




ATOMIC SECRET

BY JILL
BOBROW



OPPOSITE: Atomic is a true go-anywhere boat.
THIS PAGE: The "Wave of Sand" sculpture in the main staircase was created by a Turkish artist.

SUNRISE YACHTS DELIVERS A 147-FOOT MOTORYACHT TO AN OWNER WHO PRESENTED IT TO HIS FAMILY AS A SURPRISE GIFT.

Some people surprise their families with a new puppy, or perhaps a pony or maybe even a new car. The American owner of 147-foot (45-meter) *Atomic* from Turkey's Sunrise Yachts went one better. He kept the yacht a secret from his family until he took delivery of her.

"*Atomic* is my first yacht," he admits. "I love marine life and have been diving around the world but didn't make the decision to own a yacht until a few years ago."

The owner was drawn several years ago to Project Sunset, which the yard had started on speculation after premiering its first yacht, 147-foot *Africa*, at the 2009 Monaco Yacht Show. *Africa* was well-received, and those who visited her (this writer included) were impressed with the quality of her workmanship, which exhibited northern European attributes. Project Sunset, a sistership to *Africa*, was approximately 50 percent completed when the owner bought her.

"This allowed me to both evaluate the shipyard's engineering and construction standards and benefit from a reduced delivery time of 12 months," he says.

He and his consultants met the management and build team and checked Sunrise's facilities before determining the yard would be able to deliver what he expected.

"The price advantage of building in the free [trade] zone of Antalya was also appealing," he says.

Atomic is a full-displacement, long-range cruiser with a steel hull and aluminum superstructure. She made her world debut at the 2014 Fort Lauderdale International Boat Show. "We wanted this boat to be

a true bluewater, go-anywhere boat, where one could feel safe operating her not only in the Med, but even in Patagonia," said Guillaume Roché, CEO and co-founder of Sunrise Yachts.

At just under 500 gross tons, *Atomic* uses her volume to full advantage, offering an effective layout with higher-than-normal deck heights (7½ feet to 8 feet on the main deck). "*Atomic* has superb stability, offers extreme comfort at sea and maintains a very low level of sound and vibration," says Roché.

The yacht has a full-length technical tunnel running from the engine room to the bowthruster compartment—something not ordinarily seen on a yacht this size. Roché, who requested this feature, extols its efficiency for providing easy access to the tanks and systems on the bilge deck.

Franck Darnet Design, based in Nantes, France, and Miami, was the interior designer for both *Africa* and *Atomic*. Optimization of volume was a key consideration. Darnet was dedicated to emphasizing visual as well as actual space in every room.

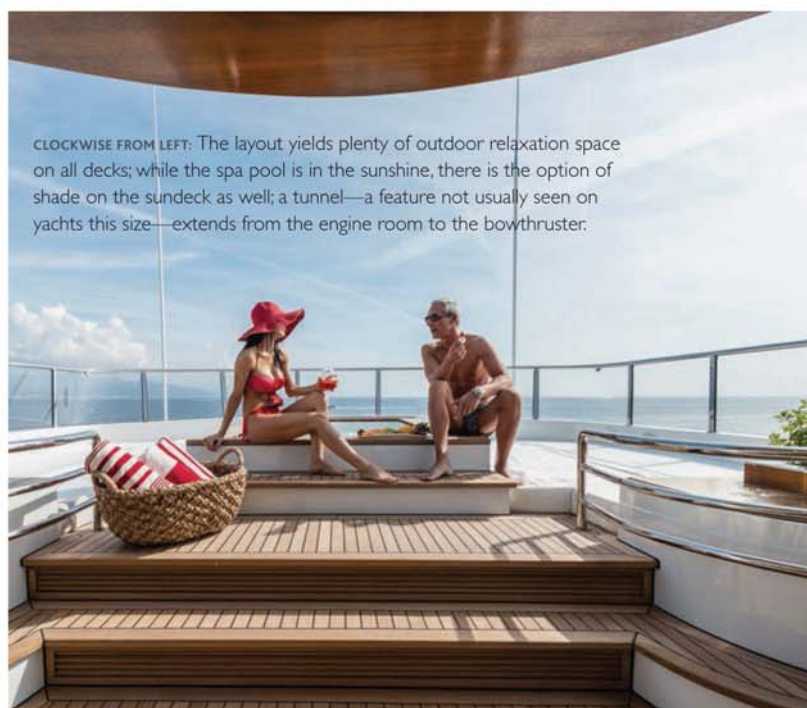
"I believe [that] comes from my years of working on sailing yacht design, where every inch matters," he says.

Atomic's interior décor differs from *Africa*'s like night and day. The latter features dark tropical woods, while *Atomic*'s interior joinery has light veneers. From the outset of Darnet's collaboration with Sunrise, there was an understanding that the 45-meter series would offer a range of styles from classic to contemporary, and dark to light colors.

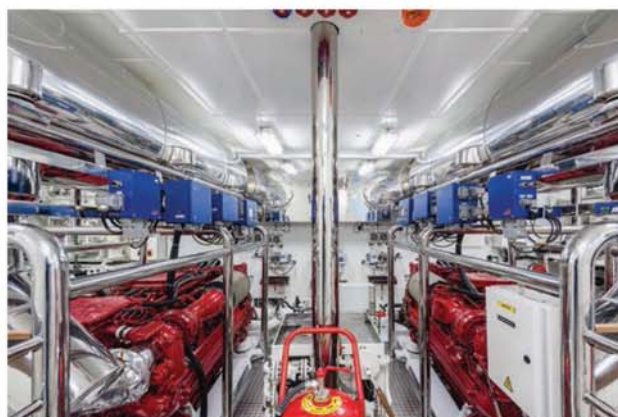
"*Atomic*'s owner came into the project just at the right time," Darnet says. "He gave me several keywords to work with, such as



The main salon features woven wood paneling and luxurious leathers.



CLOCKWISE FROM LEFT: The layout yields plenty of outdoor relaxation space on all decks; while the spa pool is in the sunshine, there is the option of shade on the sundeck as well; a tunnel—a feature not usually seen on yachts this size—extends from the engine room to the bowthruster.



clear, modern, comfortable, elegant.”

The owner also specified crafting with beautiful materials. One particularly appealing feature is the “Wave of Sand” sculpture created by a Turkish artist and incorporated into the main staircase, as a way to satisfy the owner’s love of the underwater world.

“The sculpture gives the impression of diving to deep levels,” Darnet says. “Yet when one goes up the stairs, the intensity of the light gets brighter and brighter as you ascend—like getting closer to the water’s surface after a dive.”

Diving figures into every part of the boat. Among other businesses, the owner has a high-end dive equipment company, Atomic Aquatics, which was one of the first to offer titanium regulators. As the proprietor of a company that offers “caviar-class diving gear,” he is no stranger to striving for the best. Sunrise worked with him to

TURKEY RISING

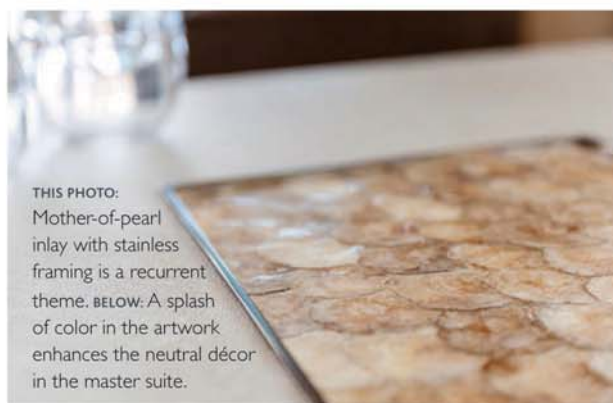
Fueled by high demand combined with the low cost of skilled labor, Turkey's yachtbuilding industry has enjoyed rapid growth during the past decade or so, and the country has leapt up the global-order-book rankings. This boom was stymied by the recession, but, as in other parts of the world, the downturn served to distinguish yards with the resources to compete on the international market from those that had flourished only when times were good.

Founded in 2007 by Guillaume Roché, a former captain with long experience of building in Turkey, and Herbert Baum, a businessman and yacht owner, Sunrise Yachts is an example of a shipyard that has invested heavily in its long-term future. Before building *Africa*, its first project and sistership to *Atomic*, the team had to build a shipyard. They chose Antalya in the south of the country principally because of the tax advantages offered by its Free Trade Zone status. There, they set about erecting two 100-meter (328-foot), purpose-built construction halls and a climate-controlled paint shed. They also engaged first-rate designers such as the late Paolo Scanu, Franck Darnet and Espen Øino, along with leading European equipment suppliers.

"Our goal from the very beginning has been to place ourselves in a position between Italy and northern Europe," Roché said shortly after the facilities were completed. "We don't want to chase northern European quality, because those people who want it are prepared to pay for it."

This disclaimer does not mean that Sunrise, or indeed some other yards in Turkey, are incapable of matching German or Dutch quality. But to do so would negate the price advantage provided by skilled labor rates that are around a third lower than those in western Europe; and herein is the basis of the misconception that all Turkish-built yachts are cheap—and possibly sub-par.

Labor may represent less than half the total build cost, especially on a superyacht like *Atomic* with installed machinery from top international brands such as MTU, Kohler, Quantum and Muir, so to expect to pay 30 percent less than in Europe is both unrealistic and ingenuous. A more balanced interpretation is that a reputable shipyard in Turkey with a proven track record can provide savings of 10 to 15 percent, which still represents very good value for money. —Justin Ratcliffe



THIS PHOTO: Mother-of-pearl inlay with stainless framing is a recurrent theme. BELOW: A splash of color in the artwork enhances the neutral décor in the master suite.



largest one is the main decorative feature in the dining room area. Another is on the TV cabinet, which separates the salon from the dining room. The third is in the sky lounge, on the starboard-side cabinet.

With so many intricate details involved in building a yacht, it seems like it would be impossible for the owner to keep the project a secret from his family.

"It was indeed something I had to be very discreet about," he says, "especially during completion when I couldn't travel to the shipyard again until delivery, which meant it was a surprise for me as well."

It also strains the imagination how such a specific interior décor could be created without a wife's input.

"I know what my wife's tastes and preferences are," was his rejoinder.

When he traveled to the south coast of Turkey with his family and entourage to take delivery of the yacht, he admits their suspicions were aroused. He declined to say what their reaction was when the secret was revealed: "That was a private moment that we will remember forever."

His first cruise was along the Turkish coast and through the Greek islands, but he intends to travel beyond the Mediterranean and the Caribbean. While he has no set program and enjoys being spontaneous, he would like to go to Alaska and as far afield as Indonesia, to places such as Raja Ampat.

Atomic is a good match for this owner, who enjoys quality and spontaneity. His yacht will allow him the ultimate freedom to search for the best dive spots in the world on his own timetable. Mobility and flexibility are among the beauties of owning a yacht, and that is no surprise. **Y**

For more information: +33 689 988 983, sunriseyachts.com

yachtsinternational.com



SUNRISE YACHTS *ATOMIC*

LOA: 147ft. 2in. (44.85m)
BEAM: 29ft. 11in. (8.93m)
DRAFT: 8ft. 10in. (2.7m)
CONSTRUCTION: steel hull/aluminum superstructure
DISPLACEMENT: 380 tons
GROSS TONNAGE: 499
ENGINES: 2 x 1,070-hp MTU 12V 2000 M70 diesels
PROPELLERS: Poseidon BV, 5-blade anti-singing, highly skewed

FUEL: 15,850 gal. (60,000L)
WATER: 3,567 gal. (13,500L)
SPEED (max): 15 knots
SPEED (cruising): 12 knots
RANGE: 4,000 nm @ 12 knots
GENERATORS: 2 x 80kW Kohler 80-EFOZD + 1 x 30 kW Kohler EFOZD
STABILIZERS: Quantum QC-1500E P4, 3.0M2
CLASSIFICATION: Lloyd's Register of Shipping

+ LY2 compliance
NAVAL ARCHITECTURE: Sunrise Yachts/
 Karata Yacht Design Ltd.
EXTERIOR STYLING: Studio Scanu
INTERIOR DESIGN: Franck Darnet Design
GUEST CABINS: 5
CREW: 9 in 5 cabins
BUILDER: Sunrise Yachts
YEAR: 2014