

CANTIERI SOLIMANO 78 FT CONVERTED TUG 1962/ 2015



Specification

CAPOTESTA

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Designer	Cantieri Navale Solimano, Savona, Italy	Length waterline	65 ft 7 in / 20 m	Engine	Deutz RBV8M545 8-Cylinder Diesel
Builder	Cantieri Navale Solimano, Savona, Italy	Beam	21 ft 8 in / 6.6 m	Location	Italy
Date	1962	Draft	11 ft 6 in / 3.5 m		
Length overall	78 ft 1 in / 23.8 m	Displacement	185 Tonnes		
Length deck	78 ft 1 in / 23.8 m	Construction	Steel		

These details are provisional and may be amended

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BROKER'S COMMENTS

Originally designed to be an efficient and consistently dependable workhorse during her past life as an all-purpose servant to the busy port of Genoa, CAPOTESTA has proven the perfect subject for her tug-fanatic owner to convert to a comfortable and fun, owner-driven motor cruiser for family holidays. CAPOTESTA's always beautifully maintained Deutz 8-cylinder slow-revving engine, and almost 7 m beam on a waterline length of about 20 m, present an economic, stable and spacious platform for long distance cruises at 8-10 knots, and bursts at 13 knots when needed. CAPOTESTA's accommodation offers four en-suite double cabins with presently unfitted-out space for more - guests or crew - while her relatively untouched deck spaces nicely don't deny her past, and suggest a possible role as a race yacht mothership.



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OWNER'S COMMENTS

"Ever since I was a little boy, I had the dream of having a tug boat. I made many scale RC models of tug boats. I previously owned a trawler yacht which I totally refitted and also extended about 4 meters. One day I found CAPOTESTA on the internet and immediately fell in love with her. I purchase her while still out of the water and without any kind of sea trials, just trusting her owner 100%.

A bit risky, but worth it: everything the owner told me was 100% true. It took me three years of very hard work before we launched her on June 1st 2015 (my mother's birthday). And then another 6 years to date, where CAPOTESTA was fully completed and operating. We have used her for summer vacations cruising in the Mediterranean on 2016, 2017, 2018, 2019, 2020, and 2021 while refitting her."

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CONVERSION/ REFIT

The Conversion/ refit took 9 years. 100% originality of the vessel's principal structural and mechanical elements were retained: hull; main engine; shaft and propeller; pumps, winches, windlass and many other items kept original as they were since launched.

A total of four cabins were created, three with queen size berths; all with fully accessorized en-suite facilities.

The main deck superstructure was extended to create a large saloon/ dining area with adjacent galley. Outside, removal of the towing equipment created a large aft deck with dining space for eight. The steering gear cover was extra-purposed as a sunbathing area with some stowage under.

There are also two large lower cabins, one aft and one forward, not yet fitted out, which could be used as a storeroom and for crew.

The wheelhouse was extended aft, accommodating the large owner cabin with bathroom and a very large upper deck where a powerful crane can lift and accommodate a 7 m tender.

All electrical and plumbing systems are new. Hydraulic systems are new or refurbished as new.

The propulsion and handling was enhanced by the installation of Side Power hydraulic bow and stern thrusters.

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HISTORY

CAPOTESTA was launched down Savona's sandy beach in 1962, designed and built by Cantieri Solimano to high structural and mechanical specifications as a thoroughly dependable all purpose tug for Rimorchiatori Riuniti di Genova. She operated out of the busy port of Genoa for decades before being paid off and sold to a private buyer.

It's a testament to the manufacturing abilities of Duetz, and the minimum downtime, always ready for use maintenance and operating regime of her working life that CAPOTESTA's 1000 hp 8-cylinder engine still does exactly what it was designed to do.

Purchased still in original configuration by her present, self confessed tug fanatic owner in 2012, the conversion to an owner-operated family motor yacht for extended Mediterranean cruising took three years to re-launching on 1st June 2015, and then continuing winter work between long summer cruises until 2021.

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CONSTRUCTION

- Traditional steel: special steel plate on frame; riveted and welded
- Original hi-spec scantlings for long life for minimum down time

- 2021 Ultrasound survey reports no plate thickness reduction since build
- Fixed anti-roll fins port and starboard

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DECK LAYOUT, EQUIPMENT AND GROUND TACKLE

GENERAL

- Original steel deck painted
- Original steel bulwarks

- Door to port to galley
- Door to starboard to passage
- Deckhead lights

SPACIOUS AFT DECK

- Bulwark gate to starboard for hydraulic passarelle access
- Panama mooring fairleads port and starboard
- Ensign staff socket
- Shore power socket
- Deck shower
- Box over steering gear doubles as sunbathing platform
- Electric powered lifting lid
- Electric lift hatch to lazarette
- Stainless steel double mooring bollards port and starboard
- Original warping winch to port
- Deck hose in drum; electric and hydraulic operation
- Large aft deck partly sheltered by upper deck overhang
- 10 x Deckhead lights in overhang
- Dining table and 8 chairs
- Steps to upper deck to port and starboard of saloon double door

WIDE SIDE DECKS BETWEEN LOWER SUPERSTRUCTURE AND BULWARK

- 4 x Large bronze framed saloon windows port and starboard
- Water tight doors port and starboard to enter accommodation
- Bronze opening and non-opening ports port and starboard
- High bulwark with yacht style steel caping rail
- Steel cleats port and starboard at bulwark

FOREDECK

- Original hydraulic windlass
- 2 x chain gipsies
- 2 x Warping drums
- Mooring fairleads at rail port and starboard
- Samson post
- Flush hatch to chain locker
- 2 x Large bronze framed fwd guest cabin windows in superstructure
- 2 x Engine room vents

UPPER DECK

- Space for up to 7 m tender
- Hydraulic tender derrick - 1 tonne capacity
- Stanchions and guardrails
- Wheelhouse superstructure extended aft for owner cabin

OWNER CABIN

- 'Patio' doors entrance
- 3 x Large bronze framed windows port and starboard
- Bronze non- opening ports port and starboard
- At WC and connecting stair
- Funnel and mast over

WHEELHOUSE

- Glazed entrance doors port and starboard
- 2 x Large bronze framed windows port and starboard
- 5 x Large bronze framed windscreens

GROUND TACKLE

- Original hydraulic windlass
- 2 x 250 kg Stockless sandbalsted and hot zinc plated anchors
- 2 x 150 m chain

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ACCOMMODATION AND DOMESTIC EQUIPMENT

- Enter via double doors from aft deck
- Oak sole throughout

SALOON

- Sideboards with lamps port and starboard
- Single sofa with large pouffe
- Dining area to port
- Glass table
- L Banquette
- 3 x Chairs
- Sofa to starboard
- Sideboard fwd
- Large TV
- Sound bar
- CD player
- Many recessed deckhead downlighters
- 4 x Large windows port and starboard

GALLEY OFF SALOON TO PORT

Siemens devices

- Induction hob
- Oven
- Microwave
- Dishwasher
- Hotpoint American size fridge-freezer
- Sink with drainer

- Shower
- Ceramic countertop wash basin
- Mixer tap
- Lockers under
- Mirror
- WC
- Bidet
- 2 x Reading lamps
- Deckhead downlighters

EN SUITE GUEST CABIN 2 LOWER DECK FWD

- Sliding entrance door
- Normal size berth
- Berthside table with 2 x drawers
- Shower
- Ceramic countertop wash basin
- Mixer tap
- Lockers under
- Mirror
- WC
- Bidet
- 2 x Reading lamps
- Deckhead downlighters

UPPER DECK

<ul style="list-style-type: none"> - Mixer tap - Opening port 	<p>EN SUITE OWNER CABIN</p> <ul style="list-style-type: none"> - 'Patio' doors to large upper/ boat/ sun deck - Queen size berth - Clothes lockers port and starboard - TV - 2 x Bulkhead lights - Deckhead downlighters En-suite - Shower - Ceramic countertop washbasin - Planus electric WC - Bidet - Deckhead downlighters - Deckhead glazed opening hatch - Bronze non opening port
PASSAGE FWD OFF SALOON TO STARBOARD	
ENGINE ROOM ACCESS	
DAY HEAD	
<ul style="list-style-type: none"> - Tecma electric WC - Ceramic countertop washbasin - Mixer tap - Lockers under - Mirror - 2 x Deckhead lights 	
ALL DECKS CONNECTING STAIR CASE	
'VIP' EN SUITE GUEST CABIN MAIN DECK FWD	
<ul style="list-style-type: none"> - Queen size berth - Sideboard to port; stowage under - Many recessed deckhead downlighters - 2 x Bulkhead lights - 2 x Opening ports En-suite bathroom - Shower - Ceramic countertop wash basin - Mixer tap - Lockers under - Mirror - Planus electric WC - Bidet - TV - Bronze opening port - Bronze non-opening port - Recessed deckhead downlighters 	<p>PASSAGE FORWARD STBD TO WHEELHOUSE</p> <ul style="list-style-type: none"> - Oak sole - Aft lobby with internal staircase to all decks - Doors to wing bridges port and starboard - Traditional ship's wheel and binnacle - Ship's electrical panel and VHF radio to port on unit - Access under - Bronze Kobbelt throttle control to port - Electronic navigation displays to port - Hydraulic steering joystick to port - Access under - Chart table to starboard - Samsung CCTV display under - Outermost windcreens can open
LOWER DECK	
EN SUITE GUEST CABIN 1 LOWER DECK FWD	
<ul style="list-style-type: none"> - Sliding entrance door - Queen size berth - Large hanging lockers 	

Specification

MECHANICAL ELECTRICAL AND TANKAGE

MECHANICAL	<ul style="list-style-type: none"> - 1 x Starboard tank: 10,000 L - 1 x Day tank: 500 L
<ul style="list-style-type: none"> - Deutz RBV8M545 8-Cylinder Diesel (1962) - 1000 hp @ 380 rpm - Fuel consumption: - 100 L/ hour at max speed of 13 knots - 30-50 L/ hour at 8 - 10 knots cruising speed - Traditional steering 	Water
	<ul style="list-style-type: none"> - 1 x Bow ballast: 2.3 Tons - 1 x Central ballast: 26 Tons - 1 x Stern ballast: 3 Tons - Bow and Central ballast tanks also used as freshwater tanks
GENERATORS	PUMPS
<ul style="list-style-type: none"> - 1 x 28kW ONAN in very good condition - 1 x 65 kW Generator 	<ul style="list-style-type: none"> - 1 x 380 V 3-Phase for main engine oil circulation - 1 x 380 V 3-Phase for main engine gearbox oil circulation - 1 x 380 V 3-Phase for diesel transfer - 1 x 380 V 3-Phase Alfa Laval for filling day tank - 1 x 380 V 3-Phase for bilge and fire on main deck (starboard side) - 1 x 380 V 3-Phase for closed circuit engine cooling from main ballast - and fire on main deck (port side)
HYDRAULICS	
<ul style="list-style-type: none"> - Joystick steering - Side Power SH1000 Bow thruster - Side Power SH1000 Stern thruster 	

- Windlass
- Angelo Gandola passarelle

- 1 x 380V 3-Phase for bilge and/or black water discharge

ELECTRICS

- Shore supply, 380 V 3-phase with phase switch and insulating transformer
- On board supply, 380 V 3-phase – 220 V 2-phase – 24 V
- ZG Battery charger
- 24 V Service battery bank 1000 Ah

TANKAGE

- Diesel
- 1 x Port tank: 10,000 L

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NAVIGATION/ ELECTRONICS AND COMMUNICATIONS

NAVIGATION/ ELECTRONICS

- Steering compass in binnacle
- Raymarine plotter
- Autopilot
- Depth sounder
- Mechanical helm and hydraulic joystick.

COMMUNICATIONS

- ICOM IC-M323 VHF DSC Radio

SECURITY/ OBSERVATION CAMERAS

- Aft
- Port and starboard
- Engine room
- Propeller shaft.

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CANVASWORK

- Awning over aft sunbathing area
- Guardrail

dodgers all round upper aft deck

Specification

SAFETY

- 2 x Eurovinil liferafts
- 2 x Liferings
- Electric fire pumps
- Electric bilge pumps

- Engine room CCTV
- Propeller shaft CCTV

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OTHER EQUIPMENT

- Angelo Gandola 5 m 2 x segments hydraulic fully retracting pasarelle
- Independent hydraulic power unit

- RIB Tender - TBA
- Underwater lighting

Specification

IMAGE CREDIT

- James Robinson Taylor

as marked

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

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GALLERY

















































































