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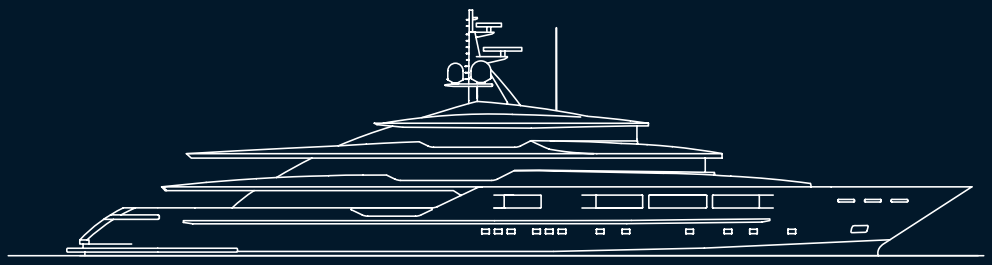
ITALIAN YACHTS



S 701

TANKOA

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Partner of your Dreams

Welcome to Tankoa Yachts Shipyard

Whatever your dream is, Tankoa Yachts will be your best partner

Tankoa Yachts is a tangible fact born from the huge passion for the sea and the fascination towards the great enterprises of its founders. The shipyard was created “thinking big”, purposely to build mega yachts and to give them an appropriate assistance after the sale. The mission of Tankoa is to be the partner of the yacht’s Owner in the realization of his Dream, make route towards new destinations, excel in technology and elegance and, last but not least, set free our unique identity and way of living on the sea.

The shipyard is placed in Genoa Sestri Ponente, in the heart of a beautiful country with a millennial history and tradition in navigation and ships building. The location gives the shipyard the added value of being in a strategic position in the Mediterranean sea.

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S 701

The dream mansion

Tankoa S701 is an open space designed to fit all the Owner's desires

Thanks to her length of 71 mt, Tankoa S701 welcomes all top luxury amenities we can imagine. The large life areas are extended from inside to outside in order for you to live an experience with no boundaries.
Tankoa S701 is the best choice if you wish large environments onboard and the freedom to customize each detail of a true cruising mansion.

Master State Room

Almost 120 mq with a 180° panoramic sea view enriching this luxurious space with a private studio, jacuzzi and terrace with sun beds to maximize wellness on board.

Panorama Dining

Dining area, al fresco bar and saloon with wind screen

Sky Lounge

Touch and Go Eli-pad convertible into a dance floor + Gym and massage area + Pool

Sun Terrace

A 360° full sundeck open sky space with sunbeds and sofas

Sea Lounge

Oversized beach club with bar and saloon with sauna, hammam and private balconies

Upper Deck and Sun Deck

With a wide body transom increasing huge internal volume and allowing direct floor to ceiling windows

Master State Room

With a private studio, jacuzzi and terrace with sunbeds

Our yachts are entirely handcrafted in Italy, inspired by a design which is defined via the cohesive architectural homogeneity within the interior and exterior area

S701 Data Sheet

Main Characteristics

Hull Type:	Displacement
Classification:	Lloyds + RINA + MCA
Hull Material:	High Tensile Steel
Superstructures:	Aluminium Alloy
Project Engineer:	Ruggiero S.r.l. (Genoa)
Exterior Design:	Francesco Paszkowski Design S.r.l. (Florence)
Interior Design:	Owner's Choice
Accommodations:	1 Owner's suite + 5 VIP suites

Dimensions

Overall Lenght:	71 mt (232,9 ft)
Overall Beam:	11,60 mt (38,05 ft)
Draft:	3,38 mt (11,08 ft)
Full Displacement:	~ 1.250 ton
Gross Tonnage:	~ 1.600 GT

Technical System

Maximum Speed at Half Load:	17,5 knots
Range at 12,5 knots:	> 6.000 n.m.
Fuel:	~ 160 m³
Fresh Water:	~ 37 m³ (Watermakers 2 x 20.000 lt/day - Idromar MC20)

Propulsion System

Main Engines:	Cat 3516 B DITA-SCAC HD
Maximum Power:	2 x 1.825 kW [2 x 2.480 HP] at 1.600 rpm
Propulsion:	Twin Fixed Pitch Propellers
Generators:	2 x 230 kW + 1 x 155 kW + Emerg. Generator
Bow thruster:	VT Naiad, Electric Drive, 200 kW
Stabilizing System:	VT Naiad, 4 Fins, At anchor

Tenders And Sports Equipment

The design criteria is to house the following tenders and jet-ski.

Main Tender:	7,20 mt
Secondary Tender:	7,20 mt
Crew Tender:	4,20 m + SOLAS Tender

Tenders and sport equipments are Owner's supply.

notes

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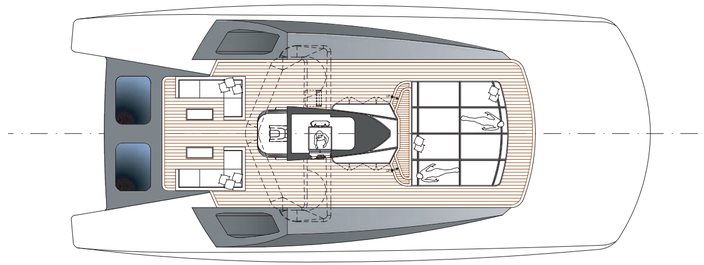
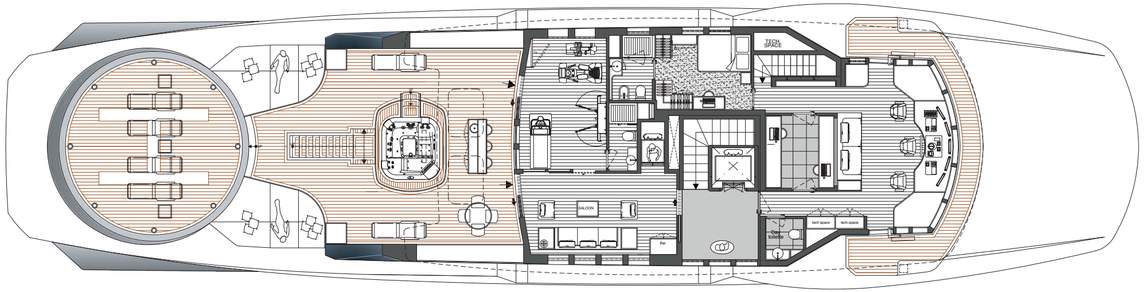
sun deck / fly deck





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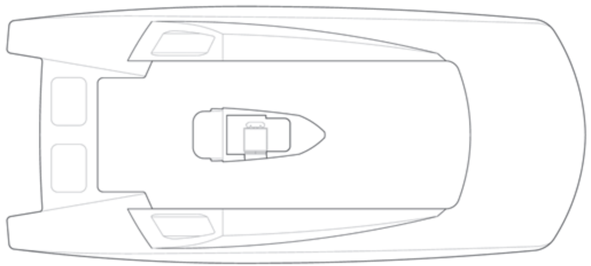
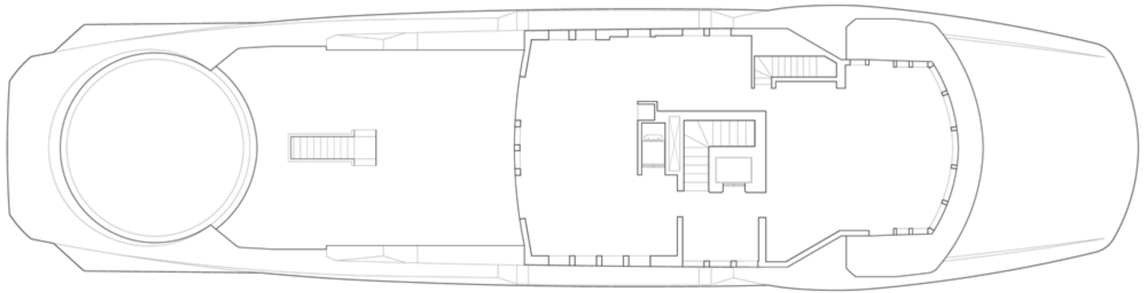
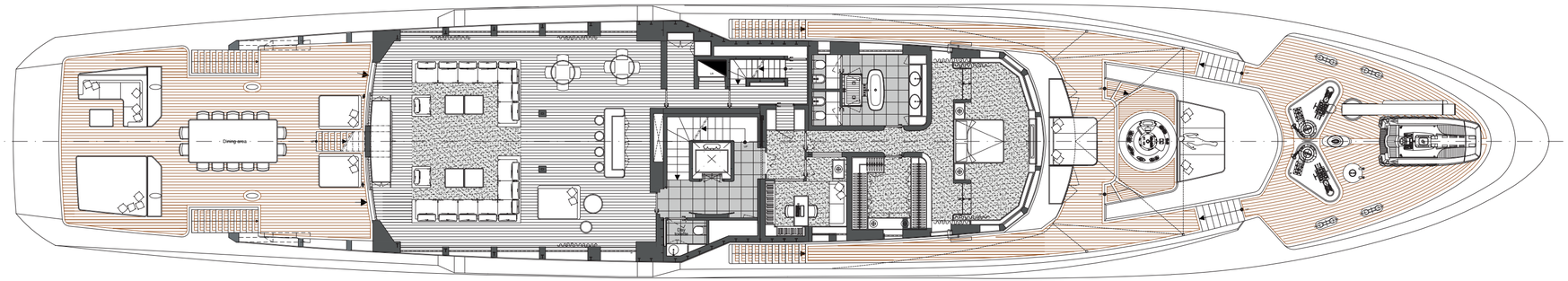
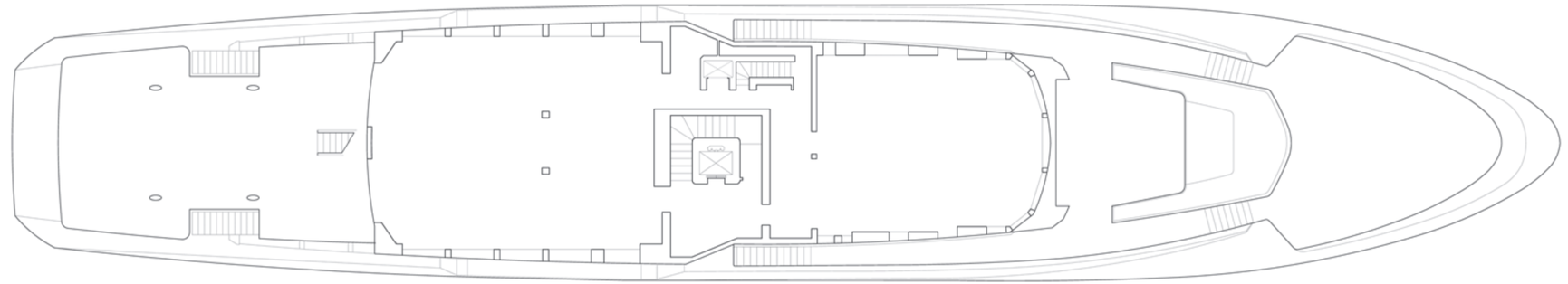




upper deck





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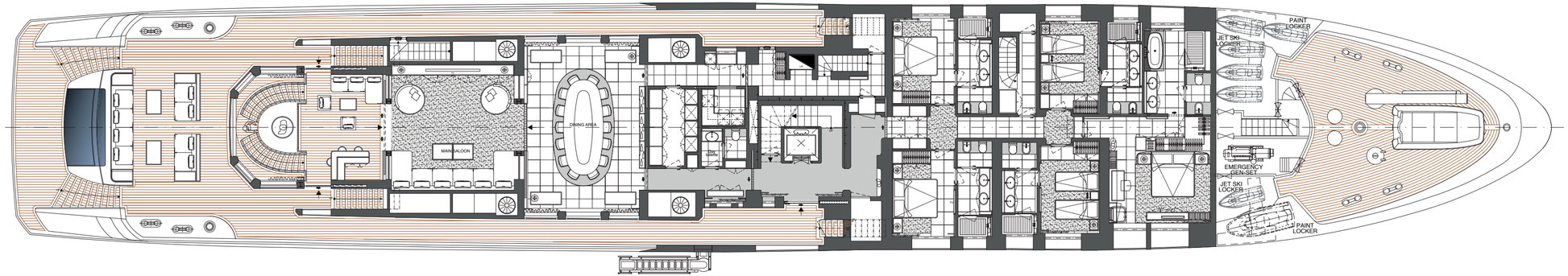
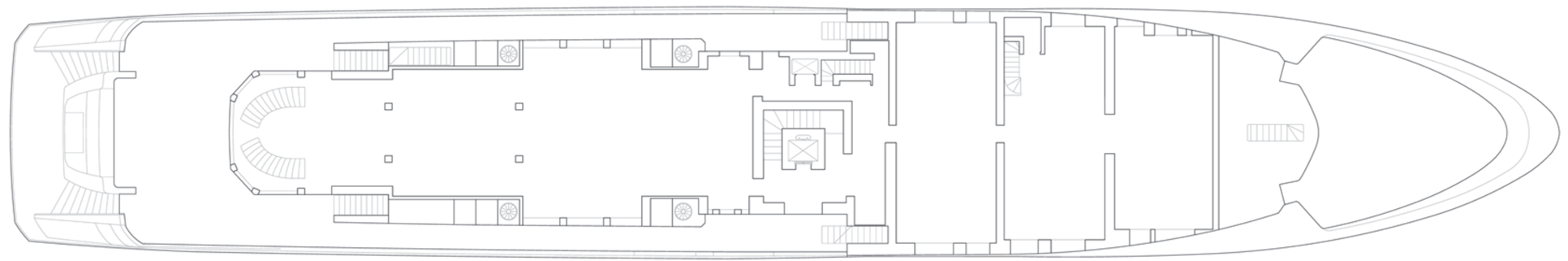
main deck





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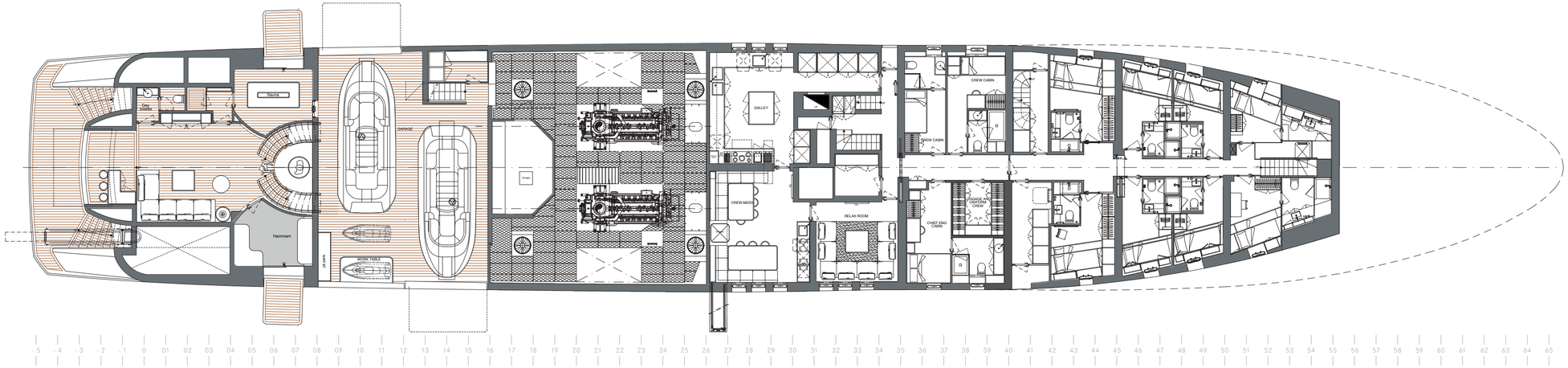
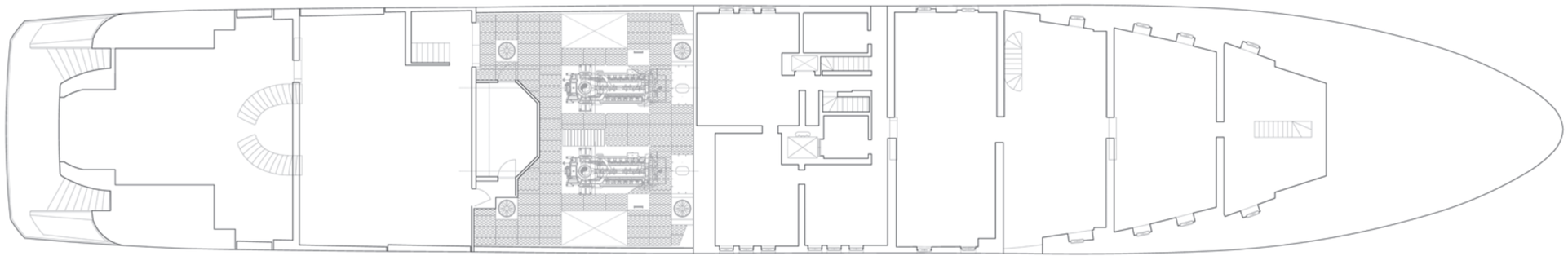
lower deck





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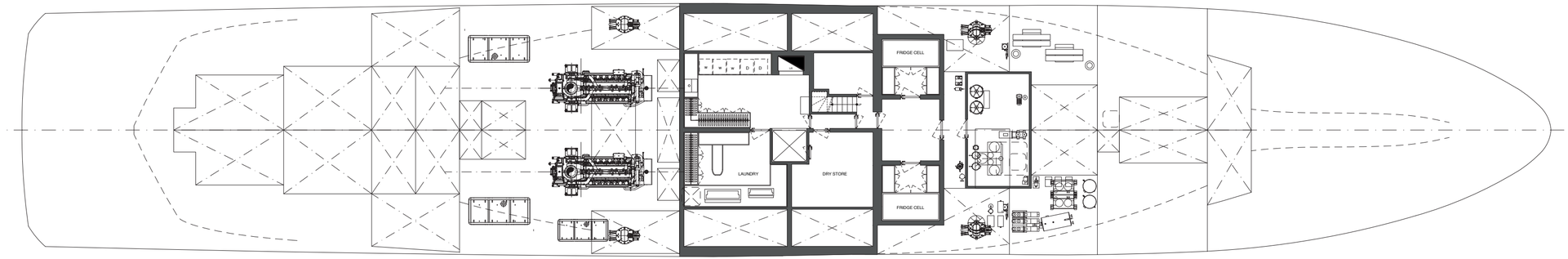
under lower deck



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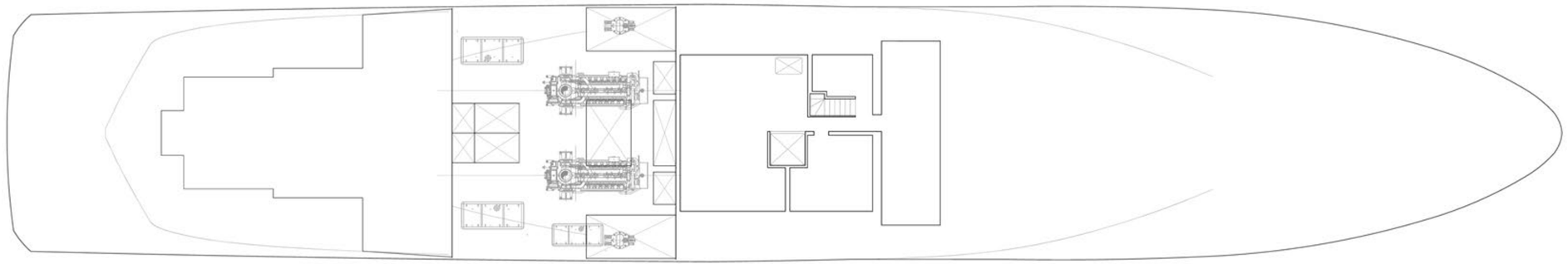

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Main System

Delivery date within 24 months

1 General
2 Classification and certification
3 Main engines
4 Reverse/reduction gear, shafts and propellers
5 Anchor windlasses
6 Active stabilizers
7 Fire fighting sytem
8 Outfitting
9 Fixed water spraying system in the accomodation areas
10 Bow thruster
11 Electrical power system
12 Air conditioning and ventilation plant
13 Deck planking
14 Bilge system
15 Fixed system in engine room and machinery area
16 Fuel equipment
17 Tender and jetski garage
18 Service areas

1 - General

The vessel described within this Technical Specification is a luxury displacement Motor Yacht with high tensile steel hull and light alloy superstructure.
The vessel is designed for deep-sea or open ocean navigtion, without any limitations.
Hence, it is designed so to meet the highest navigation, manoeuvrability and comfort requirements.
The Yacht is designed and built under the highest European Standards for luxury Yachts, for commercial chartering and worldwide navigation without limitations.

2 - Classification and certification

The construction of this Yacht, as well as the installation of her machinery, is carried out under the survey and in accordance with all the relevant Rules, in force at the time of construction, of the following Societies:

Lloyd Register of Shipping (LRS), for the issue of the Class Certificate: ✠100 A1, SSC, YACHT, MONO, G6, [✠] LMC, UMS, E.P., as Society assigned for the issue of the statutory certificates;

RINa – Italian Naval Registry – Class Certificate: C✠HULL, ● MACH, UNRESTRICTED NAVIGATION, YCH (MCA), GREEN STAR, as main Society assigned for the 2nd class certificate;

MCA – Certificate of Compliance issued by the Maritime and Coastguard Agency for the safety of large commercial/ charter Yachts, without any limitations to the navigation.

3 - Main engines

n° 2 Marine Diesel Engines Caterpillar
Mod. 3516B dita-scac high displacement.

Technical characteristics:

Diesel Cycle:	4 strokes
Air suction:	supercharged and post refrigerated
Injection:	direct
N° of cylinders:	16 “V”
Bore:	170 mm
Stroke :	215 mm
Compression ratio:	14 : 1
Displacement:	78 lt.
Dry engine weight, Net dry :	10.000 kg (approx)

4 - Reverse/reduction gear, shafts and propellers

The reverse/reduction gear are provided with the engines and connected to them through VULKAN elastic couplings of type and characteristics specified by the gears maker: ZF 7541, with reduction rate 3,63 : 1.

Shaft line traditional solution:

- n° 2 propeller shafts in stainless steel (Aquamet 22 or AISI 331 or equivalent)
- n° 2 “5-fixed blade propeller”
Material: Cunial
Propeller finishing: ISO 484 (1981) Class S

5 - Anchor windlasses

On the main bridge at the forecastle, an elevated platform is devised where, on adequate reinforced basements, two vertical shaft anchor windlasses (by OpemSistemi) are installed, with copper chain gypsy and stainless steel capstan. Such shaft anchor windlasses are operated by 400 V electric motor with “soft-starter” device, variable speed and reversible.

Power and speed of the windlasses are accordance with the Rules (approx. 15 kW power and 14 m/min speed).
The anchor chains are made of hot galvanized high-resistance steel, calibrated stud link.

Length of chains (approx. 7 lengths each, equal of 190 mt) and diameter of 28 mm.
Inside the anchor’s pockets in stainless steel there are n° 2 hot galvanized anchors, of high holding power (maker Wortelboer), approximately 800 kg, in accordance with the Equipment Number approved by the Class.
Two warping capstans with vertical shaft, with non slips rib on the drum, made of stainless steel, with reversible electric motor 400 V 3ph, 11 kW (maker OpemSistemi) are fitted on aft main deck position. Plating of the main deck in the area of the warping capstans is properly reinforced.

A number of mooring bollards in polished stainless steel are welded directly onto the deck plating, in accordance with the approved Mooring Plan, in the following positions:
- n° 4 bollards, two for each side abaft and afore the windlasses area.
- n° 2 bollards, one port and one starboard amidships
- n° 4 bollards, two for each side on the aft deck

6 - Active stabilizers

In order to ensure comfort and stability on board, two couples of active stabilizers are fitted. The system is sized for navigation as well as for zero speedconditions.

The unit shall have the following main characteristics :

Constructor:	VT Naiad Marine
Model:	VTNM 620 S@A
Dimensions of the fins:	3,49 m² x 4

Control system “Three Terms” DATUM DIGITAL Can-Bus with a sensor for rolling angle, rolling and acceleration speed. Functioning: electro-hydraulic system of 2 x 30 kW with oil reservoir of 250 lt each.

It is controlled through a colour LCD screen, displaying the ship movements and the alarm signals. The hull structure is adequately strengthened so to guarantee the correct mounting of the fins, which are fitted in such way so not extend beyond the maximum hull breadth, as well as below the keel. The fins are sized so to obtain the maximum nominal stability effect when at in navigation of 12,5 knot speed.

When not in operation, the fins auto-stabilize in a neutral position. Stabilizers control panels are placed in the wheelhouse and in the propulsion and equipment control room. Inside the hull, the stabilizers are fitted in the watertight compartments, with hatches for inspection and maintenance.

7 - Fire fighting sytem

The fire fighting system includes fixed as well as portable extinguishing equipment, in compliance with the Classification Societies and MCA regulations. On the main bridge by the escape exit from the Engine Room, the main fire fighting station is fitted with control on: the fixed fire extinguishing system in the Engine Room, the Generators shut-off system, the emergency diesel generator starters, the ventilation shut-off system, the fuel transfer pump and all the other fire prevention procedures contemplated by the fire prevention plan approved by the Classification Societies. A regulations compliant fire alarm system with heat and smoke sensors is fitted in the accommodation and all technical areas, with a monitoring system on the deck.

8 - Outfitting

The accommodation decks are build and fitted with the highest standard materials of the Made in Italy, offering a wide range of custom-made solutions for the style of furnishings and for the selection of wood and fabrics. Leather, marble, carpet, lacquering are used according to the Ship-Owner’s taste.

9 - Fixed water spraying system in the accomodation areas

A fixed water spraying extinguisher (NOVENCO) with ceiling nozzles is fitted in every accommodation area; though centralized, such system is divided in zones, controlled by dedicated detectors, so to be activated only in the interested area. The monitoring and functioning control panel is fitted in the wheelhouse.

10 - Bow thruster

A bow thrusters is fitted with these main characteristics:

Maker:	VOSPER
Model:	VT200E
Propeller diameter:	800 mm, fixed pitch
Number of the blades:	4
Power of the electrical engine:	200 kW at 1. 486 rev/min
Power of the thrust:	+/- 27 kN

The system has a propeller operated by a 3-stroke electric engine started by an inverter.

11 - Electrical power system

The yacht electrical system is fed as follows:
- n° 2 main diesel driven synchronous generators, rated continuous output power of 230 kW, capable of running continuously in parallel operation, to feed the 400 V, 50 Hz, 3ph+neutral bus-bars of the main switchgear on twin bus-bars systems linked by a bus-tie.

- n° 1 diesel driven synchronous 3phase generator, as harbour generator, with a rated continuous output power of 155 kW, capable of running continuously in parallel operation, connected to one of the two 400 V, 50 Hz, 3ph+neutral bus-bars of the main switchgear.
- n° 1 diesel driven synchronous 3phase + neutral generator, connected to the emergency switchgear (in turn connected to the main switchgear). Such emergency generator automatically starts, as a black-out occurs.

These generators have been selected from the top rated Northernlights range.
The parallel operation of the generators (the two main ones and the harbor one) can be performed both manually and automatically, with automatic active and reactive load sharing; the manual operation can be done from the main switchgear, while the automatic operation is possible both from the main switchgear and from the wheelhouse.
A shore supply with a rated power not less than 200 kVA at 400 V, 60 Hz, 3phase + neutral is provided; The shore supply consists of two twin solid state electronic converters, capable of being fed at a voltage within a range between 170 and 520 V, 40/70 Hz, 3phase, and the aforesaid individual output, therefore also working as on-board galvanic insulator from the ashore electrical system (at least 3 kV approx.); the output shore supply cables directly feed the two converters will directly feed, through a proper automatic circuit breaker, one of the two bus-bars sections of the main switchgear.
The two converters are devised so to operate in parallel, just as it has been disposed between the seamless operation of each converter and the on-board electrical grid, in order to avoid current loss to on-board electrical appliances.
The converters are produced by Mastervolt (Shoremaster series), or ASEA, ATLAS or others with equivalent characteristics and performance.

12 - Air conditioning and ventilation plant

In order to provide maximum comfort, the mixed type air conditioning system comprises a fan coil system and a treated air induction plant (chilled/heated with humidity control) with adequate extraction.
In Summer time, the water circulating in the fan-coils is chilled by the cooling units with refrigerant cycle (semi hermetic compressors) to a temperature about 5°-8°C.
In Winter time, through the reversal of the Freon flow, the circulating water is heated to a temperature about 44°-50°C.
Each room temperature is individually controlled by digital thermostats which control the water system solenoid valves and the fan speed.
The external air is treated by an adequate number of AHV (Air Handling Unit) dimensioned so to provide at least 25 m3/h air circulation per person with an adequate number of air changes (6 changes per hour).

13 - Deck planking

As also indicated on the G. A. Plan, all the decks, the external stairs connecting to various decks and the platform of the transom door are covered in teak, except for the windlasses area. The planks are not less than 60 mm wide and 4 mt long, except for those areas where the deck geometry does not allow it, in which case they run parallel to the deck contour.
The final thickness of the decks and stairs teak covering is 20 mm, whereas the swimming platform of the transom door is 15 mm. The selected teak is of the best quality, with a uniform colour without any spots, nods or any tar embeddings.

14 - Bilge system

The bilge system has a remote controlled monitoring and checking system capable of been operated from the wheelhouse and from the machinery control room.
The system is fitted with an alarm system for water leakage in the bilges and connected to the monitoring screens and a number of 24 V CC electro valves to suck from the concerned bilge.
In addition to the main system an emergency pump is fitted. It all complies to the Classification Societies' requirements.

15 - Fixed system in engine room and machinery area

A fixed gas extinguisher type CO2 (maker MINIMAX) is fitted with adequate size bottles (calculated on the gross volume of the space to be protected).

16 - Fuel equipment

The fuel is kept in double bottom tanks integrated in the structure of the hull with a total capacity of 162.000 lt (included daily tanks) + about 25.000 lt (in the extra fuel containers) for a grand total of about 179.800 lt.
All the tanks are equipped with level sensor (VEGA) connected to the monitoring system.
Two daily tanks with capacity of 2 x 3.650 lt are provided in the engine room, and the fuel is automatically transferred from different tanks to the daily ones through the fuel purifier Alfa Laval.

Fuel transfer pumps:
- n° 2 Gianneschi P&B, delivery 26 mc/h, head 36 mt, 380 V, 4 kW.
- n° 1 Gianneschi P&B, delivery 3 mc/h, head 42 mt, 0,37 kW for stripping.

The tender refuelling hose and gun are located by the bunker station.

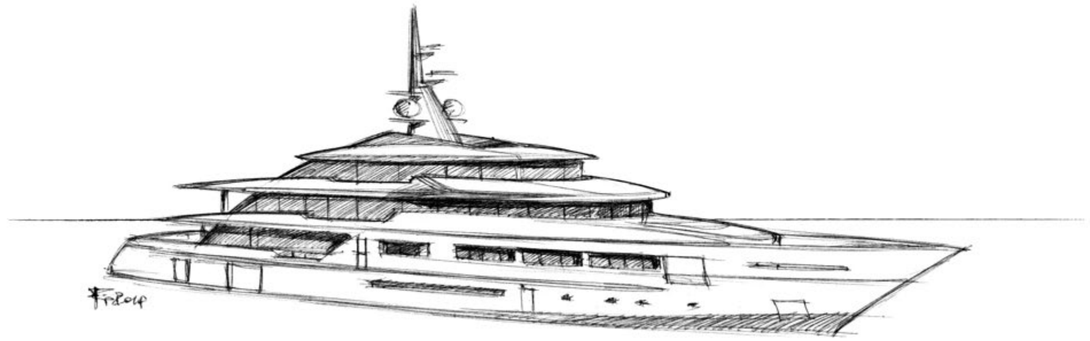
17 - Tender and jetski garage

In the garage area astern of the engine-room are recovered n° 2 main tenders of 7,10 mt max. length (Castoldi Jet Tender 23 type) and one service tender of 4,20 mt max. length (Castoldi Jet Tender 14 type).

At the sides of the peak on the fore deck, there are n° 2 Jet-skies 3,30 mt and n° 2 Jet-skies 2,15 mt.
On the fore deck, in the windlasses area, there is the SOLAS rescue tender.

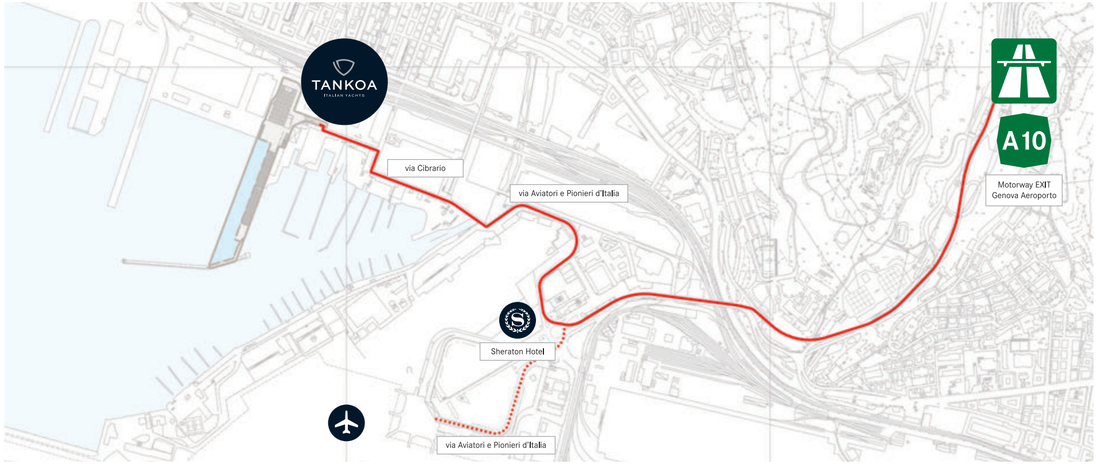
18 - Service areas

All the service areas such as the crew deck, where kitchens and crew rooms are located, and the tank deck housing technical rooms, laundry and refrigerating areas, are up to the highest standards and respectful of the international requirements for on-board living.



Main Suppliers

AIC	DETRA	INTERSONA	OPEM SISTEMI
ALFA LAVAL	DVZ SERVICE	JETS & VACCUM	PIZZORNO & LINI
ALTRA LUCE	FASER	LIBRA	POLIPODIO
AP MARINE	GIANNESCHI	MATRIX	PRISMA
ASEA	GLENDINNING	MINIMAX	ROLLS-ROYCE
AUTRONICA	HAMANN AG	MOTOMAR	SCM
CATERPILLAR	HEINEN & HOPMAN	NEWTHEX	TEBUL
CANTU' CONTRACT	HUG	NORTHERN LIGHTS	VEGA
CP NAUTICA	IDROMAR	WILHELNSEN NOVENCO	VIRAVER
CRESTRON	IL FRIGORIFERO / FRIGIT	OPAC MARE	VOSPER NAIAD DYNAMICS



44°25'15" 008°50'45"

The shipyard is placed in Genoa Sestri Ponente, near "Cristoforo Colombo" International Airport, few kilometers away from its exit on the "Genova-Ventimiglia" (A10 Highway) and opposite of the New Yachts Marina.

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