



SUNRISE 45

As announced in the previous issue of *sea&ski*, Sunrise Yachts have now moved to their new facility in Antalya, Turkey. It is one of the largest in the Eastern Mediterranean, with two halls measuring 100m long and 16m wide as well as a 70m by 16m fully acclimatized laboratory-style paint shed. In addition to its own production, the shipyard will undertake new construction and refit projects (power and sail) up to 65-meter in length and 1,500-ton displacement.

The first of the two SUNRISE 45 motor yachts, a full displacement, long-range motor yacht with high-tensile steel hull and aluminum superstructure, made quite a stir in Antalya as it entered the new facility early June. Available through CNI broker Michael Payne, who visited the shipyard together with eight other CNI brokers, the Paolo Scanu exterior styling and Frank Darnel interior design motor yacht is on time for delivery in spring 2009. As Michael Payne then commented: "This is a remarkable facility which justifiably endorses Sunrise Yachts as a significant super yacht builder."

For more information, contact Michael Payne at mp@man.cnyachts.com

A steady bet

Today's yachting technology is innovation at its finest, but one piece of equipment is particularly exciting experts at CNI. Dynamic Stability Systems (DSS) could well prove to be the next revolution in yachting. Based on hydrodynamic foils that slide through the hull, they increase performance and stability, improve comfort, and reduce displacement and draft. Effective, simple and safe, they also have the advantage of not affecting the interior volume of a yacht like other stability systems often do.

CNI Sales Director Toby Walker believes that DSS has produced a breakthrough concept that is effective, fast, stylish, secure and comfortable. Traditional methods of keeping a yacht upright involve lead at the bottom of the keel, and crew on the rail on race boats, but recent building methods have taken this a step further in the form of water ballasts and canting keels. The latter are considered state-of-the-art at present, but have limitations. DSS has invented an elegant alternative. While canting keel or waterballast systems weigh down the weather side of the boat, DSS technology works in the opposite way: it lifts a boat's leeward side.

DSS is the brainchild of America's Cup designer and foil specialist Hugh Welbourn and has been some six years in development. On a superyacht fitted with DSS, displacement is reduced, with the added stability provided by the retractable foils, producing an increase in performance and improved comfort.

