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In this issue

Dream Page 76

Beam ↑ 15.8m


 Gross tonnage
4,702GT


 Max speed
17 knots

 Engines
2 x 2,950hp Wartsila

36 guests

40 crew

 Designers: Olympic Yacht Services; Studio Vafiadis; Ciarmoli Queda Studio
Construction: Steel hull and superstructure

 Built: Turkey | Launched: 1997; Refit: 2018
Shipyard: Haliç Tersaneleri
Refit shipyard: Olympic Yacht Services


Length: 106.5m

DAR Page 122

Beam ↑ 14.2m


 Gross tonnage
2,926GT


 Max speed
20 knots

 Engines
2 x MTU 20V 4000 M73L

14 guests

31 crew


 Designers: Oceanco; Azure Yacht Design & Naval Architecture;
De Basto Designs; Nuvolari Lenard/Valentina Zannier

 Construction: Steel hull and aluminium superstructure
Built: the Netherlands | Launched: 2018
Shipyard: Oceanco


Length: 90m

Solo Page 98

Beam ↑ 11.6m


 Gross tonnage
1,600GT


 Max speed
17.5 knots

 Engines
2 x CAT 3516B

12 guests

18 crew

 Designers: Vincenzo Ruggiero; Francesco Paszkowski Design; Margherita Casprini
Construction: Steel hull and aluminium superstructure


 Built: Italy | Launched: 2018
Shipyard: Tankoa Yachts



Length: 72m

Rock Page 140

Beam ↑ 6.5m


 Gross tonnage
145GT


 Max speed
16 knots

 Engines
2 x CAT C12.9

8 guests

4 crew

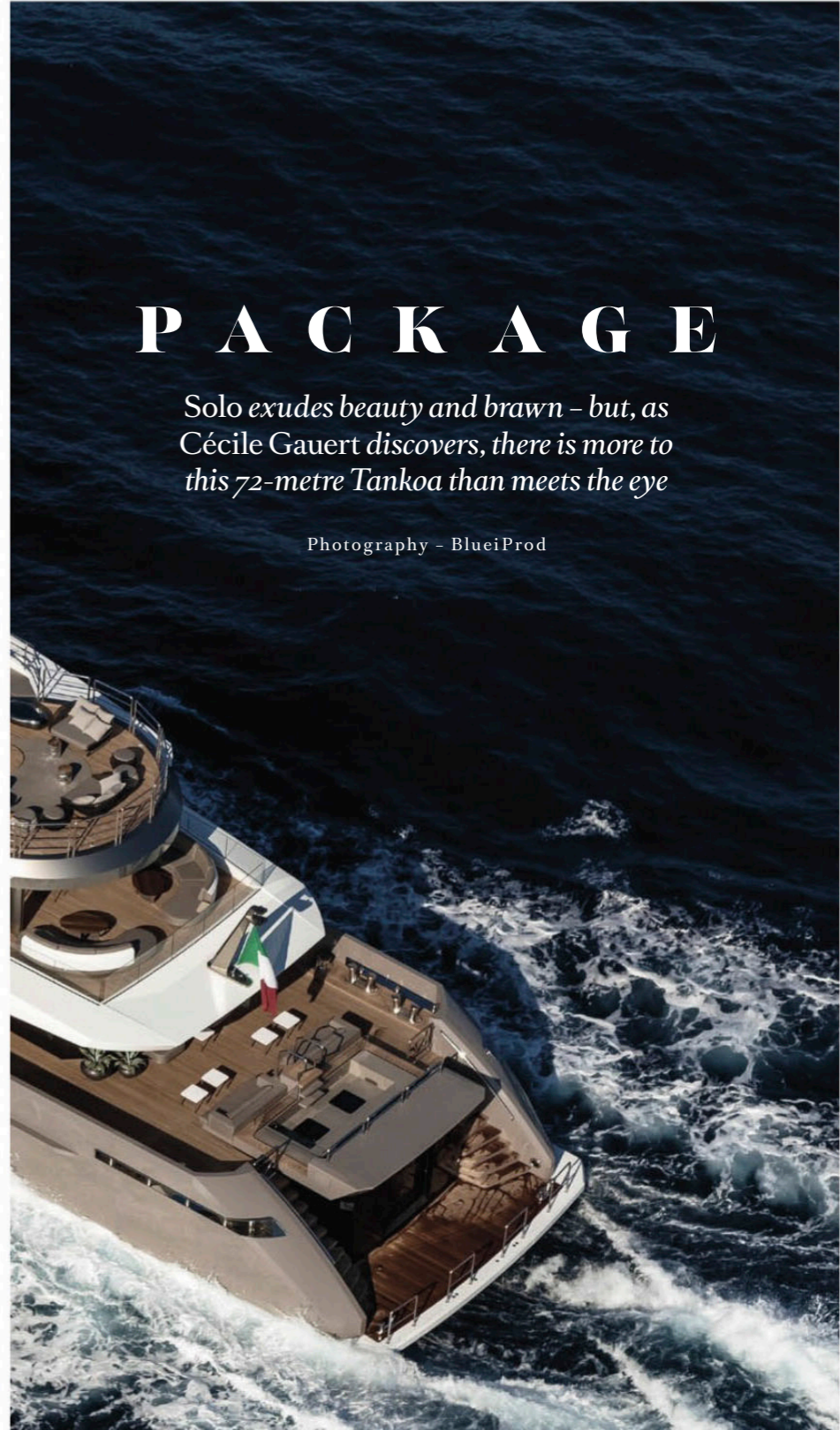
 Designers: Vripack
Construction: Steel hull and aluminium superstructure

 Built: Turkey | Launched: 2018
Shipyard: Evadne Yachts


Length: 24m



S U R P R I S E



P A C K A G E

Solo exudes beauty and brawn – but, as Cécile Gauert discovers, there is more to this 72-metre Tankoa than meets the eye

Photography - BlueiProd



Mclroy. He did not have a personal preference, he just wanted to see the facts, and those told him that a traditional propulsion set-up would be the more efficient option. For a vessel of this size, “for the same speed, if you have a diesel-electric system, the consumption is about 15 per cent more”, says Ruggiero.

Results in hand, the owner and shipyard decided to carry on with the project using a hull that had been started on spec in 2010. It had been designed to be the same length as Tankoa’s

“A couple of issues were fundamental for the whole design and layout,” says Paszkowski. “Although *Solo* is similar to her 69-metre sister ship, her three metres of extra length and underwater exhaust allowed a gain of volume on every deck. Both solutions enabled us to design a layout with large social spaces inside and outside.”

The hull extension, at the stern, not only helped interior volume but also had an important fringe benefit in terms of efficiency. The hull, which has an unusual shape, with a wider section amidships, also has a high length-to-beam ratio. The team left nothing to chance, and following CFD analysis, the naval architects also did extensive tank testing that helped fine-tune the placement of the exhaust vents and all appendages. The results were satisfying in terms of efficiency, but also for seakeeping.

“For stability, the boat is amazing,” says build captain Renzo Chelazzi, who took *Solo* to the Monaco Yacht Show. “On the way back, we had strong northerly winds, we experienced 40 knots, but we didn’t feel it,” he adds, switching on a video on his smartphone that shows her gliding

A T F I R S T

SIGHT, nothing about Tankoa’s new 72-metre superyacht *Solo* screams “green”. This is a large steel yacht powered by twin Caterpillar engines and triple generators, with no hint of an electric motor, solar set-up or exotic propulsion system – just a pair of traditional shafts driven by diesel, ending in two five-blade props. On board, meanwhile, is every conceivable luxury – six cabins, a beach club, saltwater pool, two spa pools, 18 crew and a tropical fish aquarium. Yet Italian classification society RINA has bestowed *Solo* with its Green Plus Platinum notation, the highest level of environmental certification.

Then you notice the yacht’s impressive range: 9,100 nautical miles at 10 knots – that’s expedition yacht territory. Vincenzo Ruggiero, *Solo*’s naval architect, explains that the yacht is even more fuel efficient with her standard diesel arrangement than if she were powered by a diesel-electric system.

This is the owner’s third yacht, and second Tankoa, and he is very knowledgeable, says Albert Mclroy, the owner’s project manager. “Although he has very limited time to use his yacht due to his business, his passion for yachts drives him to constantly monitor the next technologies and market trends,” he says.

The owner asked for “solid comparisons between the yard’s initial straight diesel offering and a diesel-electric/hybrid solution,” adds

previous launch, the 69-metre *Suerte*, but the owner wanted changes. He asked principally for more accommodation space, with the goal to make his next yacht a great option on the charter market. Francesco Paszkowski, the designer of *Suerte*, was once again part of the team and worked closely with the shipyard, owner and naval architect on the development of *Solo*, Tankoa’s third delivered yacht.

Below: a custom-made light feature in bronzed mirror tiles lights up the dining table while laminated glass panels in the bulwarks enable sea views for guests seated at the table



THE DECOR IS BOTH MODERN AND MASCULINE: BLACK OAK FLOORS, DARK GREY OAK WALLS AND MACASSAR EBONY ACCENTS ON CUSTOM FURNITURE



Large windows and light hues balance darker finishes in the sky lounge (right), the VIP cabin (below), beach club (centre) and "winter garden" and guest reception area (bottom)



effortlessly through dark water fringed with white foam. "We were going 14 knots."

Fuel efficiency - and seakeeping - were not the only objectives, however. Strict new yachting rules around emissions and water pollution have arrived in the shape of the International Maritime Organisation's Tier III requirements. These limit emissions and water pollution from yachts and require that most diesel-powered vessels built from 2016 (the keel laying date serving as benchmark) carry a nitrogen oxide (NOx) mitigating system in order to navigate in Emission Control Areas (ECAs). Tankoa is an ambitious yard, which from the get-go stated its goal to compete with the world's best. Although it did not have to just yet, the yard decided to go ahead and make *Solo* one of the first Tier III compliant yachts afloat.

Working closely with Ruggiero on the engineering side, it assembled the best technology currently available to lower as much as possible its impact on the environment. A big part of this - and an obvious presence in the engine room - is a selective catalytic reduction

(SCR) system. SCR is a chemical process that significantly reduces NOx by injecting a solution of urea into the engine exhaust. Tests showed that the system by Ecospray Technologies that Tankoa installed reduces NOx emissions by an average of 80 per cent, Chelazzi says - meeting Tier III requirements.

To deal with the exhaust from the two 230kW Northern Lights generators, Tankoa installed a

BALANCING THE DARK FLOOR AND WALLS ARE LIGHTER-HUED FABRICS AND COLOURFUL PIECES OF ART

Hug Engineering particulate filter and a Nauticlean converter for the third, smaller generator. A monitor allows the engineer to keep an eye on carbon dioxide levels at all times. The yacht also carries systems to guard against potential water pollution. An Erma First ballast filter system removes all pollutants before any water is released. "You cannot discharge ballast within 200 miles of the coast of another country when you're coming from abroad. In the water, there are a lot of micromaterials you don't want to carry from one area to another," Chelazzi explains. The yacht is also equipped with ultrasonic antifouling in vulnerable areas, such as the sea chest, to keep barnacles at bay without the use of biocides.

"What was done here was more than was required at the time of the keel laying," says Ruggiero. "That is the philosophy for all the boats,

to build them more like small passenger ships."

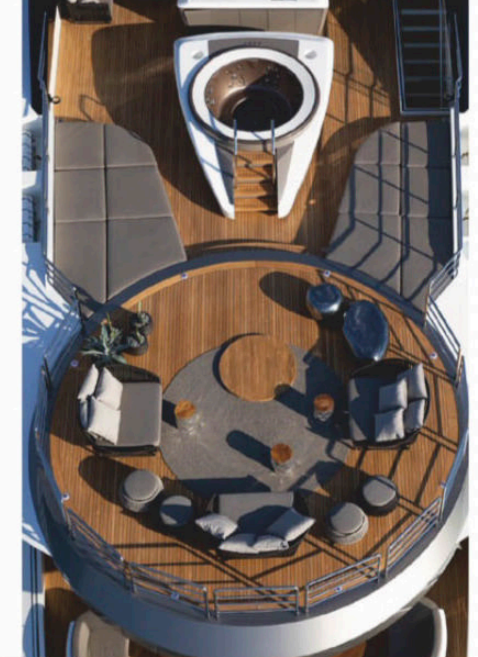
Solo may be built like a passenger ship, but she does not look like one. "Modern and timeless" as her owner wanted, she is a notable new addition to the charter fleet. The view from the very top deck, a private aerie with spacious sunpads under the mast, includes a beautiful succession of decks unfolding below, complete with a helipad that doubles as a dance floor. From the shapely spa pool, one of two on the owner's deck, the attractive arrangement of deck furniture by Summit and Tribù, to the seawater pool wrapped in curved glass on the main deck, the design is harmonious.

"My favourite space on board is the upper aft deck al fresco dining table and lounge areas; it offers privacy to the guests in a cosy and comfortable environment open to breeze and with nice views," says the yacht's charter manager, Nicolas Fry of Northrop & Johnson.

"I am also a big fan of the oversized beach club. At nearly water level, it offers outstanding views and is complete with a lounge, a bar as well as a sauna with private balcony, a hammam and a gym with another foldout balcony."

Paszkowski says the beach club is a key feature. Entered from the swim platform through a large watertight glass door, it is lit up from a skylight at the bottom of the pool on the



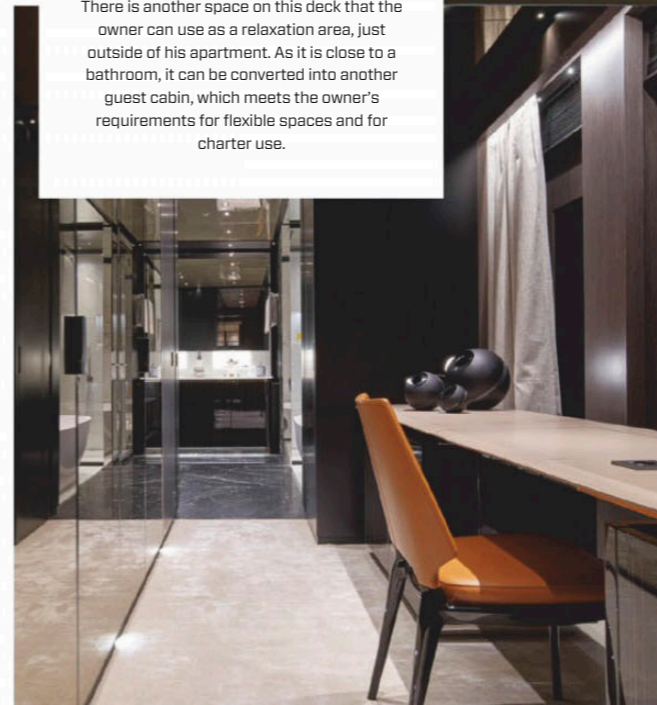


Masterpiece

"The place I like most is the deck dedicated to the owner's master suite," says designer Francesco Paszkowski. The cabin, located in front of the huge floor-to-ceiling windows, looks like an island. It is separated from a huge apartment that includes two wardrobes, an office and a bathroom. From the bed, the owner can enjoy unrivalled panoramic views over a private spa pool and on to the sea. "I like how natural light balances the dark colours of the decor, which were non-negotiable. I think that the light fabrics we used and the amount of light coming from huge windows and skylights create a balanced combination," he adds. "Outside, the owner can have breakfast in a nicely secluded area near the pool," Paszkowski continues. "From the helipad aft, he has direct access to his apartment. I think we met the owner's wish for privacy." There is another space on this deck that the owner can use as a relaxation area, just outside of his apartment. As it is close to a bathroom, it can be converted into another guest cabin, which meets the owner's requirements for flexible spaces and for charter use.



The helipad aft on the owner's deck (top right and opposite page) also makes a party deck. Above: the owner's suite boasts a ceiling height of more than 2.4m. The bed looks forward over one of the deck's two spa pools. The second spa pool is next to the helipad





consultation with the owner and Margherita Casprini, the decor is both modern and masculine. Floors are in black oak, dark grey oak is on the walls, and Macassar ebony accents custom-made furniture, along with cappuccino marble from Rajasthan. Striking forest black antique marble from France covers the beach club area floor, a stairway and the owner's bathroom.

Balancing the dark floor and walls are lighter hued fabrics, colourful art, backlit white onyx on the bars, plus amazing windows,

main deck. The hammam features Tuscan calacatta marble and a shower cooling guests in a hurry with water maintained to a chilly five degrees Celsius. The beautiful wood in the sauna had a previous life inside a medieval castle in Finland.

That is probably the only part of the lower deck that guests will ever see. The rest of it is dedicated to the tender garage, two-tier engine room and the spacious crew area. There is nothing lacking in the yacht's underbelly, including a galley designed by Italian restaurant professional Marrone and run by a chef with experience in Michelin-starred restaurants, a big laundry area, cold rooms, freezers and fridges and a garage well stocked with toys, to support an active charter programme.

"Solo's owner had precise ideas about how his yacht should be used," Paszkowski says. "Large social areas outside and inside were very important to him. Privacy was also essential." To fulfil this request, Paszkowski designed an owner's deck that can be cut off from the rest of the guest areas with a private access code unlocking the lift or door to private stairs.

The owner, who chose the custom colour that Awlgrip created for the hull, expressed his preference for darker hues. Created in close

low bulwarks and expansive outside decks drenched in sunlight. Views and transparencies were an important part of the design. Bulwarks are low and cut in places to maximise views, and frameless glass panels replace stainless-steel stanchions around the sundeck. They provide safety and tame the wind without interrupting the gaze.

After a few hours basking in the sun, heat and salted sea air, the nicely chilled darker

lounges of Solo must feel like a delicious reprieve.

A favourite in the evening will likely be the spacious sky lounge/piano bar offering plenty of seating on low and deep sofas by Fendi Casa in front of a 90-inch 4K OLED screen above the fireplace. One of the eye-catching features in the main deck dining room, meanwhile, is an aquarium by Melik – designed to keep the water still even as the yacht moves – filled with colourful fish. The crew say they do not have to worry about maintenance much as a self-filtration system keeps the tank clean, but they have easy access to all the equipment stored in a small dedicated room off the main lobby.

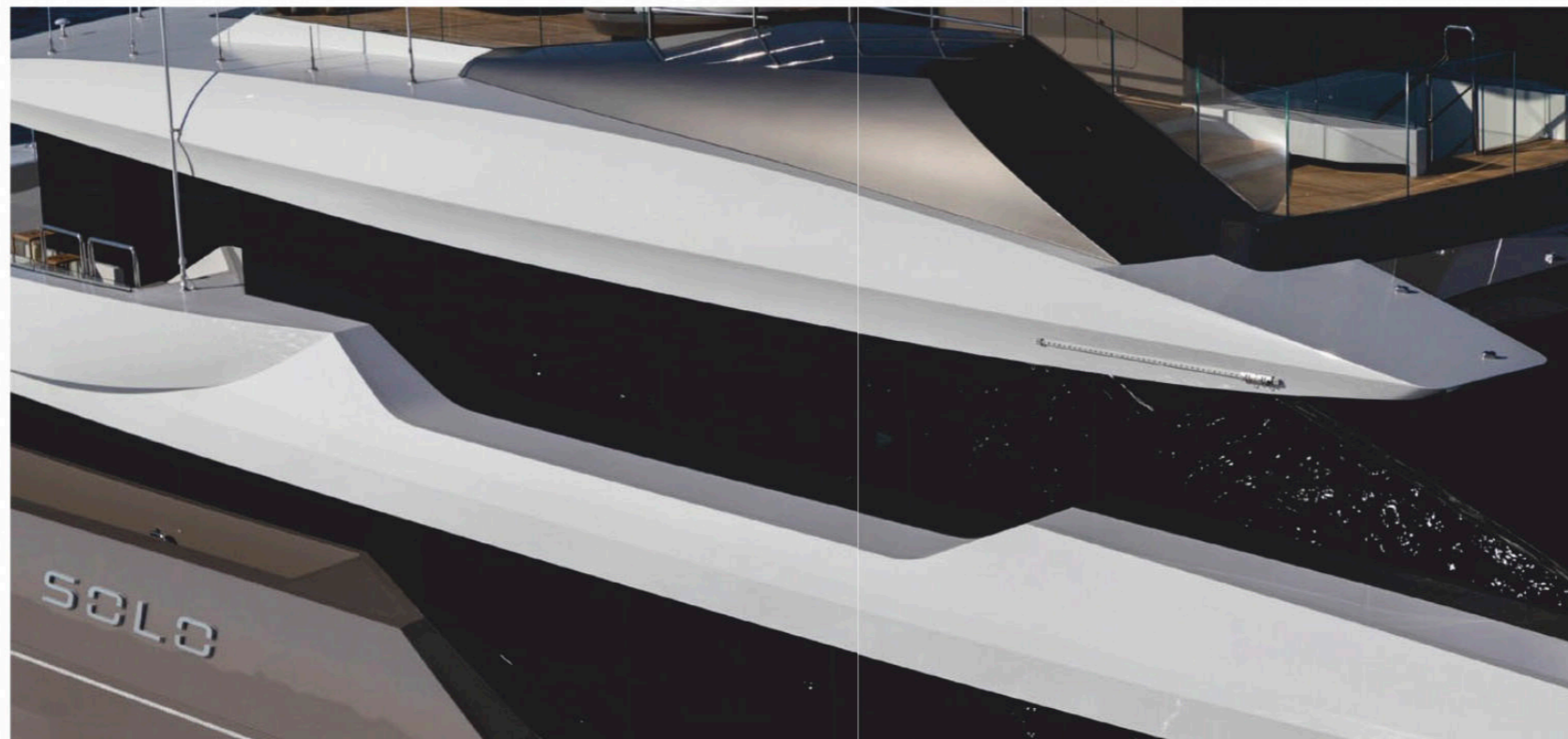
One of the similarities with Suerte is found on the aft section of the main deck, described as a winter garden. Access to the main deck saloon is through two side doors, instead of the more usual big central sliding door. Here is a welcome lobby and waiting area with low seating, flowing curtains, a bar and a large planter filled with cacti. It seems like a perfect place to wait before boarding the yacht's two Dariel tenders. But then again, with all that Solo has to offer, why would anyone want to leave? ■

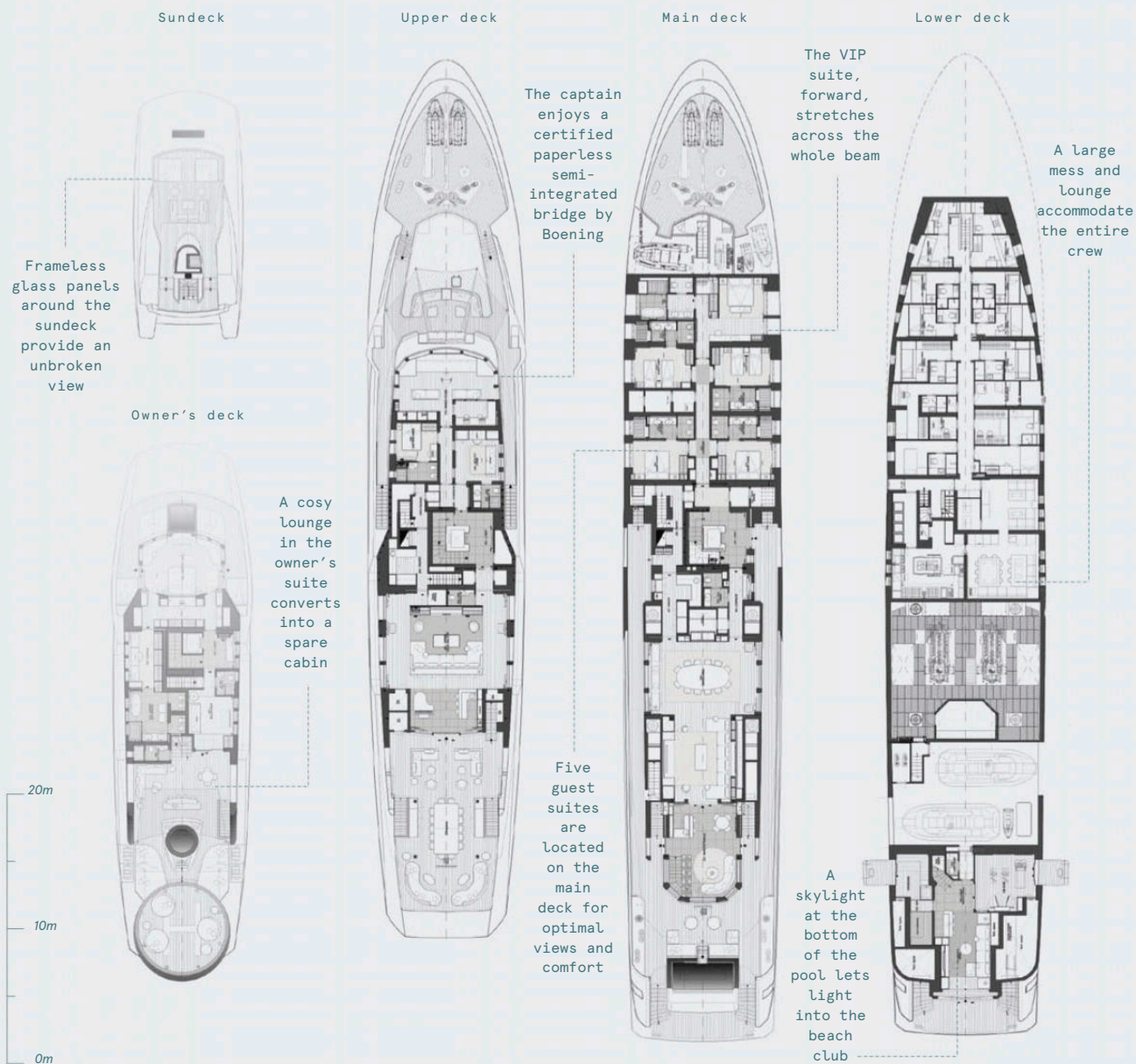


The owner's brief was for a modern, timeless yacht, both private and perfectly suited to charter. Paszkowski achieved the elegant exterior design through what he calls "an accurate combination of curved and clear lines and the selection of a distinctive hull colour"



"THE UPPER AFT DECK IS MY FAVOURITE SPACE ON BOARD IT OFFERS PRIVACY TO THE GUESTS IN A COSY AND COMFORTABLE ENVIRONMENT"





LOA 72m
LWL 58.21m
Beam 11.6m
Draft 3.35m
Gross tonnage
1,600GT approx
Engines 2 x 1,825kW
CAT 3516B DITA SCAC

Speed max/cruise
17.5/15 knots
Range at 10 knots
9,100nm
Generators 2 x 230kW
Northern Lights
Fuel capacity
194,500 litres

Freshwater capacity
45,150 litres
Tenders 2 x 7.6m
custom Daeli
Owners/guests 12
Crew 18
Construction Steel
hull and aluminium
superstructure

Classification Lloyd's
* 100 A1, SSC,
Yacht, Mono, G6,
* LMC, UMS, and
RINA: C * HULL, -
MACH, Unrestricted
Navigation, YCH,
GREEN STAR, MCA LY3

Naval architecture
Vincenzo Ruggiero
Exterior styling
Francesco Paszkowski
Design
Interior design
Francesco Paszkowski
Design; Margherita
Casprini

Builder/year
Tankoa/2018
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