

THE ITALIAN JOB III — SOLARIS YACHTS



Builder: SOLARIS YACHTS

Year Built: 2010

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: Spain

LOA: 62' 3" (18.97m)

Beam: 16' 9" (5.11m)

Min Draft: 7' 10" (2.39m)

Max Draft: 13' 5" (4.09m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **THE ITALIAN JOB III — SOLARIS YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **THE ITALIAN JOB III — SOLARIS YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

The ultimate push-button Italian performance cruiser by Solaris, from the board of Bill Tripp. Lifting keel enables access to shallow anchorages whilst ensuring deep draft performance. Every conceivable mod-con to ensure easy sailing by two!

Basic Information

Category: Cruising Sailboat

Model Year: 2010

Year Built: 2010

Country: Spain

Dimensions

LOA: 62' 3" (18.97m)

LWL: 56' 1" (17.09m)

Beam: 16' 9" (5.11m)

Min Draft: 7' 10" (2.39m)

Max Draft: 13' 5" (4.09m)

Speed, Capacities and Weight

Displacement: 55115.5655 Pounds

Water Capacity: 211.3376416 Gallons

Holding Tank: 42.26752832 Gallons

Fuel Capacity: 158.5032312 Gallons

Accommodations

Total Cabins: 4

Total Berths: 8

Total Heads: 4

Hull and Deck Information

Hull Material: GRP

Deck Material: GRP

Hull Finish: Polyethylene

Hull Designer: Bill Tripp

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 4LHA-DTP

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Broker's Comments

THE ITALIAN JOB III is a very special Solaris 60 being hull number 3 out of 4 built. She fulfills the owner's brief of a true dual purpose cruiser-racer.

In two-handed cruising mode, the central push-button hydraulic system powers the primary functions; retractable bow-thruster, jib furling, code-zero furling, in-boom furling, magic-trim mainsheet, anchor winch, lifting keel, transom door and integral telescopic gangway. All winches are electric including the bow-mounted retractable mooring warp winch.

Whilst in racing mode, she benefits from a Hall Spars carbon mast, composite boom, and full suite of North 3DL racing sails.

The APM vertical lifting keel allows access to shallow anchorages at 2.4 metres when lifted, but when lowered to 4.1 metres the powerful righting moment and lift ensures electric performance and stability.

The interior layout is contemporary, light and airy yet exudes the traditional craftsmanship of the Solaris shipyard.

The Bill Tripp lines are clean, sharp, elegant, and exemplify his catchphrase a true 'Café Racer'.

Construction

RCD Status: The yacht conforms with the essential safety requirements of Directive 94/25EC (Recreational Craft Directive) and is categorised A – "Ocean"

Hull, Deck & Superstructure Construction:

- White GRP hull and superstructure with custom dark grey style stripes, and black

antifouling.

- Hull and deck are sandwich construction (PVC Airex Core) of uni and bidirectional fiberglass.
- This kind of structure gives a light hull which is far more resistant to dynamic stress and is far more solid than a plain resin bonded laminate construction.
- Airex core, an expanded closed-cell vinyl polychloride preventing moisture from expanding into the construction in case of a damaged section.
- High quality epoxy-vinylester marine resins and polyurethane varnishes are used.
- Vacuum resin infusion is used for core lamination.
- Carbon is used for areas which are exposed to higher loads, or single skin lamination as in the keel area.
- The transversal and longitudinal reinforcements of the hull are hand made by vacuum infusion over high-density Airex core, with limber holes enabling bilge water to pass to the lowest point. The structural elements of a Solaris are carefully assembled to provide a monolith structure, where all components are made of similar materials with similar structural characteristics. Intersections of the longitudinal and transverse beams are made with a higher compression core to absorb the increased loads.
- Running deck, coachroof, cockpit seating, cockpit floor, aft sundeck and hydraulic bathing platform are covered with 10mm teak planning with black caulking – there are no transverse caulking joints on a Solaris yacht.
- 8 x Tempered crystal hull windows, 2 x in the forward owner's cabin, 4 x in the saloon and 1 x in each of the aft port and starboard cabins. Fixed coachroof windows are custom made curved tempered crystal.
- All deck hatches are flush and are either custom made by Solaris, or provided by Solimar.

Chain Plates:

- The full-width central chainplates are made in composite and are fixed into the strong superstructure of the yacht.
- The deck area around the mast and the chainplates are reinforced with carbon. Where needed, the sandwich core is made in marine plywood instead of Airex core.
- The aft chain plates are fixed to a composite reinforcement, well resin bonded to the hull bottom and the deck.

Structural Bulkheads:

- Forward, aft and main bulkheads are in composite. All other bulkheads are in best quality marine plywood in Burma teak finish. All bulkheads are laminated into the hull and deck.
- Hull, deck and bulkhead joints are made in composite and GRP.
- Sail locker bulkhead is watertight.

Mast Step:

- The inox steel mast base is bedded on a GRP support which is connected to the stringers, floor and bottom, well resin bonded to the yachts superstructure.

Access to the Bilge:

- The tidy bilge is easily accessible.

Engine Bed:

- The engine bed is made of mahogany, well resin bonded to the hull and to longitudinal and transversal reinforcements.

Drain Holes:

- The bilge drainage system is designed to get all water to the lowest level of the bilge in order to discharge outboards.

Keel & Rudder:

- High aspect ratio hydraulic lifting keel with steel blade and lead torpedo bulb by APM and Cariboni. The keel housing is a custom solid carbon fibre truck from the hull base to the deck head, for maximum lift range and strength. The keel is lowered/raised at the touch of a button on the helm station, by two hydraulic rams. Access to the top of the keel for inspection and maintenance is via an opening flush deck hatch.
- Balanced rudder in GRP-Airex core and the fin is resin bonded to the shaft with epoxy

resin. Carbon fibre rudder stock.

Stern Garage:

- Stern garage with an electrical-hydraulic system, garage for dinghy stowage. Garage fitted with a bathing ladder and a hot/cold water pressure shower.

Machinery

Engine & Gearboxes:

- 1 x Yanmar 4LHA-DTP 200hp.
- ZF63V reduction 2.5:1 gearbox.

Maintenance & Performance:

- Engine Hours: c, 1321.
- Engine Serviced: TBC.

Propulsion & Steering:

- Twin Solimar race series steering binnacles, direct cable connection to quadrant.
- Stainless steel double spoke steering wheels 1100mm diameter with elk hide trim.
- Shaft driven 4-blade Variprop propeller through P-bracket.
- Hydraulic Bow Thruster Mod. MAX POWER R200/8 24 V with control on the helm station.

Electrical Systems

Voltage Systems:

- 24v domestic and 12v engine and generator start systems.
- 220v sockets at galley, chart table, owners and guest cabins.

Battery Banks:

- 24 v domestic bank of 900 ah deep cycle gel batteries located centrally in the saloon.
- 2 x 12 v 100ah engine/generator start batteries.

Battery Chargers:

- Mastervolt 100ah 24v battery charger for domestic group.
- Mastervolt 30ah 12v battery charger for main engine and generator start batteries.

Alternators:

- 1 x 150 Ah/24v alternator for service batteries on the main engine.

Generator:

- Mastervolt Whisper 10, 9.4kw, located in the engine compartment. Hours: c. 118.40.

Shore Power:

- 220V is supplied by inverter, shore power or generator.
- 220V ac sockets in each cabin, galley, saloon and chart table.

Other Electrical:

- 1 x 24/220v. inverter, capacity 1.500 W, Mastervolt.
- The AC/DC distribution panel is divided in two sections.
- 1 x Switchboard for 220v AC, protection and distribution control with automatic thermo magnetic switches and check lights.
- 1 x Switchboard for 24v DC, protection and distribution control with automatic thermo magnetic switches and check lights for all consumers.

- Digital monitors: voltmeter and amp meter for AC and DC current.
- DC electric system protected from overload and short circuit by general thermo magnetic switches mounted near the batteries, one for every battery group and each consumer.

Plumbing Systems

Fresh Water & Water Heating System:

- Seacocks are flush to hull, custom made by Solaris.
- 24v electric hot and cold domestic water system.
- 50 l hot water boiler with 220v immersion heater and exchange heating system with the main engine.
- Gianneschi & Ramacciotti fresh water pump in marine bronze.

Bilge Pumps:

- 2 x 24v electric pumps for the main bilges, forward sail locker and transom garage.
- Henderson manual bilge pump for main bilge.

Tankage

Fuel:

- Total capacity of 600 litres in 2 x stainless steel tanks.
- Main reserve tank located beneath the main saloon soleboards.
- Day tank to port of main engine with 24v auto or manual transfer system.

Fresh water:

- 2 x Rigid polyethylene fresh water tanks with analogue gauges at chart table, 800 litre capacity, located centrally beneath the main saloon sole boards.

Blackwater holding tanks:

- 4 x Tecma Finesse 24v electric flush toilets supplied by fresh water (to prevent odor). Toilets discharge into Black water tanks of approx. 40 l capacity each, which are emptied via gravity discharge. Alternatively, the toilets can be set to discharge directly overboard.

Greywater holding tanks:

- Greywater from the galley, basins and showers is discharged into two rigid polyethylene greywater holding tanks located in the bilge, fitted with float switches and automatic pumps.

Navigation Equipment

In cockpit:

- Raymarine E90W colour multifunction screen positioned on port steering console.
- Raymarine autopilot SPX 30 with hydraulic linear drive and ST70 control head.
- 3 x Raymarine ST70+ maxi displays at mast in Hall Spars carbon housing.
- 2 x Raymarine ST290 analogue wind displays.
- Ray 240 E cockpit VHF unit.
- Raymarine 18" 4kw HD digital mast mounted radome – painted black to match mast.
- Raymarine Raystar 125 GPS antenna.
- Raymarine Smart Controller.

At chart table:

- Raymarine C120W colour multifunction screen.
- AIS receiver.
- Navtex NX-300.
- Ray 240E VHF.
- Raymarine ST70 display.

Domestic Equipment

Galley:

- Double stainless steel sinks with mixer tap.
- Custom stainless steel fridge.
- Custom stainless steel freezer.
- Alpes Inox stainless steel gimbaled gas cooker with 3 burners and 220v electric oven.
- 220v microwave oven.
- Dometic compact dishwasher.
- Alpes Inox extractor hood.

Heating & Ventilation:

- 24000 BTU Veco air-conditioning cooling and heating system.

Entertainment:

- Samsung flat screen TV mounted port side in main saloon behind high level cabinetry, with Glomex masthead TV antenna.
- CD/DVD/MP3 player with 2 x saloon speakers and 2 x cockpit speakers.

Lighting:

- LED flush mounted interior lighting throughout.
- LED red night lighting to main companionway steps and chart table.
- Chrome reading lamps to all cabins.

Accommodation

Summary of Accommodation:

- The interior joinery is Burma teak throughout.

- Teak sole boards throughout easily removed with suction gripper.
- White leather upholstery to main saloon and white leather side paneling to owner's forward cabin and main saloon.

Description of layout from forwards:

Forward Master Cabin:

- Centre-line double berth with storage drawer beneath.
- Shelving to sides of berth.
- High level lockers.
- Large double hanging locker.
- Overhead deck hatches.
- Vanity table with white leather upholstered stool, mirror and general storage lockers.

Master Cabin En-suite Heads:

- Shower cubicle.
- Wash hand basin with mixer tap, mirrored vanity unit with storage locker beneath.
- Tecma electric marine WC.

Galley:

- Galley forward and to port of main saloon (opposite mast).
- White Corian counter top.
- Hinged door with rubbish bin.
- High-level storage lockers.

Crew Cabin

- Forward and to starboard of main saloon (opposite galley).
- 2 x single bunk beds. The central hydraulic power packs are located beneath the lower bunk, as are the master battery switches for the hydraulics and the domestic batteries.
- Overhead flush deck hatch with black out blind and mosquito screen.

Crew Cabin En-suite Head:

- Tecma electric marine WC. Wash hand basin with mixer tap and vanity mirror above. Shower.

Main Saloon:

- Spacious, light and airy with overhead deck hatches, fitted with black out blinds and mosquito screens, 4 x fixed hull windows and opening flush hatch above galley.
- C-shaped dining area to starboard with large table and seating to three sides. The dining table can be extended.
- 2 x Round fixed stools to inboard side of table with white leather upholstery.
- Numerous lockers, drawers, drinks storage and bookshelves.
- Long settee berth to port side of main saloon.

Chart Table:

- Forward facing chart table to port of main companionway with bosun's locker beneath. White leather navigator's seat.

Port Aft Guest Suite:

- Double berth with storage beneath. Day diesel tank is located beneath this berth.
- Access door to main engine room.
- Large hanging locker.
- Side shelf.
- Opening port lights to side deck and cockpit.
- Overhead deck hatch.

Port Aft Cabin En-suite Heads:

- Shower.
- Wash hand basin with mixer tap, mirrored vanity unit with storage locker beneath.
- Tecma electric marine WC.

Starboard Aft Guest Suite:

- Double berth with storage beneath.
- Large hanging locker.
- Side shelf.
- Storage locker.
- Opening port lights to side deck and cockpit.
- Overhead deck hatch.

Starboard Aft Cabin En-suite Heads:

- Large Shower.
- Oilskin wet locker.
- Wash hand basin with mixer tap, mirrored vanity unit with storage locker beneath.
- Tecma electric marine WC.

Deck Equipment

Rig:

- Hall Spars keel-stepped black painted CARBON mast with 3 sets of aft-swept spreaders.
- Mast removed from yacht for rigging check/maintenance (September 2014).
- Clear lacquer to exposed carbon below deck.
- Mast water has a dedicated sump box with automatic discharge.

- Hydraulic mast jack.
- Rod rigging.
- LED deck lights at lower spreaders and two sets of LED up-lights.
- Navtec central hydraulic system in cockpit, controlling; 2 x back stay rams, and vang.
- Reckmann UD3 electro-hydraulic below-deck jib furler, with control button at helm.
- Reckmann electro-hydraulic below deck TPE turning pad eye for code zero.
- Reckman black anodized aluminium forestay foil with twin grooves.
- Electro-hydraulic mainsheet magic trim, with hydraulic ram located beneath cockpit floor. Fast and slow in and out control buttons on both helm consoles and additionally on the side coamings to enable mainsheet trimmer to tune the mainsail when racing.
- Halyards lines generally lead aft from base of mast to cockpit electric winches, lead below deck.
- Spinlock power clutches port and starboard inside cockpit coamings.
- Dyneema code zero and jib sheets.
- Dyneema mainsail, jib and 2 x code zero halyards.
- Mast top reinforced to take mast head code zero halyards.
- Leisurefurl composite black painted electro-hydraulic furling boom.
- Harken cockpit-towable genoa cars.
- Hydraulic forestay adjuster (buttons in cockpit).

Winches:

- 2 x Harken Radial black anodized B90.2 24v electric 2-speed self-tailing genoa sheet winches.
- 2 x Harken Radial black anodized 24v 2-speed self-tailing electric halyard winches.
- Flush/retractable Sanguinetti 24v electric capstan winch on bow for mooring lines.

Sails:

- North Sails Marathon 3DL in-boom furling mainsail.
- North Sails 3DL 800 in-boom furling mainsail.
- North Sails Marathon 3DL 106% furling jib.
- North Sail 3DL 800 106% jib (2013.)
- North Sails 3DL 800 number 3 jib.
- North Sails G-2 gennaker (pink) with Future Fibres anti-torsion stay for top-down hydraulic furling.
- North Sails furling Code Zero.
- North Sails A2 asymmetric spinnaker.
- North A1.5 symmetric spinnaker (October 2014).

General:

- Gandola integral telescopic electro-hydraulic access gangway in transom.
- Transom garage with 24v Electro-hydraulic opening transom with integral access ladder from deck to bathing platform. Separate swim ladder.
- Forward sail locker.
- Teak cockpit table with folding leaves on stainless steel frame with additional teak storages units and canvas cover.
- 2 x Side deck lazarette storage lockers for gas bottles and general storage.
- 2 x Halyard tail lockers in cockpit floor.
- Liferaft stowage pod beneath teak grating in cockpit sole near main companionway.
- 2 x Pushpit corner seats with removable seat and back-rest cushions.
- Stainless steel open-style pulpit.
- Carbon flag pole.
- Carbon boat hook.
- Custom cradle for storage of vessel ashore.

Anchoring & Mooring Equipment:

- Stainless steel electro-hydraulic retractable below-deck anchor arm.
- Hydraulic below-deck anchor windlass.
- 100m galvanized 12mm calibrated anchor chain.
- 40kg galvanized Delta anchor.
- Various mooring warps.
- Various mooring fenders.
- 6 x Stainless steel folding mooring cleats, bow, stern and mid-ships.

Covers, Canvas & Cushions:

- GRP recess for stowage of sprayhood, with snood cover.
- Sprayhood with stainless steel frame.
- Boom cover.
- Steering wheel covers.
- Helm console covers.

Tender & Outboard:

- Inflatable dinghy - Zodiac Aero 260 (2013).
- Outboard engine - Mercury 3.5(2013) on removable hoist.

Safety Equipment:

- Ocean Safety Solas B 8 man valise liferaft.
- 10 x Commodore auto lifejackets with harnesses and lights.
- Icom M33 hand-held VHF.
- 2 x Horse shoe life rings with strobe lights.

Exclusions

Owner's personal belongings.

Disclaimer

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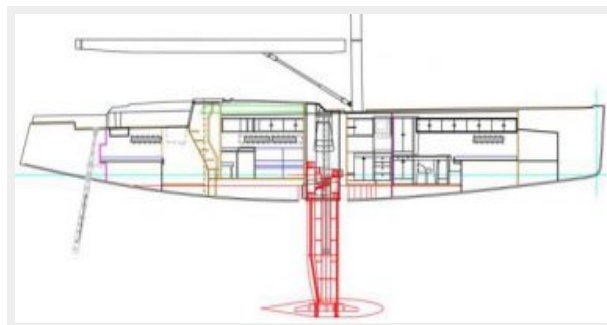
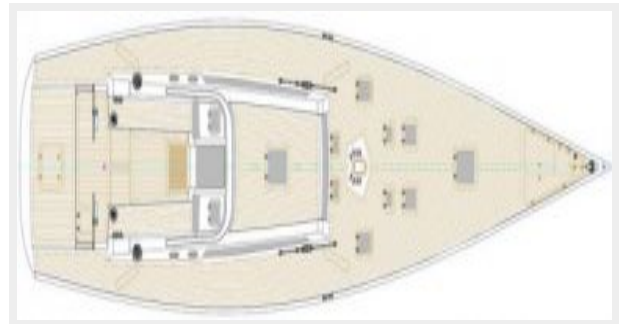
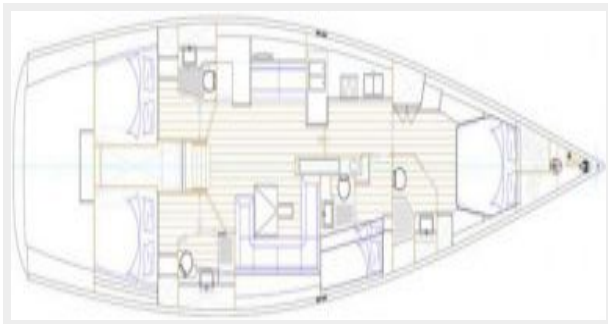
PHOTOS











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