

INVICTUS™

By Invitation Only

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*I am the master of my fate,
I am the captain of my soul*

William Ernest Henley



TANKOA YACHTS, ITALY

Italy's Best
Kept Secret...

BREAKS COVER!

The name Tankoa Yachts may be unfamiliar at present, but the new Genovese shipyard is one that is sure to send ripples throughout the international yachting community in the coming years. Guided by a highly experienced management 'dream team' the brand is determined to compete with the world's finest. With a 228' (69.40m) project due for delivery in 2015 and a 70m available for delivery within 24-months, Italy's best-kept secret has finally broken cover...





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For millennia the natural haven of Genoa (or Genova) on Italy's north-western coast has determinedly imposed its importance in maritime trade. As early as 700BC it is recorded that the Etruscans, the native population of the region during that period, established a harbor there and through the ensuing 1,400-years various empires, marauders and nations have captured this strategic Mediterranean port. As an epicenter of trade the city has enjoyed periods of considerable affluence, with her impressive landmarks of cathedrals, piazzas, fort and port earning the city the sobriquet of 'Genova the Proud'.

The Tankoa Yachts Shipyard, founded in 2006 by a team with a proven track record in the industry.

THE PAST

Through the centuries the employment of the city's inhabitants has primarily revolved around maritime trade, creating generations of merchants, sailors, travelers, explorers and shipwrights. Such was the innovative influence of the city in the progression of yachting technology that even as recently as 1925 it was being credited with changing the yachting world modern sailors refer to the overlapping jib or foresail of their yachts as the 'Genoa' following its reported invention by Italian sailmaker Raimondo Panario. As the proverb says however, 'pride cometh before the fall' and though today the capital of the Liguria re-



gion may be age-worn and somewhat shabby, with Italy not enjoying the happiest period of economic fortune, Genoa continues to be a port of considerable international importance. The environs surrounding the port also hosts an industrial complex that continues the proud tradition of quality shipbuilding and includes sophisticated engineering production, like the Piaggio Aero aircraft production facility next to the city's airport... and their neighbors, Tankoa Yachts. Demonstrating their affinity with the city the new corporate Tankoa logo incorporates a stylized depiction of a scorpion and a yacht hull, the former being the literal translation of 'Genova' in the local dialect. Coincidentally, or perhaps not, the scorpion moniker was also used in the naming of the most iconic yachts to date launched by the Baglietto shipyard—the 137 (42m) Blue Scorpion. Designed by Francesco Paszkowski it was constructed and delivered during the heyday of yard's recent history, when under ownership of the Orsi family. Having acquired the Baglietto shipyard in 1996 they oversaw the period that saw launches like Charlie Boy, Thunderball, Blue Scorpion



The busy boutique shipyard is managed from offices that reflect the philosophy of the brand: fresh, contemporary and highly efficient.





Euro CONTENTI, President



Edoardo RATTO, General Manager



Andrea PARODI, Head of Technical Office



Renzo CHELAZZI, Sales Manager



Francesco PASZKOWSKI, Preferred Design Partner

and Astarte, before receiving 'an offer they couldn't refuse' from the Camuzzi Group in 2004. The healthy contribution from Camuzzi Group augmented the already considerable coffers of the wealthy Orsi family—their fortune created by Guido Orsi Sr in the textile machine sector—but their desire to produce yachts of quality was not yet fully sated. So, the Orsi family continued their partnership with several of their key collaborators from the Baglietto days and created Tankoa Yachts in 2006. A management team headed by CEO Euro Contenti counsels the company's young President, Guido Orsi Jr. As the owner of ECO Srl, an organization subcontracted to build the hulls and superstructures for shipyards including Benetti, Baglietto, Picchiotti and many other household names—Conenti has delivered numerous constructions from 82' to 34T (25–104m). When Guido Orsi Sr. acquired the Baglietto shipyard in 1996 it was little more than a vacant collection of waterfront sheds, with no employees... yet each day one man would turn up to walk the site, monitoring its security and condition. Unpaid. When Orsi arrived, so touched was he by the commitment and passion of this character he assigned him a role of responsibility: 18-years later Edoardo Ratto is the General Manager and a shareholder in Tankoa Yachts. The other managers affectionately refer to Ratto as the 'Conductor of the Orchestra', in other words the one who coordinates the employees, sub-contractors and suppliers. Other members of the close knit team of leaders include Renzo Chelazzi—Orsi's highly experienced ex-superyacht captain—who coordinates the sales and refit division, and Adrea Parodi, another ex-member of the Baglietto management team who heads up



Tankoa's technical department. Having 'put the chart-topping band back together' and secured a shipyard in Genoa for its strategic proximity to expert subcontractors and suppliers, the team then made a commitment to each other to build yachts of a quality not previously seen in their country. "Building yachts with clients, not for clients," became their mantra and in order to design them there was only one person they considered turning to: Francesco Paszkowski. With the final cog in what had previously been a highly efficient and successful machine in place, to prove their commitment the construction of their first project were commenced 'on spec': one 213' and one 229' (65 and 70m) yacht. As in the oft-paraphrased words of John Steinbeck however, 'the best laid plans of mice and men, often go awry,' and, as for the rest of the world, the economic crash resulted in a rude application of the brakes. Having never really broken cover however, Tankoa Yachts continued to quietly go about their business and not so much as a squeak was heard of them in wider yachting circles. Realizing patience would be required for the marketing and sale of the projects already underway, Tankoa slowed production and instead turned the focus of their attention to refit work. Their investment in a 330' (100m) submersible dock with a lifting capacity of 4,000 tons ensured work for subcontractors and 'Karsal', as the dock was christened, generated significant income for the yard—not to mention and goodwill amongst skilled local craftsmen and suppliers grateful for the business. When the fiscal storm passed and patches of blue sky began to appear between the clouds, Tankoa were in a great position. Their two projects were well



A boutique yard we'll never deliver five yachts a year. We build yachts with clients, not for them."

advanced, just waiting for a party keen to take advantage of the attractive benefit of a dramatically reduced lead-time on a new build. That party turned out to be Yacht-Ology, headed by international yachting specialist Michel Karsenti, who had a long-standing client waiting in the wings. Together Paszkowski, the yard's preferred designer, Yacht-ology set about improving the design of the 213' (65m) project, adding many new features and extending the length to 228' (69.40m). With a contract signed and both parties sold on their compatible ethics and goals, Tankoa integrated Yacht-ology as a partner for the international sales and marketing of their yachts. It was with a united front the management and sales team held a press conference at the Monaco Yacht Show in September, and the cat was finally let out of the bag.

THE PRESENT

Some months before however, INVICTUS had visited the Tankoa yard in Genoa to meet the team, discover their facility and check in on the progress of the 223' in build. What we found were an eminently charismatic, knowledgeable and close-knit group ensconced in an attractive contemporary suite of offices, at a very busy shipyard. Their plans, which we'll divulge later in this feature, include a thrilling range of semi-custom projects on platforms ranging from 164' to 262' (50 to 80m). Without the stated intention of "never producing five yachts a year," and instead preferring to take the boutique, bespoke Atelier approach, each of the designs offers considerable flexibility for customization... just as the 68m in the shed has experienced. Just how much we were about to discover thanks to a personal tour with Project Manager Albert McIlroy...

Albert McIlroy

Project Manager, S693
The basics of yacht building...



For some owners, visiting their newly commissioned yacht during the construction phase is rewarding and educational, not just a means of checking where their money is being spent. For others however, inexperience and a lack of knowledge can make such inspections a daunting task. What exactly are you looking at and for? Of course specialist surveyors and representatives are employed to protect your investment and ensure everything goes to plan, on schedule and within budget... but nobody enjoys feelings out of their depth. During our visit to the Tanko shipyard the Project Manager of the S693

currently under construction—Albert McIlroy of the superyacht project solutions company OptimusNavis—provided us with an insightful tour. Besides pointing out some of the key features, McIlroy also shared with us some great tips regarding what to look for when visiting a yacht in build. We considered his insightful comments and specialist knowledge valuable for anyone currently undertaking or considering a yacht build of their own, and even for those who are simply curious about what goes into the building of a modern superyacht...



TECH SPEC: TANKOA S693

LOA: 228' (69.40m) • Beam: 38' (11.60m) • Draft: 11' 1" (3.38m) • Full displacement: approx. 1,220 ton • GRT: approx. 1,400GT • Max Speed (1/2 load): 16.5-knots • Range @ 12.5 knots: 5,000nm+ • Fuel: 42,250 US Gal (160,000 L) • Fresh Water: 9,775 US Gal (37,000 L) • Main engines: 2x Caterpillar 3516B • Max power: 2x 2,480hp (2 x 1,825kW) • Propellers: Fixed Pitch propellers • Main Gensets: Northern Lights 2x 230 kW (+1x 155kW) • Emergency Genset: 1x 155kW • Bow Thruster: VT Nalad, Electric drive 200 kW • Stabilizing System: VT Nalad, four fms. at anchor • Classification: Dual class RINA/Lloyd's (MCA LYC2) • Hull Construction: High resistance steel • Superstructure: Aluminum • Project Engineer: Ruggiero S.r.l. (Genova) • External Designer: Francesco Paszkowski • Interior Designer: Francesco Paszkowski/Margherita Casprini

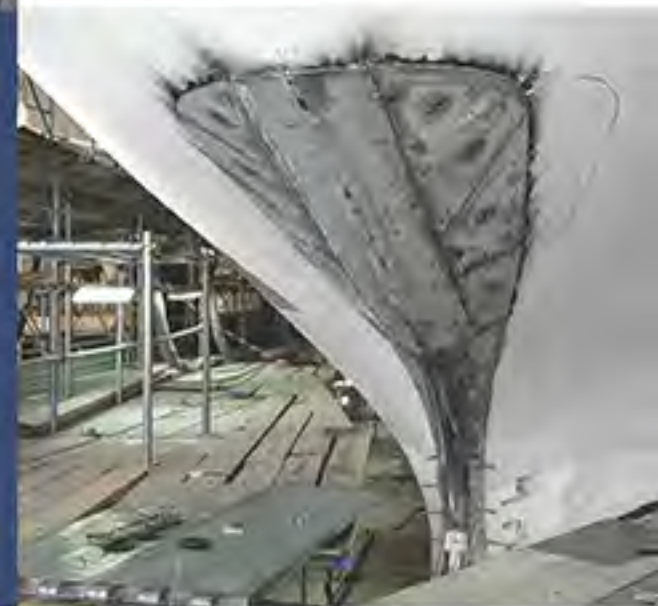
Aft beach club and bathing platform

Before we get on the yacht here we're looking at the aft section where a hull extension has been added, increasing the original length of the yacht. The stern incorporates sliding doors to the beach club and two hidden hydraulic swimming ladders. For the construction of this extension we used a combination of both steel and stainless steel. Usually just steel is used as stainless is more expensive and requires a different welding technique. For a 'belt and braces' approach however we used stainless steel used for stairs, swimming platform and rubbing strakes—areas most likely to experience wear or paint damage that would expose the steel and allow corrosion. It makes me weep to see yachts with 'rust tears', so the over-specification will help crew maintain the yacht and keep her looking like new.



Bow protection

Up at the opposite end you'll see sections of thick stainless steel are welded to the stem of the bow as protection. The stem of the yacht can be prone to damage caused from the anchor chain when the anchor is deployed. The chain rubs against the hull topcoat paint and can expose the ferrous metal hull, resulting in rusting. Using stainless steel bow protection creates a spacer between the hull and the chain thus protecting the topside topcoat from damage. This plate will also aid in deflecting any floating material when the yacht is underway.



Pantograph doors

Before we get on the yacht here we're looking at the aft section where a hull extension has been added, increasing the original length of the yacht. The stern incorporates sliding doors to the beach club and two hidden hydraulic swimming ladders. For the construction of this extension we used a combination of both steel and stainless steel. Usually just steel is used as stainless is more expensive and requires a different welding technique. For a 'belt and braces' approach however we used stainless steel used for stairs, swimming platform and rubbing strakes—areas most likely to experience wear or paint damage that would expose the steel and allow corrosion. It makes me weep to see yachts with 'rust tears', so the over-specification will help crew maintain the yacht and keep her looking like new.





Aluminum Welding

Here we can see the swimming pool that features on the S693's sun deck that has been fabricated in aluminum. Aluminum welding requires a high degree of skill as the welds must have correct penetration, they are subjected to various tests continually during construction. I've been really impressed here by the Tankoa welders, they are very proud of their workmanship and it is completed to the highest standard. The inclusion of a pool was a 'change order'—a later addition or removal of an item from the original design and engineering drawings—at the client's request. Before adding it stability calculations were reworked to take into consideration the additional weight of the swimming pool and water. Happily, this yacht possesses very good stability and the additional weight will have minimal effect.

Specialist Glazing

Any through-hull fittings is crucial as it keeps water out and the yacht afloat, but these days things have become more sophisticated and we're introducing water features onboard. In addition to the swimming pool there's a special feature on the S693 in that it has glass inserts in the base. The construction calculation is therefore critical in this area as the superstructure must have sufficient strength to withstand the weight of the swimming pool water and to allow install of the toughened glass. In addition to working to very fine tolerances however, we must also take into account that such fittings must be flexible enough to allow slight changes in the yacht's hull and superstructure rigidity due to external forces. All yachts flex minutely in challenging sea conditions, so this has to be accounted for.



Fit and finish

Before we head inside let's look at a couple of ancillary features like this aluminum flagpole fitted to the aft of the upper deck aft. The base of the pole will be welded to the base on the superstructure and the painter will sand down the welds before added filler and preparing to paint. Also up top is the mast construction. This one's a bit special as not only will it accommodate the usual radomes and antenna array, it also incorporates an elevator for the owner so he can access a private 'crows nest' style viewing position. It's a very special feature of this yacht and I can't recall ever seeing one before, I can't wait to sea trial it!



Fitting deck hardware

Deck hardware must be correctly specified for the size of the yacht and fitted to strong foundations, in order that the various forces that enact on them are transferred into the structure: for example, anchor deployment and retrieval; shock loads on the windlasses (anchor winches) caused by current or wind or both; mooring loads on bollards and fairleads when berthed; launching and retrieval of tenders using cranes; Aft mooring capstans. Basically the deck hardware can have a tough life, it is the means by which this huge heavy object physically connects to the world. It's therefore vital it doesn't suffer from corrosion and is usually made from polished 316 stainless steel.



Companionways

OK, here we have entered the yacht via a companionway: a staircase or ladder leading from one deck to another. The stairs and bulkheads are constructed in steel and protected by fire retardant insulation. This is a requirement to ensure that should it be necessary to transit from one deck to the other in an emergency the companionways are safe. These kind of requirements are stipulated by the Classification Society and Flag Administration during the design and drawing stage.

Ducting

A great deal of air and gasses move around a yacht and you'd be amazed how much effort goes into channeling it. A yacht requires ventilation throughout: it needs air supply coming in for comfort and humidity control, but it also needs to expel from various areas exhaust and heat—from the galley to the cabins, engine room to server cabinets, technical spaces to en-suites—there's ducting everywhere. Many ducts pass through structural bulkheads and decks, so as per regulations these transitions are fitted with steel ducting and covered in fire retardant insulation. This is aimed at reducing the transfer of heat to the adjacent area in the event of a fire. Ducting is quite an effective way of transmitting noise around a yacht too—which obviously you don't want—so a lot more goes into its design than efficient airflow.



Floating Floor

We just mentioned noise when talking about ducting and vibration is the primary source of noise, so we always devote considerable resources to reducing that throughout the yacht. One component of our noise reduction program is floating floors: these are designed to separate the deck structure by means of a special elastomer material to isolate vibration. The elastomer reduces the transfer of vibration from the structure to the floating floor. The floating floor sits on Sylomer vibration isolators giving the term "floating". Take a closer look and you'll see we're using 'Sylomer Green' between the deck and the aluminum floating floor frame. The color of the elastomer material varies and denotes the different vibration isolation properties of the elastomer used.



Engineering drawings

The construction of a yacht follows precise engineering drawings and you'll see these displayed throughout the yacht. These drawings are created in the very earliest stages of the project, usually in parallel with design. The drawings show to the craftsmen and installers the precise location and how each component must be completed. It is common to have update drawings throughout the construction, which is recognized by updated revision versions and dates. In short, ensuring everybody is 'singing from the latest hymn sheet' saves a lot of backtracking later!





Insulation

Insulation is one of the most important features of a yacht, especially for the aluminum superstructure. The insulation helps in the prevention of condensation, reduces noise and in case of a fire it prevents excessive heat transfer that could potentially achieve temperatures that could cause the aluminum to melt. Aluminum has a relatively low melting point compared to steel, therefore the insulation can give similar heat resistant properties as steel, so it is important between each deck. The insulation rating is defined by the relevant societies at the design/drawing stage. It's not just there to keep you warm you know!

Owner's Suite

As you can see we're well along in the progress of the owner's staterooms, which are huge on the S693 and will offer incredible views through the wraparound glazing. You'll notice the differential in floor level; we created the split-level to provide the owner with an elevated position for his bed. Who doesn't like to wake up in the morning, open the curtains and enjoy wonderful views to the horizon from their pillow? During the design phase it is important to communicate this with your designer. Depending on the position of the cabin this can be achieved by raising the bed level, lowering outside bulwarks, including retractable terraces or many other methods. Just don't sacrifice that view!



Plumbing

Getting down to the 'nuts and bolts', the quantity of plumbing and piping is colossal onboard a yacht. There are so many systems that require it: from potable water, showers, WC's, air conditioning, bunkering, machinery cooling, ballasting, black and grey water, scuppers, deck wash... the list is endless. It is essential that the coordination drawings are addressed at the very early stages of design to ensure correct routing of the pipework. In addition, it is important to study how the various systems bond: we need to avoid using dissimilar materials to avoid galvanic corrosion. This also applies to erosion of the internal surfaces caused by fluid transfer, or cavitation, depending on what material is being passed through the tube. When checking the design of plumbing, note that radius bends are best.



Valves and components

Valves are very important components on yachts due to flow characteristics and material. Different valves will be used throughout the build, depending upon the intended function. The valve types are selected and specified during the design and drawing phase and attention is paid to which medium it will be used for e.g. sea water, coolant, fuel or fresh water: each will offer different resistance to corrosion and erosion. The type of valve used could be butterfly or ball type, manual or motorized, local or remotely operated, again depending upon the function intended.

Wiring harness

This is a contentious subject. Cable trays vary in different shapes and sizes, from shipyard to shipyard, from country to country, so which ones to use is often subjective and may vary depending upon the job. I like the flat wide trays that provide easy sight of the wire they contain for easier visual checks and identification. The cable trays must be made of a material that is not affected by fire—usually steel—and will hold the cables as far as practicable in the original location. The trays must avoid having sharp edges and radius for obvious reasons.



Cable and Wiring

As yachts have become evermore sophisticated, with more equipment, systems and luxuries added, so the amount of wiring has increased exponentially. It's not unusual for a large megayacht to have in excess of 100-miles of cable onboard these days. Following complex wiring drawings is something that must be done methodically and carefully. The cable manufacturer stipulates the smallest cable radius for the job specified and cables should be laid neatly side-by-side and in an orderly fashion. Power cables should be separated from signal cables and signal cables from data cables. All wiring must also be type approved for use onboard... I can't wait until everything goes wireless!

TECH SPEC: TANKOA S701

LOA: 228' 4" (69.60m)
Overall Beam: 38' 1" (11.60m)
Draft: 10' 8" (3.30m)
Full Displacement: 1,250 ton
Gross Tonnage: 1,400 GT
Max Speed (half load): 16.5-knots
Range @ 12.5-knots: 5,000nm
Fuel: 42,250 US Gal (160 cubic m)
Fresh Water: 9,750 US Gal (37 cubic m)
Watermakers: 2x 5,200 US Gal/day (20,000 L/d)
Main Engines: 2 x CAT 3516B DITA
Max Power: 2x 2,480hp (1,825 kW)
Propellers: Fixed Pitch
Generators: Northern Lights, 2x230 kW + 1x155 kW
Bow thruster: VT Nalad, Electric Drive, 200 kW
Stabilizing System: VT Nalad, 4 Fins, At anchor
Classification: Dual Class Lloyd's/RINA (MCA LYC2)
Hull construction: Steel
Superstructures: Aluminum
Project Engineer: Ruggiero Srl (Genoa)
Exterior Design: Francesco Paszkowski
Interior Design: Owner's choice
Accommodations: 1 Owner's suite + 5 VIP suites
Tender: 2x 23' 6" (7.5m) + service rib

**THE FUTURE**

During their press conference at the Monaco Yacht Show, the Tankoa management team enthusiastically revealed a portfolio of designs that comprises the range of projects they currently offer. In addition to the aforementioned S693, the partially completed and restudied S701 is currently available and with hull, superstructure complete and work ready to progress

on layout and design as soon as an owner is found. As previously mentioned the head start will cut delivery time dramatically, down to just 24 to 26-months, always a strong selling point in the marketplace! We sat with Tankoa's representatives to discover that beyond its transom and wide-body upper body, this design differs from that of the S693 in many different features.

Tankoa Yachts S701

The S701's design demonstrates the typical contemporary but timeless elegance of yachts drawn by Francesco Paszkowski. Distinctive enough to exhibit character, but subtle enough not to declare its presence in a gauche manner, the S701 is an exercise in taste and style. As we all know however, it is what inside that counts and this isn't a yacht that disappoints in that regard either. Visible from the plans and renderings of the quad-deck project is a touch-and-go helipad on the aft upper deck—which will no doubt be more regularly employed as a dance floor or function area,

a 360-degree sundeck creating a high vantage point to enjoy panoramic vistas and state of the art pool, complete with glass bottom inserts to create visual impact on the deck below. Elsewhere on this huge 1,400GT project one can discern an oversized beach club with bar and saloon, along with two dedicated areas for the sauna and hammam with exclusive sea view and private balconies. The onboard wellness experience is completed with a sizeable gym too. In addition to the lateral tender garage just aft of the engine room that houses two 23' craft, Tankoa

has also included a toy locker under the foredeck with space to stow an unbelievable seven personal watercraft! While certainly functioning as a self-contained watersports platform, the designers haven't forgotten luxury either, with panoramic dining areas, a 1,000sqft (100sqm) master stateroom with private terrace and Jacuzzi. Guests are also well catered for with five VIP suites to choose from, reaching to total of 12 guests, a criteria for the yacht to meet MCA (LYC2) compliance for charter use, though she qualifies for dual class being built to both Lloyd's and RINA regulations.



Tankoa Yachts S501

Aiming to hit a rich vein in the international market, the 164' (50m) and sub-500GT sector is a popular—not to mention highly competitive—one. Ensuring their project catches the eye amongst the crowd the S501 is endowed with considerable aesthetic appeal. The low profile tri-deck is unashamedly sporty in profile, with taut angular lines tracing back from her plumb bow. The enticing all-aluminum design, which the yard reports has already generated four serious enquiries, will be available in two different hull formats: a displacement version capable of a 16 or 18-knot top speed—depending on the chosen power package, and a semi-displacement variant capable of

27-knots. The brief delivered to Paszkowski included several non-negotiable clauses, all of which he has achieved in the final presentation. Amongst the most important of those criterion were: a sub-500 Gross Tonnage for simple administration, reasonable consumption, a 'clean sheet' design and not an updated evolution of an existing platform... and it had to be breathtaking in appearance while still offering optimized guest spaces and amenities. In seeking an efficient hull design for the S501 Tankoa collaborated with Massimo Visibelli for the naval architecture, an expert renowned throughout the cruise ship industry for his designs, including those of hydrofoil

hulls. In terms of features and guest amenities the S501 offers many: retractable balconies, floor-to-ceiling glazing, three huge sunpads and three external dining areas, plus an oversized tender garage that converts into a sizeable beach club when the 2T (6.5m) tender and two watercraft are launched. As with all Tankoa's projects the arrangement of exterior decks and interior spaces will obviously be entirely tailored to the owner's requirements, along with the interior design. There may be many options out there in the 164' (50m) category, but this really is a refreshing approach and one that warrants further consideration.



TECH SPEC: TANKOA S501

LOA: 164' (50.00m) • **Beam:** 30' 4" (9.20m) • **Draft (full load):** 8' 3" (2.50m) • **Volume:** approx. 499GT • **Displacement (Full Load):** approx. 380 ton • **Fuel Capacity:** 19,813 US Gal (75,000 L) • **Fresh water:** 3,960 US Gal (15,000 L) • **Classification:** Lloyd's + MCA • **Engines:** 2x MTU 1,432 KW @ 2,450 rpm • **Propulsion:** Twin shaft propellers (5 blades) • **Generators:** 2x 125 kW + Emergency Generator • **Max Speed:** 18-knots (27-knots semi-displacement version) • **Cruise Speed:** 14-knots • **Range @ 11knots:** 4,500nm • **Stabilization:** Zero speed stabilizer • **Bow Thruster:** 100 Kw • **Hull and superstructure:** Light alloy 5083 • **Designer:** Francesco Paszkowsky Design • **Naval architecture:** Massimo Visibelli

TECH SPEC: TANKOA S801

LOA: 262' (80m)
Beam: 44' 3" (13.50m)
GRT: 2,500 GT
Classification: Lloyd's and MCA
General Arrangement: Approved
Short Specification: Development Phase
Main System: Development Phase
Hull Engineering: Development Phase



Tankoa Yachts S801

Also announced at the Monaco Show was the largest platform in the Tankoa portfolio, a remarkable 262' (80m) yacht of 2,500 GT. After the press conference we spoke with the designer Francesco Paszkowski about this particular project and to explain where the inspiration for its floating wing-like superstructure came from, he started with an anecdote. "In 1962 a signal exchange was reported between the USS Independence aircraft carrier and an Italian sailboat in the Mediterranean. The massive aircraft carrier hailed the sailing vessel and enquired, 'Who are you?' The answer came back: 'School ship Amerigo Vespucci of the Italian Navy,' to which came back the simple and candid reply: 'You are the most beautiful ship in the world.' Where else could I draw inspiration from when seeking to design a truly magnificent yacht?" Distinctive it certainly is with the coamings

emphasized in gold on the renderings, but looking past this personal color choice one sees an intricate design that is both evocative and intoxicating. From each angle viewed the project presents new delights and surprises: scalloped aft coamings, a daring central exterior staircase from the cockpit to bridge deck, and a helipad on her high foredeck. The project can be extended up to a full 288' (80m) if so desired. During the presentation of this particular concept, Michel Karsenti of Yacht-Ology described the S801 as "Our 'Gold Wings' project... it is one we like to compare to the show-stopping cars we see presented at the Geneva Auto Show or Chicago Car Show. The kind of cars for which we would all love to own, and would break our savings account for. The hull will be in high tensile steel while superstructure will be in aluminum, but some other technologies like titanium reinforcement are still under study."

The main deck will retain the same philosophy as the S701 platform, with the guest cabins located well forward, as far away from the engine room as possible to ensure the lowest possible noise and vibration. The exterior design also shows the entire main deck in a wide body format with no lateral exterior passageway, a design that Paszkowski explains is designed to provide "the largest volume saloon in the segment." Still undergoing a detailed study with more information to be released in due course, one thing we're already sure of is that the Tankoa S801 shares more than a matching length of the 80m tall ship that inspired her design, she shares the Italian passion and flair for design. Love it or not, there's no doubting the floaty dynamism of this design is a brave alternative to the 'wedding cake stack' one can find in so many marinas around the world.