SOLO
STEP ON BOARD TANKOA’S NEW 236FT STAR

+ DESIGN REPORT:
THE HOTTEST
INTERIOR TRENDS

REFIT FOCUS
The incredible story of Haida 1929

POWER PLAYERS
The names making waves this year
In this issue

**Haida 1929** Page 116
- Length: 233’ 3”
- Beam: 29’ 11”
- Gross tonnage: 720
- Cruise speed: 11 knots
- Engines: 2 x 750hp Krupp EV 40
- Designers: Cox & Stevens; Adam Ley
- Construction: Steel hull and steel/timber superstructure
- Built: Germany | Launched: 1929; Refit: 2018
- Shipyard: Krupp Germaniawerft
- Refit shipyard: Pendennis
- Max speed: 15 knots
- Gross tonnage: 34’ 1”
- Beam: 78’2
- Designers: De Voogt Naval Architects; RWD; Todhunter Earle Interiors; Claudette Bonville Associates
- Construction: Steel hull and aluminum superstructure
- Built: The Netherlands | Launched: 2005; Refit: 2018
- Shipyard: Feadship; Refit shipyard: Derecktor
- 13 guests
- 18 crew

**Cynthia** Page 144
- Length: 182’ 1”
- Beam: 34’ 1”
- Gross tonnage: 785
- Max speed: 15 knots
- Engines: 2 x 3512B
- Designers: De Voogt Naval Architects; RWD; Todhunter Earle Interiors; Claudette Bonville Associates
- Construction: Steel hull and aluminum superstructure
- Built: The Netherlands | Launched: 2005; Refit: 2018
- Shipyard: Feadship; Refit shipyard: Derecktor
- 10 guests
- 14 crew

**Solo** Page 92
- Length: 236’ 3”
- Beam: 58’ 1”
- Gross tonnage: 1,600
- Max speed: 17.5 knots
- Engines: 2 x 3516B
- Designers: Vincenzo Ruggiero; Tankoa Engineering; Francesco Paszkowski Design; Margherita Casprini
- Construction: Steel hull and aluminum superstructure
- Built: Italy | Launched: 2018
- Shipyard: Tankoa Yachts
- 12 guests
- 18 crew

**Pardo 50** Page 33
- Length: 53’
- Beam: 16’
- Displacement: 15 tonnes
- Max speed: 38 knots
- Engines: 2 x Volvo IPS 600
- Designers: Zuccheri Yacht Design; Cantiere del Pardo
- Construction: Composite hull and superstructure
- Built: Italy | Launched: 2018
- Shipyard: Cantiere del Pardo
- 20 passengers
SURPRISE

Solo exudes beauty and brawn – but, as Cécile Gauert discovers, there is more to this 236ft Tankoa than meets the eye.

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

A T F I R S T

SIGHT; nothing about Tankoa’s new 236ft 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 hot tubs, 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 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. "Although Solo is similar to her 69 meter sistership, her three meters 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 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 previous launch, 227ft 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. “A couple of issues were fundamental for the whole design and layout,” Paszkowski says. “Although Solo is similar to her 69 meter sistership, her three meters 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.”

A T F I R S T

LET THERE BE LIGHT

A custom made chandelier 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.

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Solo to the Monaco Yacht Show. “On the way back, we had strong northerly winds, we experienced 4 knots, but we didn’t feel it,” he says, switching on a video on his smartphone that shows her effortlessly gliding through dark water fringed with white foam. “We were going 14 knots.”

Fuel efficiency and seakeeping were not the only objectives, however. Strict new rules around emissions and water pollution have arrived in the shape of the International Maritime Organization’s Tier III requirements. These limit emissions and water pollution from yachts and require that most diesel-powered vessels built from 2016 (the keel serving as benchmark) carry a nitrogen oxide (NOx) mitigating system in order to navigate in Emission Control Areas (ECAs). Tankoa is an ambitious yard that 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 percent, Chelazzi says – meeting Tier III requirements.

To deal with the exhaust from the two 230kW Northern Lights generators, Tankoa installed a 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 to another area,” Chelazzi explains. The yacht also is 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 much more than was required at the time of the keel laying,” Ruggiero says. “That is the philosophy for all the boats that we do, 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, to the seawater pool wrapped in curved glass on the main deck, the design is harmonious.

“My favorite space on board is the upper aft deck alfresco dining table and lounge areas; it offers privacy to the guests in a cozy 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.”

Balancing the dark floor and walls are lighter hued fabrics and colorful pieces of art.
“The place I like most is the deck dedicated to the owner’s master suite,” Paszkowski says. The stateroom, located in front of the huge floor-to-ceiling windows, looks like an island. It is. The island is separated from a huge apartment that includes two wardrobes, an office and a bathroom. From the bed the owner can enjoy unrivaled panoramic views over a private spa pool and on to the sea. “I like how natural light balances the dark colors of the decor, which were non-negotiable. I think that the light fabrics that we used and the amount of light coming from huge windows and skylights create a perfectly balanced combination,” he adds. “Outside, the owner can have breakfast in a nicely secluded area near the pool. 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,” Paszkowski continues. “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.”
lit up from a skylight at the bottom of the pool on the main deck. The hammam features Tuscan calacatta marble and a shower cooling guests in a hurry with water maintained to a chilly 41 degrees. 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 then 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 stored with toys, to support an active charter program.

“A favorite 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, are colorful fish in an aquarium by Melik designed to keep the water still even as the yacht moves. 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 salon 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 for 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 color.”
**Solo**

**La Firma**

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**Specs**

**LOA** 236' 3”

**LWL** 191' 2”

**Beam** 38' 1”

**Draft** 11' 1”

**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** 42,800 gallons

**Freshwater capacity** 9,933 gallons

**Tenders** 2 x 25’ custom Dariel

**Owners/guests** 12

**Crew** 18

**Construction** Steel hull and aluminum superstructure

**Classification** Lloyd’s • 100 A1, SSC, Yacht, Mono, G6, • LMC, UMS, and RINA: • 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 Genoa, Italy

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**Sun Deck**

**Upper Deck**

**Main Deck**

**Lower Deck**

A large mess and lounge accommodate the entire crew.

Five guest suites are located on the main deck for optimal views and comfort.

The VIP suite, forward, stretches across the whole beam.

A cozy lounge in the owner’s suite converts into a spare cabin.

The captain enjoys a certified paperless semi-integrated bridge by Boening.

A skylight at the bottom of the pool lets light into the beach club.

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**Owner’s Deck**

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**Sundeck**

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**Floor plans**

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**Diagram**

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