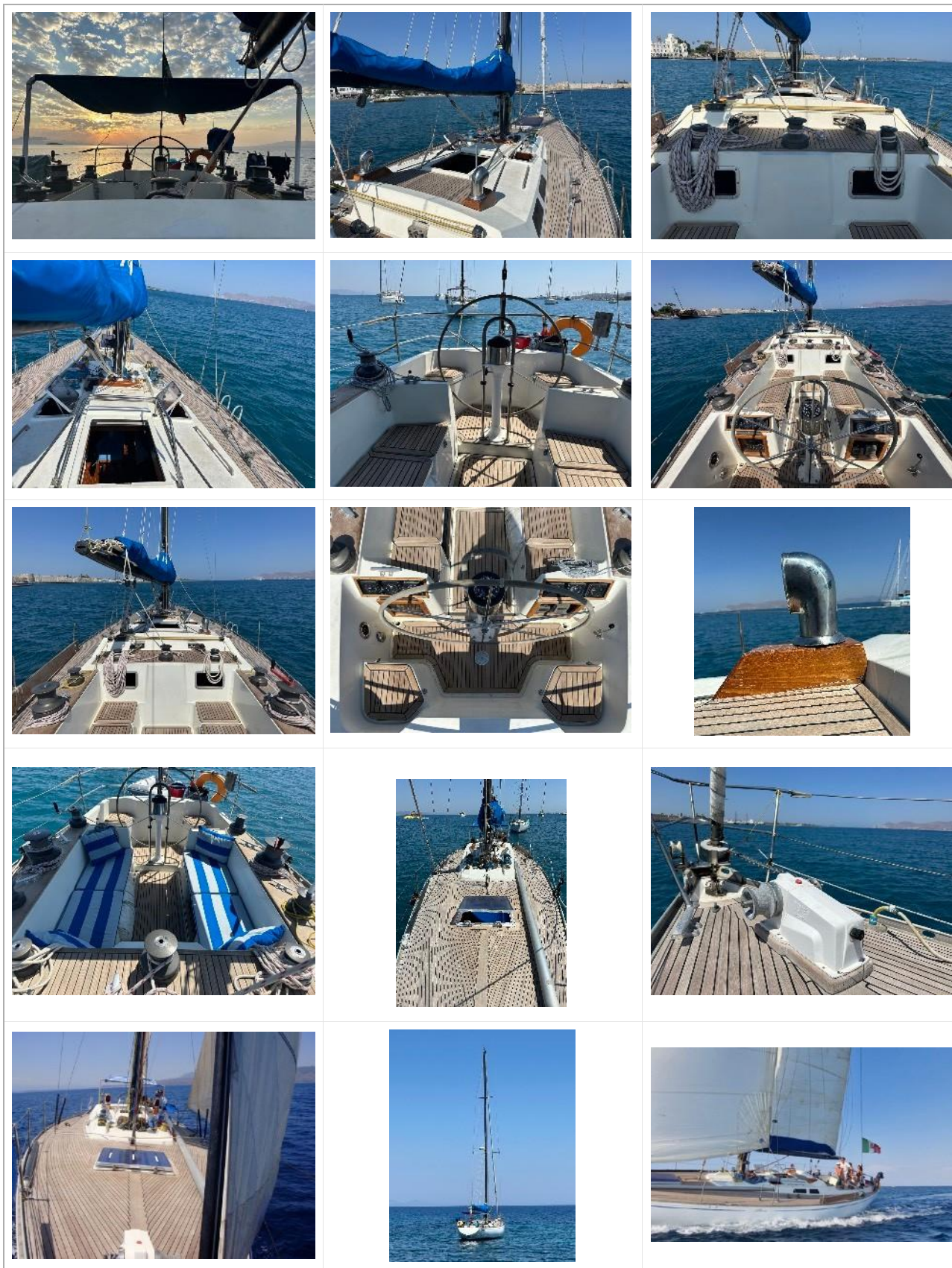
INTERIORS



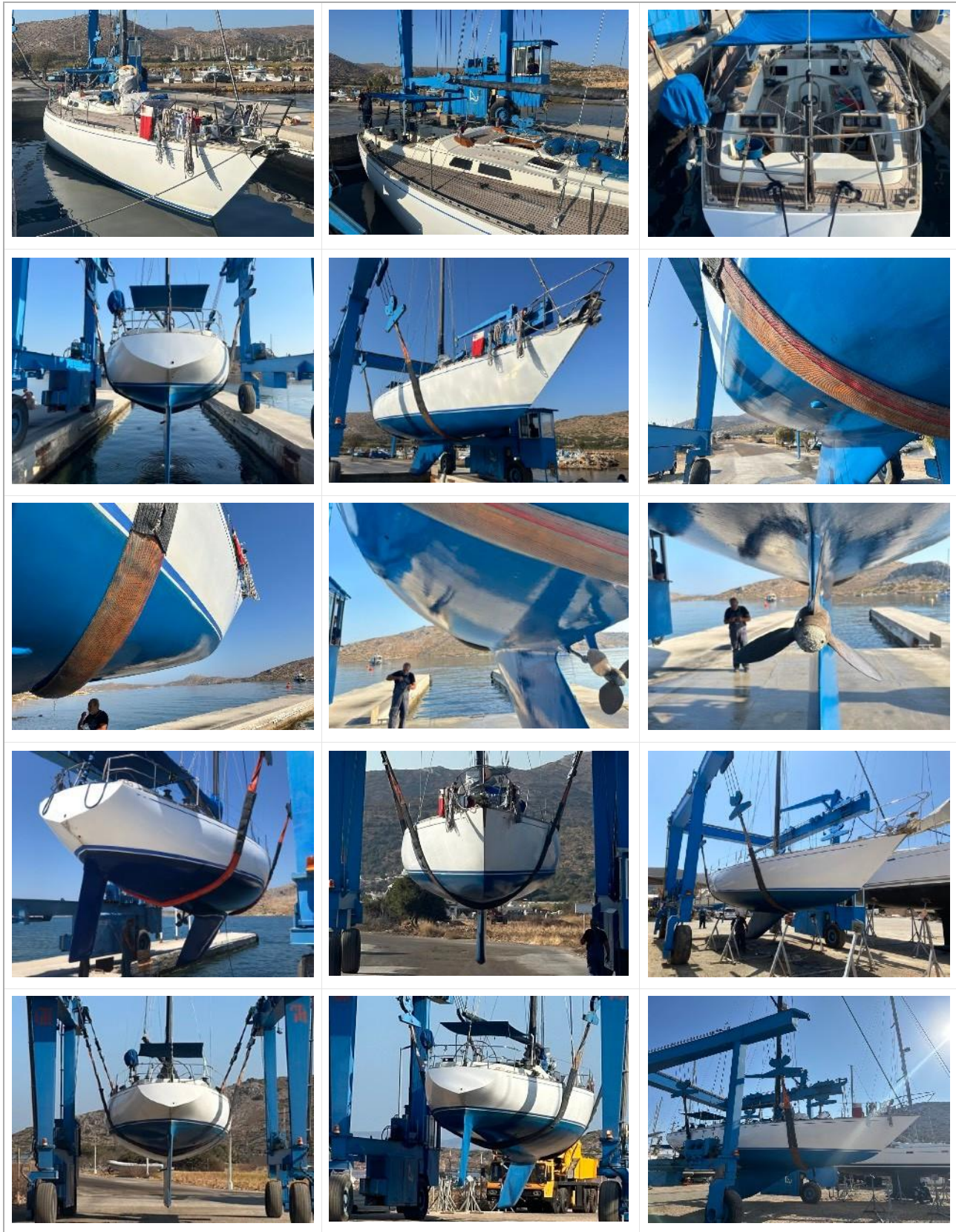
ENGINE



EXTERIORS



DRY DOCKED





For additional information, contact:
Edoardo Napodano
Mail: napodanoedoardo@gmail.com
Phone: +39 335 6073541