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at the Miami
boat show

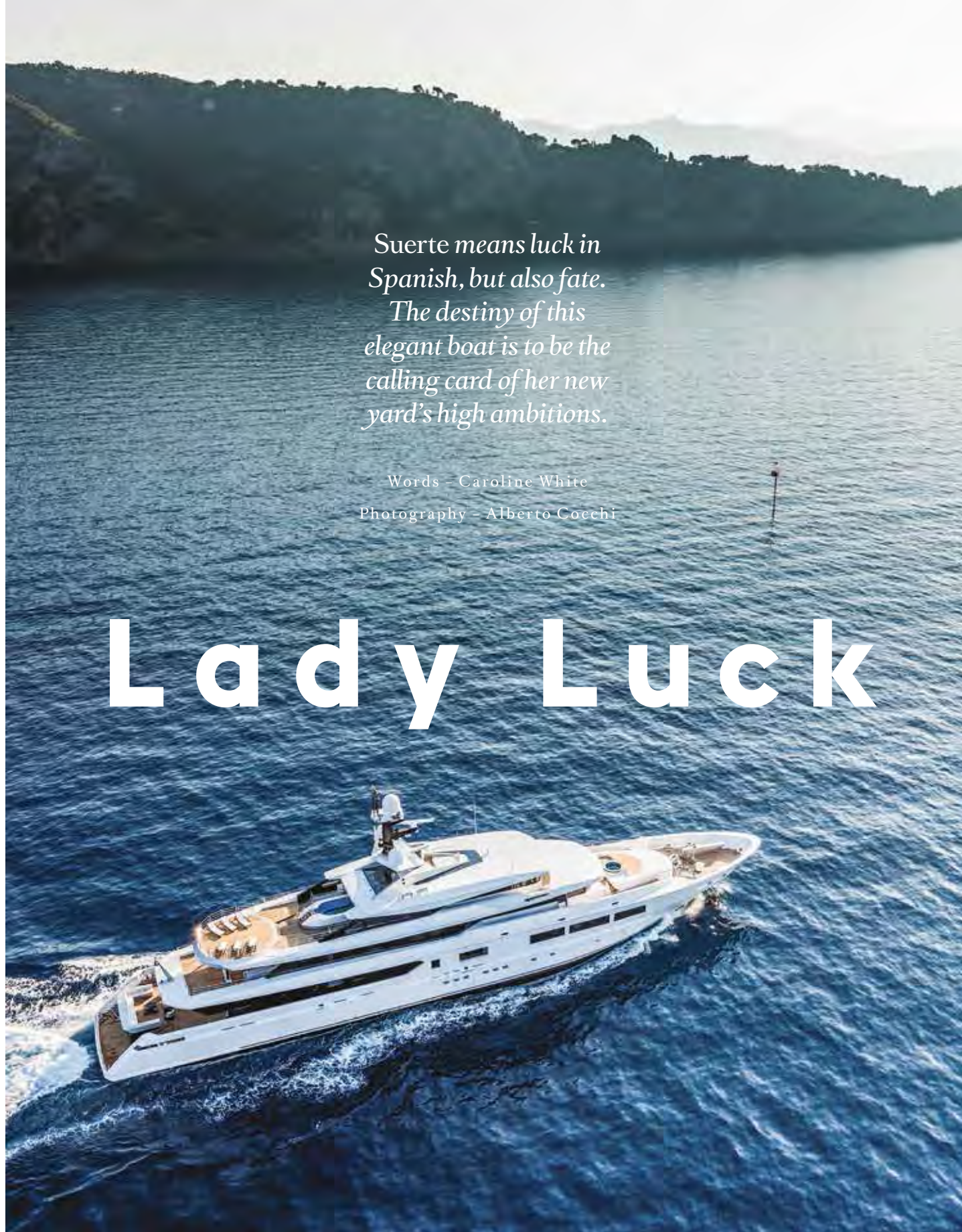
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BOAT
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Suerte means luck in Spanish, but also fate. The destiny of this elegant boat is to be the calling card of her new yard's high ambitions.

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Photography - Alberto Cocchi

Lady Luck



*The ambition to become a boutique, custom
yard is visible in unusual design decisions.*



It's hard to get your bearings on a partly built yacht, picking your way over steel bones while welding torches fizz like fireworks through soon-to-be portholes. But on 227-foot *Suerte* the confusion stems from more than just a monotony of girders and the effort of not stepping into anything deep or pointy, or through anything frighteningly expensive.

"On top, up there, we have one extra sunbathing area, very private, which is reached by elevator from the gym," says *Suerte's* build captain, Renzo Chelazzi, waving his hand toward the mast. Down on the main deck, he introduces a huge lobby with the rudiments of an unorthodox central staircase that goes to the beach club. As the grand potential of this space assembles itself in the imagination, he is already standing on the stern platform below, gesturing into the beach club.

"The sauna, it has a window that looks out onto the sea," he says. These aren't common superyacht features. In fact, in her uncompleted state, *Suerte* feels disorientingly unfamiliar.

At the 2015 Monaco Yacht Show a few months later, these uncertainties have turned into a treasure trove of unexpected delights, and the questions become more

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about how this unusual boat came to be.

The explanation lies partly at the yard. In 2004, Guido Orsi sold the sporty motor yacht brand Baglietto that he directed for a decade. In 2008, he returned to the trade and founded Tankoa, moving up considerably in size with the yard's first boat, a 197-foot-plus yacht. With Baglietto's top management and entrepreneurs on site, as well as a prime waterfront plot in Genoa near the international airport, the young yard had a distinctive aim — to have a custom product made in Italy, but with Northern European quality. Many of the yard's workers had years of experience working at Baglietto but others, specialists in various areas, were handpicked from yards farther north.

A client signed on for the first build and Francesco Paszkowski worked up a design, but the global financial crisis hit and the client put the project on hold. Thanks to intelligent investment in its early years, the yard's finances remained healthy, and in 2014, a new owner bought the project. He asked Paszkowski to refresh the design — in particular the beach club, which gained 13 feet and an incline. Paszkowski describes the elegant,

modern exterior as "an accurate combination of curved and clear lines" accented with flashes of silver-gray and black. Inside, Paszkowski collaborated with interior designer Margherita Casprini on a "cozy and contemporary" ambiance.

The yard's first build would inevitably be its calling card, so *Suerte* is an embodiment of its ethos. "The technical specification is the best in the world: the rudders are Rolls-Royce, the engines are Caterpillar, the generators Northern Lights," says Tankoa General Manager Edoardo Ratto — in other words, brands you might find on a Northern European superyacht. Acoustics and vibration attenuation went to Dutch specialist Intersona; the interiors are "floating" and the superstructure is coated with an acoustic absorber. And for piping, the yard chose Ocen, which builds for Fincantieri and Picchiotti. It is telling that the yard seems as proud of *Suerte's* massive, orderly engine room and even her navy-certified wiring, as of her decorative finishes.

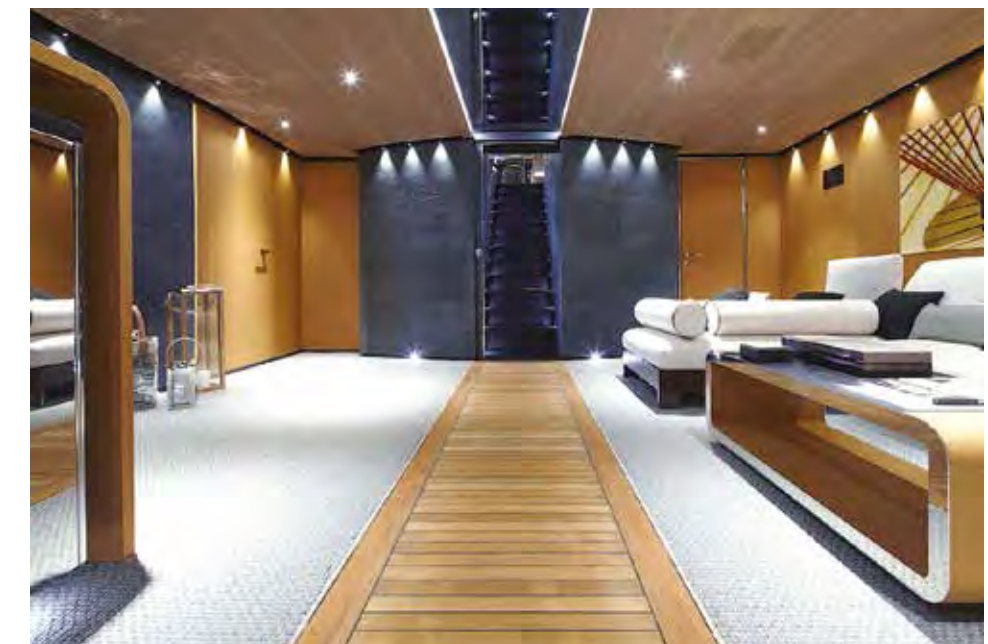
For communication, the captain insisted on a Venktron public address system, the kind used on passenger ships. "The telephones in the guest cabins become the speakers from the bridge," he says. "I can

push a button and talk to everybody around the boat. It is important for safety reasons or if you want to inform the passengers regarding an arrival time or some special area you are passing." On the wing stations the same system is available to crew hands-free, allowing the captain to concentrate on engine levers, bowthruster and rudder. "Otherwise, he must be an octopus," says Chelazzi with a smile.

Indeed, maintenance and usability have been carefully considered. For example, the ceiling panels on the aft deck's overheads are easily replaceable if damaged and are fastened to the ceiling structure for extra safety. There are water points everywhere so that crew can hose down decks without snaking hoses halfway around the boat.

The ambition to be a boutique, custom yard is visible in unusual design decisions. Whether guests alight by tender at the spa-like beach club — rather a tempting foretaste for weary travelers — and saunter up the glamorous central staircase, or arrive by passerelle a level above, the main-deck lobby with its swanky bar is the space that welcomes them.

Opposite: Broad indoor and outdoor spaces have been imaginatively developed with a multipurpose, convertible upper-deck salon (center left) brightened by flickering light from windows in the pool above (top left), spacious covered dining aft (top right) and an enclosable spa-like beach club that functions in all weather (bottom right).



See more on the iPad edition





When guests alight from the tender at the beach club and saunter up the glamorous staircase, the main-deck lobby with its swanky bar is the space that greets them.

It's unusual to dedicate such a chunk of space to an entrance hall. "It's very different from any other boat we designed so far," says Paszkowski. "You actually step on board through lateral sliding doors instead of sliding doors from the aft deck." This quirk freed up the space aft of the lobby to become what he likens to "a winter garden surrounded by glass walls." With wafting white curtains and low sofas, it elevates the lobby into a light-flooded private lounge – books by day, cocktails by night.

Forward from here, rather than a formal salon, there's a TV room with an 80-inch curved screen and no windows. This is a creative solution: Ventilation ducts from the engine room run up through the side walls here, precluding ports. "So it appeared to be the best area to place the TV room, combining a technical issue with an owner's request," says Paszkowski. "You can close sliding doors from the lobby and from the dining to make the area darker." The décor here is soft and comfortable, with rounded furniture, plump upholstery, silky carpets and velvets in taupe and pale gold.

Partially separated from the TV room by an enormous fish tank, the dining salon focuses the attention on two artworks designed by Paszkowski's studio: one a ceiling sculpture of mercury-like blobs that reflect light from the surrounding recess, the other a wine cooler that elegantly showcases the vintages on offer from the cellar. Forward on this deck are the four guest cabins with Carrara marble en suites and a full-beam VIP, chic and masculine in black leather, lacquer and warm woods.

On the upper deck the designer and yard created another unusual space. To protect the beach club, exhaust is channeled up a ventilation shaft to the mast, running through the middle of the upper salon. Paszkowski made this division a useful one, with sliding partitions that can transform the space from the single open-plan into two or three parts depending on the occasion: a sushi bar to port, a salon-cum-cabin to starboard (the sofa transforms into a bed and an adjoining head becomes an en suite) and a seriously glamorous sitting room aft. Here, light refracts through skylights in the bottom of the pool above onto the gray velvet sofa and dappled silk carpet. Even that inconvenient ducting looks part of a plan, clad in black leather and chalky Jerusalem stone.

The owner's cabin is forward on this deck, with an office, dressing room and huge bathroom. "Privacy is ensured in the office by rotating foils inside the glass wall," says Paszkowski. "The bed with a leather bedhead is center stage and its raised position enables a striking outside view."

The bed overlooks the private owner's spa pool forward, surrounded by sunpads and shielded from the

foredeck proper, slightly lower down, by artfully placed awnings. It's a short stroll aft from the suite to the central elevator, where one can either go down to the main deck, up one level to the gym, or up yet another level to that ultra-private sunbathing area – a couple of sunpads and a little decking perched on the hardtop.

This is one of several excellent exterior spaces but the wheelhouse deck – more than a third of the boat's length – boasts the lion's share of treats. The 2,100-gallon heated pool has a waterfall and a bar, while aft, the helipad is surrounded by sunpads for daytime lounging. In the evening, set up a DJ at the bar, turn on the extra speakers for serious volume and the built-in lights, and you have a disco. For more sedate gatherings, the upper aft deck offers al fresco dining for 12 to 14 and comfortable seating.

For crew, things have been well-thought-out; they never have to pass through a guest area, and the galley has every conceivable appliance, including a blast chiller for sushi prep and mini refrigerated drawers for frequently used ingredients. Up on the wheelhouse deck, crew throw used towels into a laundry chute that deposits them in the tank deck laundry. There are two large, adjoined messes, and each lower-deck crew cabin has its own TV and en suite, while the captain's cabin is aft of the wheelhouse with its own office.

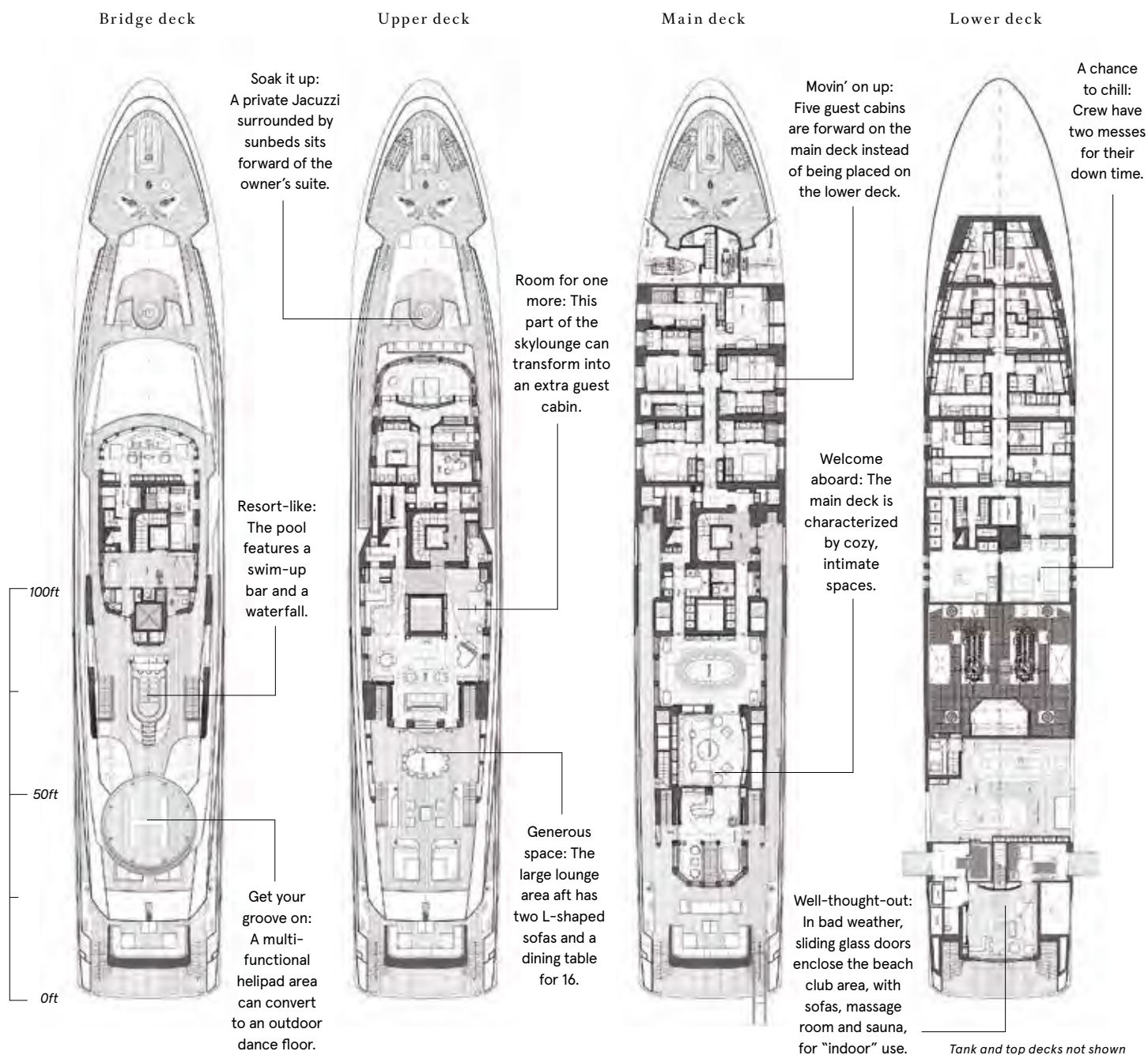
There's so much storage: big cold stores, dry stores, luggage stores and freezers, garbage crushers and a 177-cubic-foot refrigerator for storing compressed refuse. There's even handy storage for cushions, built into the upper aft deck. A foredeck hatch houses three or four Jet Skis – the owner's son is a big fan – while two tenders are stored in a side-opening garage. This, of course, frees up the stern for that spectacular beach club, arguably the yacht's greatest charm. In good weather it offers ample lounging out on the stern platform or fold-down terraces to port and starboard. In bad weather, sliding glass doors enclose it and there is still plenty of space to relax inside on low sofas, as well as the sauna and hammam to warm up in. And the central stairs make a big difference.

Many beach clubs, connected to the rest of their boats by exterior or pokey interior staircases feel like faintly utilitarian add-ons. This feels central to the design, a starting point rather than an afterthought, and it enriches the overall lifestyle on board. Low-lit under slate walls and trimmed with smooth carpet, it is, as Paszkowski says, "a world apart, separated but strictly connected with the main deck and the sea." Lying on a massage table here, with the waves bumping gently against the hull, you might well forget where you are. ☐



Opposite: Instead of the typical main salon, there's a casual TV room (center left), separated from the dining by a large fish tank (bottom left), and a lobby that emulates a winter garden (bottom right). Also on this deck is an ultra-quiet full-width VIP (top right). The master with its study is up a deck, commanding the best views (top left and center right).

Suerte – Tankoa



LOA: 227' 4" (69.3m)
Beam: 38' 1" (11.6m)
Draft (half load):
 10' 2" (3.1m)
Displacement: 1,120 tons
Power: 2 x 2,450-hp
 Caterpillar 3516 B DITA-
 SCAC HD

Speed (max/cruise):
 16.5/15 knots
Range: 3,000 nm @ 15 knots
Generators: 2 x 230kW
 Northern Lights; 1 x 155kW
Fuel capacity:
 42,795 U.S. gallons
Freshwater capacity:
 9,933 U.S. gallons

Tenders: 2 x 25' Dael
Owner and guests: 12
Crew: 19
Construction: Steel, aluminum
Classification: RINA – C HULL,
 MACH, unrestricted, YCH (MCA),
 Green Star; Lloyd's 100 A1, SSC,
 Yacht, Mono, G6, LMC, UMS, EP;
 MCA LY2

Naval architecture:
 Ruggiero Naval Architects
Exterior styling:
 Francesco Paszkowski
Interior design:
 Francesco Paszkowski &
 Margherita Casprini

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