



Sunrise 47

by Sunrise Yachts, Espen Øino International, Brilliant Boats Ltd.
and Franck Darnet Design

Last year Sunrise Yachts finally celebrated the launch and delivery of its motor yacht Africa, the first unit from the Sunrise 45 series, with hull number 0181. The vessel had been previewed while under construction in a comprehensive article, along with renders, published two years ago in issue number 7 of Yacht Première. The same article also described the yard itself, Sunrise Yachts, with its expert German/international management team and its modern facilities in Antalya, Turkey. Work is currently underway at the yard on a second unit from the Sunrise 45 series, with yard hull number 0182. This new build, which is basically a sistership to Africa, is scheduled to be launched and delivered this spring.

The sale and charter management of both sisterships has been entrusted to the broker Camper & Nicholsons International. Camper & Nicholsons International were also responsible for the exclusive official presentation of the beautiful Africa, at the 19th Monaco Yacht Show last autumn. On the same occasion, Sunrise Yachts announced its project for the new Sunrise 47 series: this is the first model from the new Signature Line, which comprises yachts of between 47 and 65 metres, all with the concept design of Espen Øino International: the Sunrise 47, the Sunrise 52, the Sunrise 57 and the Sunrise 65. This article offers readers a preview of the new Sunrise 47, complete with renders. The first unit is currently under construction and will be ready for delivery next summer, just in time to set off for cruises around the Med and possibly the Caribbean. As with the Sunrise 45, this new Sunrise 47 will be another opportunity for Sunrise Yachts to show off its excellent quality. ➤





With its elegant modern exterior and timeless contemporary styling, the new Sunrise 47 has a vocation for long trips and expresses an innovative concept in luxury yachting based on a new interpretation >

The main dimensional and technical data.

Based on naval architecture and engineering developed by Brilliant Boats, the new Sunrise 47 is being built using high-tensile steel for the hull, and light aluminium alloy for the superstructure. She is being built to meet the classification standards of the Bureau Veritas, Maltese Cross YACHT I 3/3 E/W, MACH Charter Yacht Motor S, as well as being MCA LY2 commercial code compliant. Her length overall will be 48.8 metres (around 157 feet), with a length at waterline of 41.5 metres, or 136 feet, and a maximum beam of 9 metres, equivalent to 29.5 feet.

The maximum draft of the hull will be 2.8 metres (just under 9 ft). According to the project calculations, the yacht will displace 380 tons (nearly 838,900 pounds) when empty, and 450 tons (993,500 pounds) when fully loaded. Sunrise 47 will have a displacing hull with bulbous bow, and will have a Quantum stabilizer system for use

both when under power and when at anchor, with Zero Speed gyroscopic stabilizers in a non-retractable twin lateral fin configuration, with an electro-hydraulic control system.

On the bottom of the motor yacht there will be two variable pitch propellers and a Duerr hydraulic bow thruster, providing 88 hp (65 kW) of power. The engine room of the new Sunrise 47 will be fitted with twin V12 Caterpillar engines (CAT C32 series, Acert C rating): each of the engines, with a total displacement of 32.1 litres (1959 cc) has a maximum output of 1300 bhp (970 bkW) supplied at 1800 rpm. This will allow Sunrise 47 to reach a top speed of 16 knots and maintain a cruising speed of 12 knots. Travelling at this cruising speed, the yacht will have a range of 4 thousand nautical miles, thanks to her large fuel tanks, with a capacity of 60 thousand litres (nearly 16 thousand US gallons).

of the yachting experience that brings Owner and guests closer to the sea and the sunshine, thanks to tall glass windows and pull-down balconies overhanging the water.

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Throughout the yacht's design, the dining area is set in a circular rotunda topped by a skylight and enclosed by full-height sliding doors that open on to the surrounding panorama. The same goes for the adjacent lounge area. The settings feature the black hue of fine-grain macassar ebony combined with pure white fabrics and materials, leathers, and shagreens.

Meanwhile, her freshwater tanks will have a capacity of 13,500 litres (nearly 3600 US gallons), and will be topped up by a desalination system. The new yacht will be installed with three 50-Hz generator sets, based on Caterpillar diesel generator engines; the two main ones are four-cylinder inline engines from the CAT C4.4 series, each with displacement of 4.4 litres (269 cc), and each supplying 69 kW / 86 kVA at 1500 rpm. The third is an emergency generator (CAT C2.2 series 4 cylinder inline), with displacement of 2.2 litres, equivalent to 135 cc, with 22.5 kW / 28 kVA supplied at an engine speed of 1500 rpm. Sunrise 47's outfittings are to include one main tender and two waverunners, stored inside in the lower aft deck garage; there is also a service tender with open-air storage in the technical area on the main fore deck. The yacht's navigation and communication instruments will be by Furuno and C-Plath, and she will also have a 420-thousand BTU air treatment and conditioning system by Webasto.

A general overview of the new motor yacht

As can be seen from her design specifications, the new Sunrise 47 has been designed especially with long-range travel in mind. She has been designed based on indications given by knowledgeable owners, researched together with expert engineers and veteran captains, all of whom have years of direct experience in this particular field. When it came to selecting her engines and generators, along with her high-capacity fuel tanks, the team made sure to opt for those which could ensure an impressive range, allowing the yacht to undertake transoceanic crossings or even coastal cruises lasting an entire season without having to refuel along the way. This is also why the yacht will be fitted with a twin controllable-pitch propulsion system, to allow her to be twenty-percent more efficient in terms of fuel consumption; this will obviously cut the cost of sailing and increase her potential range. Given her suitability for long voyages, Sunrise 47 will also be fitted with plentiful utility areas and storage rooms, with walk-in freezers and fridges as well as several dry storages. She will have a professional, stainless steel galley outfitted to provide gourmet restaurant-standard service. In order to ensure comfort while under power, the engine room will be insulated against vibrations with the most advanced technologies, including anti-drumming ceramic technologies; moreover, the engineer's control room will be soundproofed and air-conditioned, while the generator room will be separated off and soundproofed with double insulation so as not to disturb passengers when the yacht is at anchor and during night hours. ➤



▲▼ The main saloon



Sunrise 47

In the second version, on the upper deck the Owner's suite has a circular bed positioned in the centre of a rotunda made completely of glass windows and a skylight, for lots of natural light and a panoramic view. The settings feature the reddish tones of makorè wood combined with the white of the silky fabrics and the clear shades of various leathers, jazzed up by some colourful contrasts.



In all of the system engineering was carried out by the specialist firm Brilliant Boat, which works with a number of major shipyards in the Netherlands and around Europe. The electrics and monitoring equipment are by Schneider and Actys, both of which have developed many management and monitoring systems over time, for use on motor yachts. Construction is being carried out by the talented team at Sunrise Yachts, which has decades of specialist experience in building large yachts. With the new Sunrise 47, the yard has built upon its experience with new research, reformulating the very meaning of the term "luxury yacht": the idea is expressed in an innovative way through the yard's advanced concept for an attractive layout which offers an exciting new kind of "yachting experience".

The yard has been working closely with Espen Oeino International for the exterior design, and with Franck Darnet Design for the interior design. The result is a conceptual layout based upon a forward-thinking approach. Sunrise 47 has a modern, elegant exterior that is blended to perfection in a contemporary, timeless style with comfortable interiors bathed in natural light. Passengers are brought closer to the sea and the sunlight thanks to the floor-to-ceiling windows, the skylights and the opening balconies that sit over the water. There is a sense of continuity of space between the interiors and exteriors, blurring the boundaries between the rooms and the surrounding panorama: the cosy, informal luxury of the interiors is juxtaposed against the extroverted, sociable feel of the dynamic external areas.

The new Sunrise 47 offers the Owner and guests a luxurious, exclusive lifestyle on board and on deck, through a totally new layout that has been carefully designed to impress anyone who steps on board, while offering the Owner total freedom of choice for customising the vessel. Among the various layout options available for this yacht, the yard has devised two basic versions, both of which feature space and light as their distinguishing features. In version 1, the main deck comprises an aft deck with an open living area attached, as well as 4 guest cabins and the Owners' suite, with the dining and lounge areas on the upper deck. In version 2, the main deck comprises an aft deck leading onto an open living/dining area, in addition to 4 guest cabins, while the Owners' suite and private study are situated on the upper deck.

These designs are the result of the yard's realisation that, often, many yachts of this size relegate the guest accommodations to the lower deck, sacrificing large areas on the main deck that are assigned for technical and utility areas. Conversely, the Sunrise 47 marks a radical departure from this tradition, as all her technical and service areas are gathered together and arranged inside the hull on the lower deck. The galley, for example, has been moved down to the lower deck, and is remarkably large. Therefore, in version 1 the space freed up by this decision has been used to create a guest area comprising four spacious cabins, all with large panoramic windows; this is also possible thanks to the extra space made available by shifting the dining area to the upper deck.

In this configuration, the full-beam master suite is situated forward on the main deck, and enjoys copious amounts of natural light thanks to the six floor-to-ceiling windows and the skylight bedded into the foredeck Portuguese bridge above. On the Sunrise 47, the dining area, usually located on the main deck on most yachts of this size, has been moved to the upper deck and placed within a rotunda with full height sliding glass doors. With the doors closed, the dining room is air-conditioned, but when the doors are fully open the space blends into the surrounding environment, allowing guests to enjoy a true alfresco dining experience. A skylight above the table lets sunlight

in through the glass bottom of the swimming pool on the sun deck; while at night the coloured, artificial lighting system of the pool takes over.

The upper salon, adjacent to the dining area, has glass concertina doors that once again make it possible to make guests feel part of the surrounding natural environment. Similarly, the aft terrace salon on the main deck can also be opened up completely thanks to sliding doors that blur the distinction between the interior and exterior spaces on the aft deck.

The salon also has topsides that fold down to form platforms hanging above the water, turning the salon into a vast, partially shaded terrace, really allowing guests to feel at one with the marine environment. Version 2 offers a bold alternative that is just as appealing: here, the Owners' suite occupies most of the upper deck. A vast circular bed sits at the centre of the glass rotunda, topped off with a skylight, offering the Owner spectacular 360° views and incredible natural light.

The suite is unusually large for a yacht of this size: it has his and hers bathrooms as well as generously-size dressing rooms and a private study. Version 2 frees up plenty of space on the full beam main deck, which can be used for a salon with living and dining areas, as well as an entertainment area with bar.

In both versions, the layout is arranged around an architectural spiral staircase placed at the centre of a circular lobby, embellished with niches intended to show off the Owner's personal art collection. It is lit from above through the skylight bedded into the sun deck.

As for the materials and colours used for the interior design, the first version is presented in fine-grained black macassar ebony combined with pure-white textiles, leathers and shagreens, for a supremely elegant look.

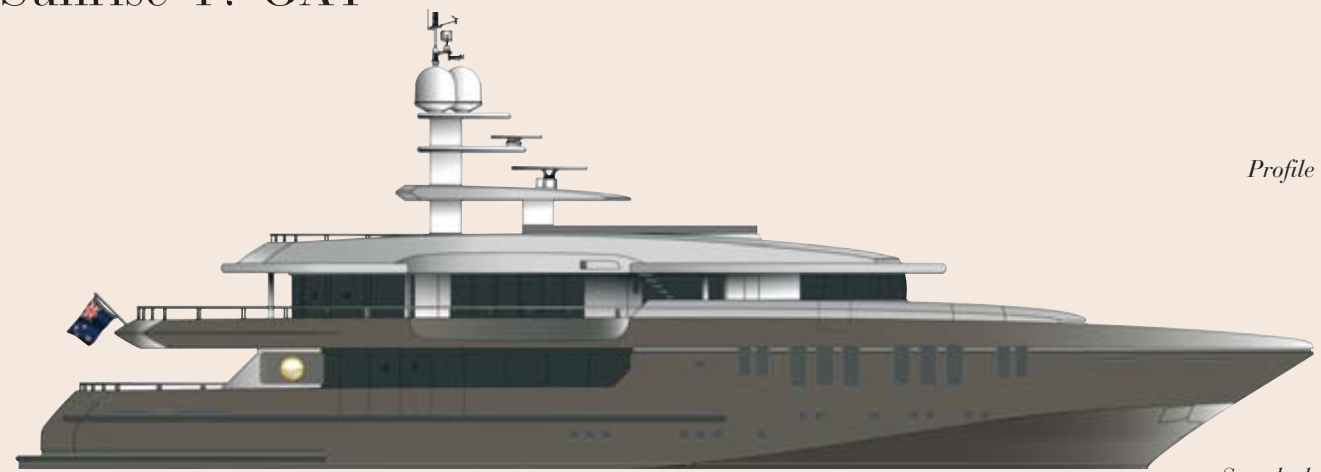
Meanwhile, the second version has a more contemporary feel: reddish makore wood is contrasted with white silk fabrics and neutral, pale-coloured leathers, with a few bright accessories providing a dash of colour.

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On this page, version 1 of the layout.
 One notable feature is the dining area and the lounge area on the upper deck, while the main deck is provided with an aft deck area complete with an open living room and - at the prow - the private accommodations comprised of four guest cabins and the full-beam master suite, copiously illuminated by natural light thanks to six full-height glass windows and a skylight above.

Sunrise 47 GA1



Profile



Upper deck



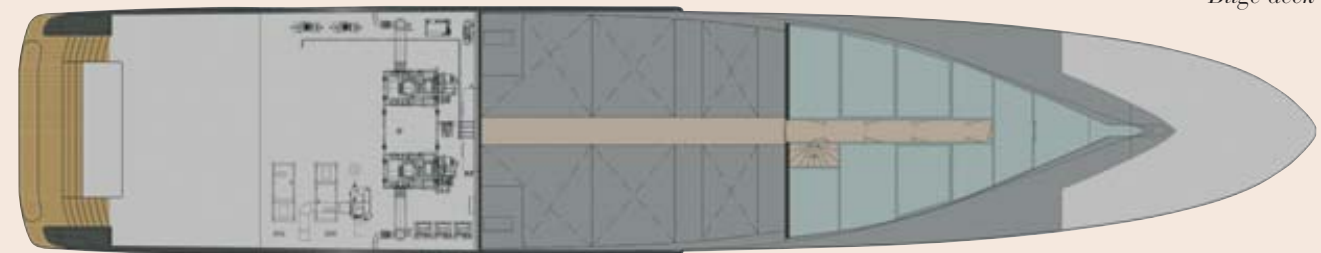
Main deck



Lower deck



Bilge deck

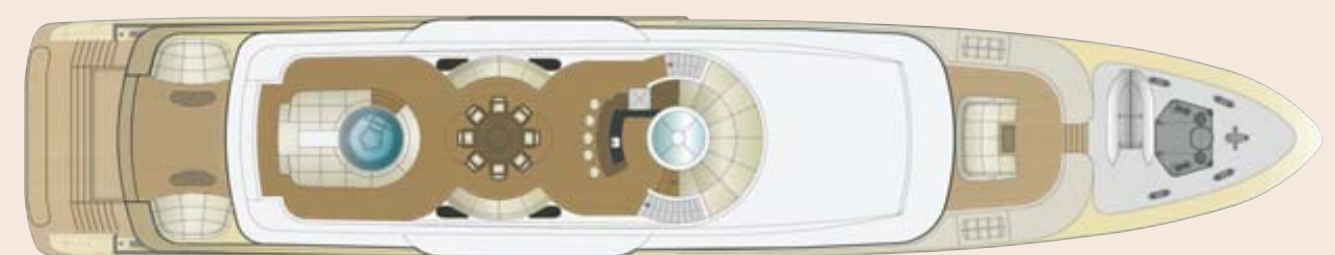


On this page, version 2 of the layout.
 Of note is the Owner's suite and private study on the upper deck, while the main deck has an aft deck area and the main salon with the living and dining areas, as well as an entertainment area with a bar counter and a piano; finally the guest area is located forward and includes four spacious cabins, all well lit as they are provided with large glass windows offering panoramic views.

Sunrise 47 GA2



Profile



Upper deck



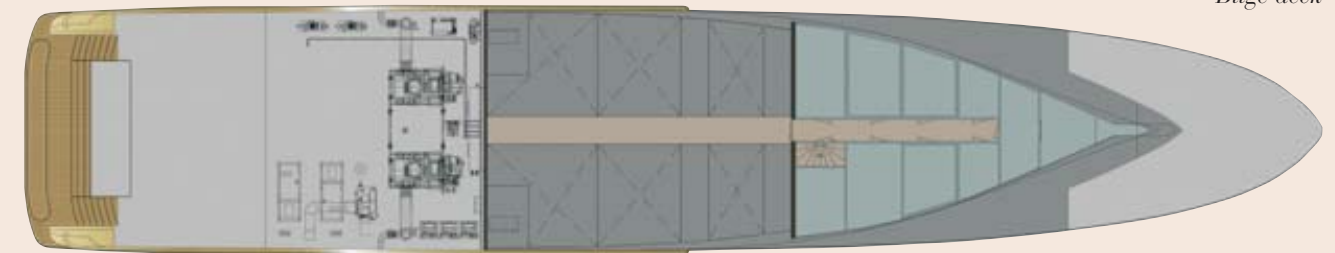
Main deck



Lower deck



Bilge deck



Sunrise 47



TECHNICAL SPECIFICATIONS

Construction	High tensile steel hull, aluminium superstructure
LOA	157 ft / 47.80 m
LWL	135 ft / 41.50 m
Beam	29.6 ft / 9.00 m
Draft	9 ft (max) / 2.80 m
Displacement	450 tons (full load) – 380 (light)
Fuel capacity	60.000 litres / 16,000 USGallons
Water capacity	13.500 tons / 3,600 USGallons
Maximum speed	16 knots
Cruising speed	12 knots
Range	4,000 Nautical miles @ cruising speed
Engines	2 x Caterpillar Type: C32 ACERT C-rating
Rating:	2 x 1,320 mhp @ 1,800 rpm
Propulsion	Variable pitch propellers
Generators	2 x Caterpillar Type: C4.4 e86 kW
Rating	86 kW, 50 hz, 380/220 VAC, 3-phase, 24 VDC starting
Engine	6-cylinder, 1500 rpm, heat exchanger-cooled
Rating	22.5 kW, 50 hz, 380/220 VAC, 3-phase, 24 VDC starting
Engine	4-cylinder, 1500 rpm, heat exchanger-cooled
Electricity	240/380 Volt, 50 Hertz 3-phase, four-wire system
Other machinery	2 x HP, Italy, fully automatic water makers total capacity 10.000 litres 1 x DUERR Hydraulic bowthruster rated power 88 HP (65 kW) Electro/hydraulic Quantum gyro-controlled Zero-Speed stabilizer system JETS, Norway, toilet system Hamann sewage treatment Alpha Laval Fuel separator
Accommodation for 11 guests in	1 x Master cabin 4 x Double cabins 6 x Crew cabins for 10
Classification	Bureau Véritas ☒ YACHT I 3/3 E/W ☒ MACH Charter Yacht-Motor S MCA-LY2 commercial code compliant
Year	2011
Yacht design	Espen Oino International
Naval architecture	Brilliant Boats Ltd.
Interior design	Franck Darnet Design
Builder	Sunrise Yachts