SOLARIS	SOLARIS 64 RS
LOA:	19.40m
YEAR:	2023
BEAM:	5.40m
DRAFT:	3.30m
DISPLACEMENT:	27.6t
ENGINE:	Volvo Penta D4-175
ACCOMODATION:	3 cabins + crew cabin
BUILDER:	Solaris Yachts
LOCATION:	Palma de Mallorca
PRICE:	€ 1,990,000 VAT not paid
DESIGN:	Javier Soto Acebal
FLAG:	Malta - Valletta

One owner. Never chartered. Just out of a complete warranty overhaul — *ready to sail tomorrow.*

Built to be sailed seriously. Finished to be lived in.

Solitude is a 2023 Solaris 64 RS — the raised-saloon performance cruiser drawn by Javier Soto Acebal and built at Solaris in Aquileia. Nineteen and a half metres of modern sailing wrapped around a panoramic saloon and a genuinely comfortable interior. One careful owner, never chartered, and freshly through a complete warranty overhaul — with roughly 550 engine hours from new, she is ready to sail tomorrow, in the Mediterranean or much further afield.

Two rudders, one helm, very little crew.

Twin rudders and a subtle dreadnought bow, with the deep fixed keel — 3.30 m — for stability and bite upwind. The running rigging leads aft to a compact winch package, so she can be pushed hard with a small crew or relaxed under autopilot.

Lines that sail fast — and still feel like home.

Soto Acebal drew Solitude with a wide twin-ruddered stern and a subtle dreadnought bow — lines that keep her tracking flat and fast, then forgiving when the breeze builds. The raised saloon and the central engine room aren't styling. They're what let her sail hard and still feel like somewhere you'd happily spend a week.

Oak, light, and a galley you'd actually cook in.

Below decks, Solitude is finished in warm oak throughout. The owner's cabin forward has a full double; the two aft cabins each take single berths that convert to a large double; and the bow sail locker has been built out as a crew or overflow cabin to the same standard as the rest. The galley runs the full beam at the mast — induction hob, oven, and Miele dishwasher and washer-dryer — and the guest cabins have their own ensuite heads.

The companionway steps aside, and the cockpit opens up.

Solitude's companionway sits off to one side — a small decision with an outsized payoff. It frees the cockpit for a full C-shaped seating area, so no one climbs over guests to get below. And the table is hi-low: drop it flat and the whole space becomes one enormous sunpad — then, come evening, a candle and the anchorage going still.

What you don't see was built with the same care.

The central engine room is a deliberate part of the design — it isolates the aft sleeping cabins from machinery noise rather than burying the engine beneath a berth. A Volvo Penta diesel with roughly 550 hours from new sits at the heart of it.

Air-conditioning and heating, a generator, bow and stern thrusters, and a Schenker watermaker make her self-sufficient and easy to handle. And she's just been through a complete warranty overhaul — one owner, never chartered, and ready to use tomorrow. She welcomes the closest survey.

TECHNICAL SPECIFICATIONS

OVERALL – KEY EQUIPMENT

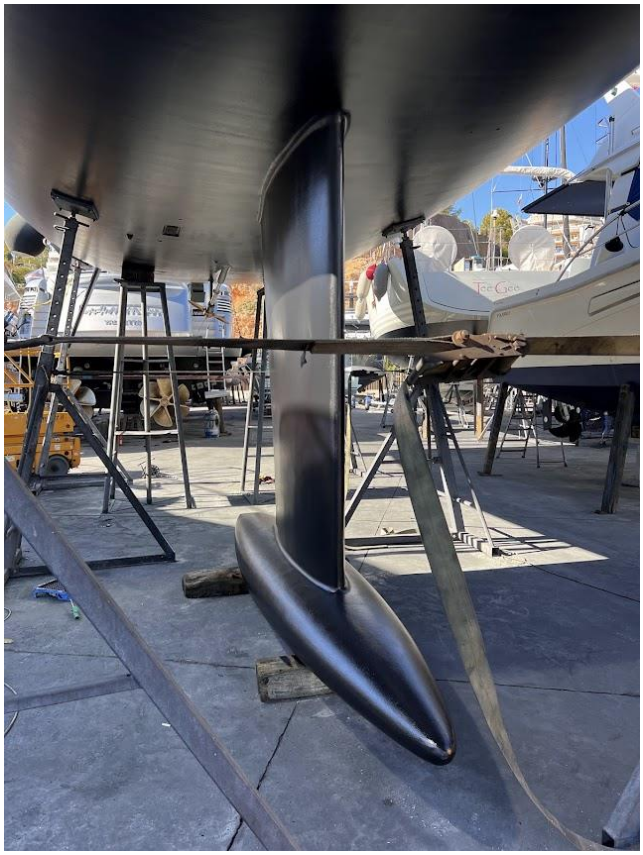
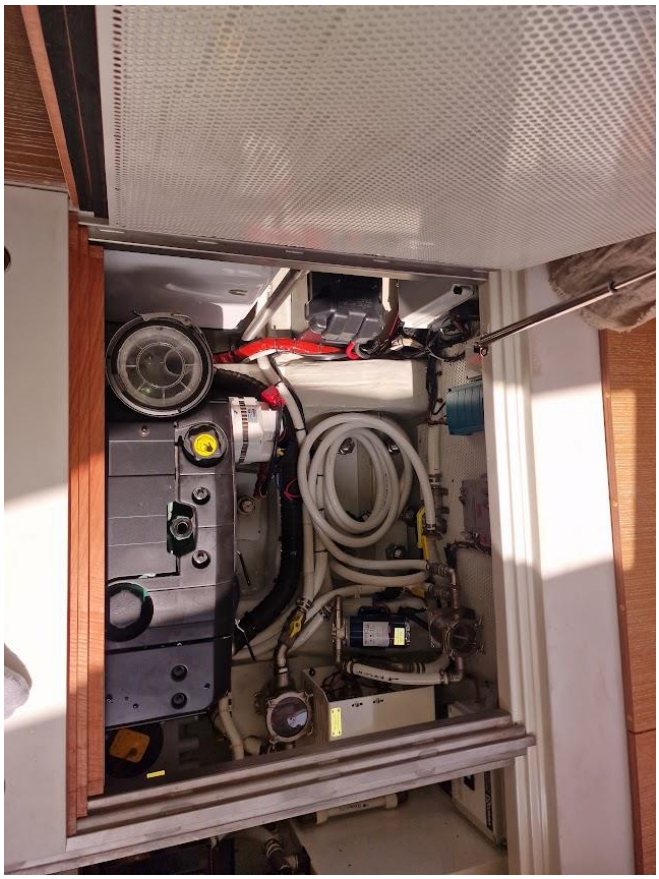
- Raised saloon, 360° panoramic glazing + saloon TV
- Full-beam galley — induction hob, oven, Miele dishwasher & washer-dryer
- 3 cabins + crew/overflow cabin · ensuite heads
- Air conditioning & heating · generator
- Bow & stern thrusters · 2.90 m Highfield tender
- North Sails 3Di main & jib · Helix gennaker · Code 65
- Complete B&G electronics suite
- Schenker watermaker
- Volvo Penta D4-175 · central engine room · ≈550 h
- Esthec decks · oak joinery throughout

INTERIOR & CONFORT

- Warm oak throughout
- The owner's cabin forward has a full double; the two aft cabins each take single berths that convert to a large double
- Bow sail locker built out as a crew or overflow cabin
- Galley with induction hob, oven, and Miele dishwasher and washer-dryer — and the guest cabins have their own ensuite heads.

SAILS

North Sails 3Di — mainsail and jib — with a Helix gennaker and a Code 65 for reaching. CE Category A, certified for the open ocean.



Solitude