

POWER TO SAIL

16 m 1980 Baltic 51, Orlanda
€149,500 Tax: N/A
San Remo, Italy



Boat Details

Make:	Baltic	Class:	Sloop	Guest Cabins:	4
Model:	51	Hull Material:	Fiberglass	Guest Heads:	2
Year:	1980	Drive Type:	Shaft Drive	Fuel Type:	Diesel
Length:	16 m	Beam:	4 m 65 cm	Max Draft:	2 m 69 cm
Price:	€149,500	Boat Location:	San Remo, Italy		
Condition:	Used	Name:	Orlanda		

Description

A beautiful classic yacht in a very good condition. This yacht has been upgraded during the last 10 years including a new mast, new rigging, rebuilt engine, all new winches, teak deck and new mainsail/Genoa.

C&C designed Baltic Yachts 51. Launched in 1980 and extensively refitted over recent seasons. A truly great example of the iconic Finnish build quality that has put Baltic Yachts at the very top of the yachting hierarchy.

Baltic Yachts, founded in 1973 in Jakobstad, Finland, has long been recognized as a pioneer in the world of high-performance sailing yachts. Established by a team of experienced boatbuilders—many of whom had previously worked with Nautor's Swan—the company was created with a clear vision: to build yachts that were lighter, faster, and more technically advanced than anything else on the market.

From the outset, Baltic Yachts embraced cutting-edge materials and construction methods, including early use of vacuum-infused composites and advanced laminates. This commitment to innovation quickly set the company apart.

A turning point came with the introduction of the Baltic 51 in the late 1970s. Designed by C&C Design, the Baltic 51 combined advanced engineering with sleek lines and exceptional sailing performance. It became one of the most iconic models of its time, reinforcing Baltic Yachts' reputation as a builder of refined, race-capable cruising yachts.

Throughout the 1980s and 1990s, Baltic Yachts expanded its capabilities, producing both custom and semi-custom yachts for discerning owners around the world. Collaborations with renowned naval architects such as Judel/Vrolijk, Reichel/Pugh, and Bill Tripp allowed the company to push the limits of yacht design while maintaining a strong focus on quality, performance, and personalization.

This is one of a series of #5 of 24 built as a regatta yacht. The spacious aft cabin with its Island bed sets it apart from similar yachts.

Information & Features

1998 Volvo TMD22 (Engine 1)

Engine Type:	Inboard	Power:	78 hp
Fuel Type:	Diesel		
Drive Type:	Shaft Drive		

Dimensions

LOA:	15 m 52 cm
Beam:	4 m 65 cm
Max Draft:	2 m 69 cm

Weights

Dry Weight:	15,599 kg
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Tanks

Fuel:	2 x 300 l
Fresh Water:	5 x 540 l

Accommodations

Guest Cabins:	4
Guest Heads:	2

Other

Flag Of Registry: Austria

Builder: Baltic Yachts

Construction

Balsa core fiberglass sandwich to the highest specification using fiberglass mat, unidirectional roving and mat roving combination to develop an extremely rigid yet light and well insulated structure. Transverse floors and longitudinal stringers are made up of unidirectional roving and fabmat around a high density core. There are limbers holes in floor to allow drainage to sump

Hull paint Awlgrip (2012)

Superstructure paint Awlgrip (2012)

Accommodation

The salon has a very large dinette to port with a beautiful teak table. The upholstery is a blue strong cotton. Aft of the salon is a galley to port and a navigation station to starboard. The galley is furnished with a 3 burner propane stove and oven and an insulated ice boxes. A substantial double stainless steel sink is located more to centerline and is set up with hot/cold pressure water and manual fresh or salt water.

The navigation station is to starboard. Forward is the V berth cabin.

The Baltic 51 sleeps 8 persons in 4 separate cabins yet maintains easy access to all areas of the interior

The owner's cabin aft has a centerline double berth with a settee on the port side and a desk with a vanity mirror on the starboard side. There is a hatch and ladder from the aft deck that leads to the aft cabin. There is a private head with an ensuite shower, sink, and a Jabsco toilet.

Forward and to port is a three quarter berth cabin with doors that lead from the aft cabin to the galley.

There is another two bunk cabins opposite on the starboard side. There is another head amidships for the bunk cabin located just to starboard of the companionway ladder.

Electronics

Renewed in 2014 and very little use since:

Raymarine E120 with repeaters

VHF

Autopilot NM 692 Compass

Plotter GPS 490

Wind speed and direction Log-speedometer

Depth sounder

CD player / Cockpit speakers

General

Refitted and little used since 2014:

Mast MAXSPAR aluminum painted Awlgrip

Genoa sheet track traveler HARKEN Mainsail

traveler HARKEN Hydraulic station HARKEN

17 winches

HARKEN Red Line

RIGGING Standing rigging Running rigging Halyard

Disclaimer

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