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Displacement
50m Steel
Metres 50 | Knots 15 | Ready 2020

heesenyachts.com
Following the success of the famous superyacht Suerte from 2015 and 2017’s Vertige, Tankoa Yachts from Genoa wanted to keep this winning formula rolling along with their growing reputation as not only one of the best yacht builders in Italy, but the world. Now ready to break in on her maiden season in the Caribbean, owing to a successful Monaco Yacht Show unveiling, all eyes are on this fine, carbon fiber-powered vessel for the young Italian brand who continues to break barriers and set new standards in the market segment.

Rather than setting course in an entirely new direction, Tankoa instead picked up where they left off with success, deciding to refine the design and work with Soldi to create something truly unique, for both the shipyard and the client. To achieve this, a successful winning team was assembled, led by Francesco Paszkowski for the naval architecture, Marigold Captains as the build to be the most efficient Tankoa yacht ever, the hull design and interior. The project was developed by a long-time Tankoa friend and designer, Professor Reggiani and together with a forward-thinking technical team at the shipyard. They struggled to come up with an impressive tech to make the available 1,600 GT.

Based on the same concept platform as Suerte, Paszkowski was tasked with not only the engineering of the design, but also with the addition of features that will carry a familiar Tankoa look while at the same time be distinctly unique. “I have to say that I was a huge effort because we were working with a concept that had been designed for several lengthening. However, our interior could potentially be lengthened to 70 or 75 metres, so adding in another extremely challenging task. We had to redesign her lines as well as the interior to come across as a true next-generation injury-foiling and Single-handed sailing at the original.”

Knowing that solo racing was the essence of this classic and the demanding operations that go with it, Paszkowski had the particularly challenging task of not only incorporating the owner’s design requests into the design, but also to ensure that solo would also have longer than impressive lines. “For charter, you have to take into account a whole range of emotions that don’t matter when the owner wants to use it for private purposes alone. However, what makes those emotions a huge challenge is that you can handle the whole yacht much faster too.”

Having said that, for Tankoa’s Sales Director, Michela Van Rooy with the assistance of long-time sales consultant Filippo, Suerte becomes a new benchmark for the builder to improve on. Rather than setting course in an entirely new direction, Tankoa instead picked up where they left off in the Caribbean following a successful world debut at the 2015 Monaco Yacht Show. Suerte is the greenest Tankoa yacht in history, setting a new benchmark for the builder to improve on.

GREEN WITH ENVY

In the pursuit of making sailing as green as possible, instead of ultra-modern, two purposes hybrid technology in the construction of the project, Tankoa decided to optimize conventional systems to help with the superstructure and power systems, both in the conventional systems to have the best yields of the power of the sail. In the search to reduce this, Suerte’s tower is relatively efficient that a speed of 10 knots, she only burns 195 litres per hour, making one of the lowest burnings of the range. It was enough to get from Monte Carlo to Cape Town without stopping, and even more amazing when one considers the black streaks on the hull and noise from the propeller in a steady state when at anchor, while a dedicated CDS monitoring system indicates the most optimal speed range in the option where engine or diesel is less. The engine has a maximum output of 1,600 HP and the propeller can carry a familiar Tankoa look while at the same time be distinctly unique. “I have to say that I was a huge effort because we were working with a concept that had been designed for several lengthening. However, our interior could potentially be lengthened to 70 or 75 metres, so adding in another extremely challenging task to make the available 1,600 GT.

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