



Saare 47

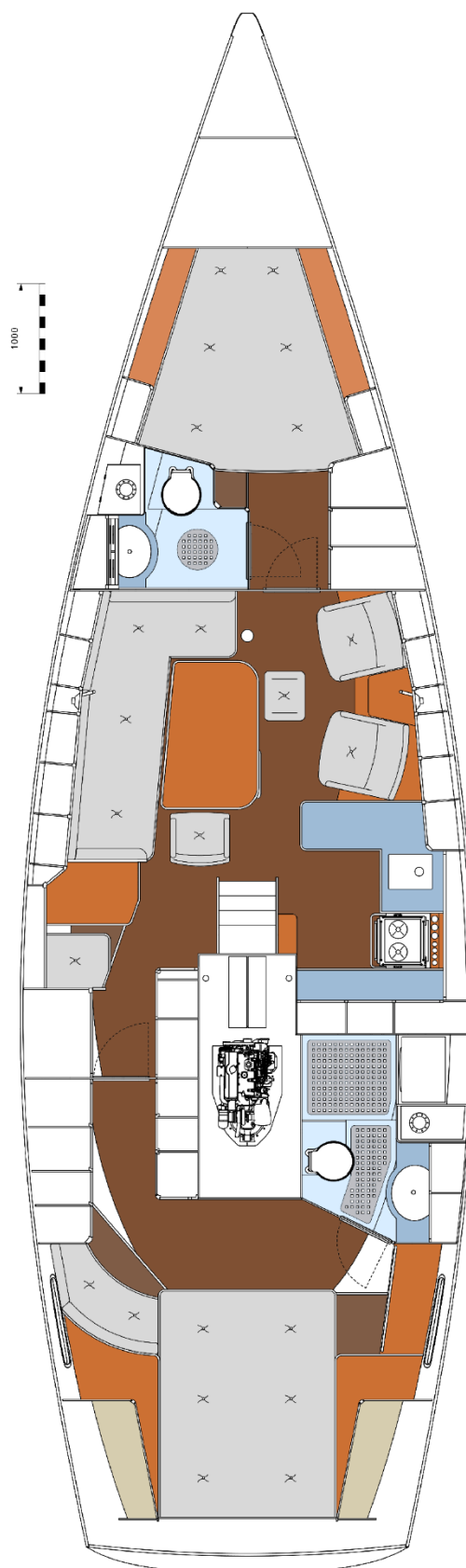
June 2024

CE Category	A (Worldwide Travel)
Length over all	14.28 m
Length of waterline	12.55 m
Maximum width	4.20 m
Draft	2.20 m
Optional draft	2.00 m
Displacement	13.000 kg
Ballast (lead)	5.05 t
Engine	75 hp (55 kW)
Mast height above WL	21.55 m
Water main tank and day tank	503 l (+ optional 300 l)
Hot water boiler	40 l
Diesel main tank and day tank	392 l (+ optional 300 l)
Waste tank V4A	aft 106 l, front 80 l

Consumer Batteries	4 x 165 Ah AGM
Battery Starters	1 x 90 Ah Gel battery
Charger / Inverter	70 A / 1,600 VA
Alternator	115 A
Diesel Heater	Eberspaecher D6L 6 kW

Headroom in saloon	203 cm
Bow berth dimensions	
Length	200 cm
Wide feet area	113 cm
Wide head area	210 cm
Aft berth dimensions	
Length	204 cm
Wide feet area	160 cm
Wide head area	160 cm

Mainsail	59,0 m ²
Jib (103%)	51,0 m ²
Gennaker	186 m ²
Code Zero	103 m ²
I	18.71 m
J	5.21 m
P	18.30 m
E	5.80 m
5-year warranty against osmosis damage	



Saare yachts are built to the highest quality in a proven combination of traditional craftsmanship and innovative construction methods using the best materials in individual small series.

We have now designed the new Saare 47. Optimized for four people, this yacht offers maximum comfort, lots of sailing fun and everything a blue water yacht needs.

The hull and deck are built using vacuum infusion as a sandwich construction.

In addition to improved working conditions for the laminators, the product produced in this way will be better, more stable and more durable in every aspect. The amount of resin is adapted, all layers are perfectly soaked, the laminate is significantly denser due to the vacuum and air pockets are avoided. The result is a slightly lighter, but still significantly more stable and stronger component with a high glass/resin ratio.

All laminates are made exclusively with vinyl ester resin.

The entire hull and deck, as well as all other GRP parts, are laminated with vinyl ester resin at the Saare Yachts OÜ shipyard. This laminating resin is about 300 times more resistant to hydrolysis than the usual polyester resin. This means that osmosis phenomena are practically impossible. It is close to the technical qualities of epoxy resin, but without its disadvantages.

We install a particularly strong and safe structure.

For each Saare, we build the structure in a special shape, which consists of longitudinal stringers, longitudinal bulkheads and large, high floor wrangles, as a GRP construction. For technical reasons, we do not like to use steel in this area. This custom-fit component is placed in the hull and laminated with great effort with a large number of laminate layers and angle laminates on the hull and in the deep bilge. This floor assembly forms the backbone of the yacht, it takes the loads from the keel and the rig. This stable assembly is essential in ensuring that a Saare yacht does not twist or make any unwanted noise in heavy seas.

The hull-deck connection is fully laminated all around.

The connection between hull and deck is also produced by very few shipyards in this way. The deck is glued to the hull via a high flange and is additionally laminated from the inside over the entire length in several layers. Hull and deck are joined together in this force-fit way to form a unit. The entire construction becomes even more torsion-free, stiffer and stronger.

The bulkheads are laminated on both sides of the hull and deck.

The load-bearing bulkheads are laminated on both sides of the hull and on the deck and are therefore also part of the load-bearing structure of a Saare yacht.

Inner surfaces are coated twice with topcoat. The **rubbing strake** is also part of the hull, it is massively filled and can absorb impacts.

The lead keel is securely bolted in the deep bilge.

The deep bilge not only ensures that the lead keel has a low center of gravity and thus generates a high righting moment, but with a softly rounded course of the hull laminate, it also offers the greatest possible safety for the introduction of even extraordinary forces, such as in the event of grounding.

The interior fittings are made in the best, traditional craftsmanship.

The finest Khaya mahogany or oak veneers and solid woods, form-glued edges, curves and edgings, very precise fits and gaps. Carefully laminated bulkheads and a traditional multiple varnish offer a quality that can hardly be found in yacht building today.

The doors and cabinet doors are manufactured as a honeycomb sandwich construction. The weight advantage and the torsion-free design justify this high effort.

We use the best components throughout the technical field.

The rig from **Selden** from Sweden is securely anchored with three pairs of spreaders. The **FURLEX** headsail reefing system is located below deck. This also makes boarding much more comfortable. On request, the reefing line can be elegantly guided below deck to the halyard winch.

HARKEN supplies our large winches, the sheet rail for the headsail is located on the coach roof. An excellent height upwind is the result, a free running deck a very pleasant side effect.

The steering system from **JEFA** with a push rod control transmits the movements on the wheel directly to the rudder quadrant without slippage. Due to the excellent hull design and moderate width of the yacht, the vessel is easy to steer in all conditions and the autopilot has low power consumption on all courses.

Our generously dimensioned built-in diesel engine comes from **Volvo**. The gear lever is easily accessible on the starboard side of the steering column. The diesel tank is equipped with an electrical sensor that shows the level on the display on the chart table. In addition, we install a classic dipstick. All tanks are made of stainless steel.

The hull and deck are exceptionally well insulated, which ensures Saare yacht is also perfect for the heat in the south and for cruising in the far north.

Raymarine navigation electronics have been tried and tested for decades. The standard scope of delivery includes the log and echo sounder I70s.

Of course, our yachts are equipped with a shore power connection, charger, galvanic isolation from shore power, as well as many USB, 12 V and 230 V sockets. Position lights from **Lopolight**, but also all indoor lamps are equipped with LED technology. Indirect LED lighting in the saloon can be dimmed. Even as standard, we supply large battery capacities with long-lasting AGM batteries or optional lithium batteries. Tinned cables can be found almost everywhere.

Saare yachts are timelessly elegant, they sail easily and safely, are sporty with pleasant movements even in heavy seas.

The moderate freeboard and the width of our yachts make harbour maneuvers uncomplicated even in strong winds and easy to control even with a small crew.

Our yachts are built particularly carefully and elaborately, they are durable and sustainable.

Selden Mast and Rig

3 spreader rig from Selden/ Sweden. Three pairs of swept spreaders to ensure the best trim. The chains for the upper shrouds are located on the side deck far out, ensuring optimal force transmission. The lower shrouds are tightly attached to the cabin superstructure.

The passage between the shrouds remains free for safe passage.

Trimmable backstay with crank tensioner. Standing rigging discontinuous with bronze shroud tensioners and aluminum protective sleeves. (Rodrigg optional). The mast is on deck, supported from below by the main bulkhead and a stainless-steel support below deck. (optionally standing on the keel). The halyards are diverted to the cabin roof on two Harken Radial 46.2 STC halyard winches with a total of 9 clutches. Main boom with 2 single-line reefs diverted to the cockpit. (Optional: furling mast) Rodkicker/ Boom downhauler Selden with gas pressure spring. Mainsail and jib halyard are set on an Antal rail system on the mast. Headsail reefer FURLEX 304 TD, below deck, for the genoa. Optionally with 2 reefing systems for the headsails. The Furlex reefing line can be guided aft by an original system in a stainless steel tube directly to the electric halyard winch on the coach roof. With the second pair of switches, the helmsman can also operate the headsail reefing system from the helm station.

Deck, cockpit, winches and fittings

On deck you will find the very best fittings: HARKEN rails, slides, blocks and chrome-plated self-tailing HARKEN 2-speed radial winches.

The ball-bearing, adjustment of the headsail haul points can be adjusted from the cockpit, even under load (optional: also with self-tacking jib). All winches can be equipped with electric drive. The location of the haul point on the cabin roof ensures tight sheet angles and optimal height upwind.

The mainsheet, perfectly accessible for the helmsman, is operated on a central Harken UniPower 900 electric winch.

Aft of the furling system and the electric anchor winch (the motor of the winch is located in the dry sail storage space) there is a large, watertight closable hatch (approx. 60 x 60 cm) in the deck to the sail storage space in the foredeck. This sail storage space acknowledges, for example, an upright inflatable boat with a fixed mirror and two sails, as well as moorings and fenders.

The deck is equipped with a deck from Flexi Teek. On the entire side deck, coach roof, cockpit seats, cockpit floor and bathing platform, the deck covering is glued over the entire surface under vacuum.

All around there is an IROKO wooden deck strip in the area of the coaming edge.

Sturdy railing feet, pull pit, push pits with seats / iroko seat and railing supports made of V4A stainless steel in first-class, stable design, 2 railing pull-throughs. 2 handrails on the coach roof. Deep-reaching, foldable bathing/rescue ladder.

Two water drains on each side at the lowest point on deck with outlets in the area of the water line. 6 sturdy stainless steel mooring cleats with stainless steel protection profiles (bow, spring and stern cleats on each side). Bow roll for anchor.

(Optional stainless steel bowsprit with integrated anchor roller and bow ladder).

Two halyard winches Harken Radial 46.2 STC, the Stb. winch is electric.

Two genoa winches Harken Radial 50.2 STC, optional 60.2 ST or electric winches. 9 Spinlock XTS clamps for halyards and reefs.

5 windows to be opened in the coach roof. 9 deck hatches. 4 deck vents for best ventilation in all areas.

Three padeyes on deck on both sides for lifelines. 6 padeyes in the cockpit for picking in the lifelines.

Solid stainless steel frame with fixed windshield and integrated sprayhood (light grey). Control column with motor panel, compass and gear lever, housing for instruments and plotters. Large teak cockpit table, with padded storage pocket. Steering wheel upholstered in leather.

Large anchor locker in which 2 -3 fenders can also be stowed.

Very large sail storage space in the foredeck for an inflatable boat, sails, fenders and other equipment.

Two lockers in the rear area with integrated gas compartment for a large 6 kg gas bottle.

Locker in cockpit for moorings and sheets.

Engine

Diesel tank 420 l in stainless steel. Volvo engine with dual-circuit cooling. 3 blade folding propeller Flex-o-Fold. Saildrive 130.

Electric level indicator and dipstick. Water separators, seawater filters and diesel filters. Volvo engine display.

Fresh water system

Fresh water tank 480 l in stainless steel. Electric gauge in the monitor at the chart table. Filling nozzles on deck, food-safe water hoses. Cold and hot water mixing valves in the wet rooms, galley and for the stern shower. Foot pump for sea water in the galley, switchable as a pump for fresh water. (Larger tanks, also with day tank are possible).

Bilge pumps

All underwater on-board openings are equipped with Trudesign / NZL ball valves made of composite plastic. To ensure minimal resistance, the on-board diffusers are flush with the hull. Manual bilge pumps, 1 x in the cockpit, 1x below deck. Electric bilge pump with automatic switch. All hoses in the underwater area are secured with double stainless steel clamps.

Electricity

Victron charger 70 A with shore power unit and 1,600 VA inverter.

All cables are tin-plated (as far as available). 12 V on-board power supply with AGM batteries as standard.

12 V and USB sockets at the chart table. 12 V socket above the companionway. 230 V sockets at the chart table, the galley and the wet room.

Concealed double socket at saloon table

230 V shore power connection. Saare control panel with Victron monitoring monitor with fuel gauges for diesel and water tanks, holding tank.

Optionally, we also offer a 230/24/12 V system with large Lithium Fe batteries, then you can also cook with 230 V electricity on board.

Owner's / Aft Cabin

Very spacious owner's cabin in the stern with a queen size double bed with very good Flexima mattress (over 2 m long, 1.60 m wide). Seat to port. Access to wet room. 6 lockers and plenty of compartments, shelves and drawers. A safe is standard integrated as well. Large deck/escape hatch with integrated roller blind and mosquito screen. 2 reading lamps and LED lighting. USB sockets. Hull windows for a bright, friendly atmosphere. The owner's area in the stern of the new Saare 47 occupies about 1/3 of the entire yacht and is therefore exceptionally large and comfortable.

Wet room aft

Directly from the owner's cabin you go into the spacious bathroom to starboard. Toilet and a large washbasin with cupboards and storage compartments are available. A washing machine can be easily installed here and the shower is spacious (floor area 90 x 75 cm). There is also another access to the engine room from here. Small deck hatch and windows in coach roof for cross ventilation.

Front Cabin

The front cabin also offers a lot of space and comfort for guests, children or other fellow sailors. A large bow berth with central entry is provided here, the lying areas are long and very wide. The wardrobe with 3 doors to starboard for hanging and/or laying clothes and a large drawer under the berth offer a lot of storage space. Storage spaces in shelves and further storage space under the berth is available. Large deck/escape hatch with integrated roller blind and mosquito screen.

4 reading lamps and LED lighting. USB sockets. Hull windows for a bright, friendly atmosphere.

Front wet room

Elegant bathroom in bow with seaworthy toilet built in longitudinally, Jabsco on-board toilet, (electrically optional) with large basin. Shower area, wall cupboards and storage compartments. 230 V socket. The shower area can be separated by a curtain, one window.

Saloon

To port, there is a large, L-shaped seating area at the table. Here you can also sit on three mobile chairs and eat in a large group at the table. To starboard there is a wide lounge sofa, of course this lying area is also over 2 m long and equipped with a berth sail.

Optionally, two comfortable armchairs and a nice bar can also be installed here.

Navigation seat

Classic chart table in the direction of travel with map compartment and 3 drawers under the large navigation table. Storage compartments next to and under the upholstered seat. Battery monitoring monitor and display for fuel gauges. Installation space for marine radio system. 12 V, 230 V and USB sockets. A large, wet cloth cabinet is installed in the passageway to the aft cabin. Here at port on the side of the large engine room there are cabinets and entrances to the technical area.

Pantry

Large U-galley to starboard next to the companionway. Alternatively, long galley in the passage to the rear cabin with full headroom.

Drawers, small and large cabinets above the galley. Gas stove 2-burner with oven, semi-gimbal. Opening window above the stove and small deck hatch. Sliding door cupboard above the stove. Large garbage compartment and lots of storage for kitchen equipment. Large cooler with compressor cooling. Sink. Fresh water hot and cold from the pressurized water system, add. Seawater foot pump (switchable also as fresh water pump).

Lockers / storage space on deck

On the aft deck, there are access to the stern storage compartments via two watertight hatches. In the cockpit a locker for mooring lines and sheets. In the foredeck there is a particularly large sail storage space.

Safety and on-board equipment

2 foam fire extinguishers in the storage compartment, and in the foredeck, 2 CO2 extinguishers on the companionway. Emergency tiller. 2 Harken winch handles. Flagpole with flag, 2 flag lines on the mast. Boathook. 9 host country flags for all Baltic Sea countries (or other flags).

On-board manual with drawings, wiring diagrams and operating instructions. CE Declaration of Conformity Class A.

Delivery Locations

Truck delivery and handover is possible at any port in Europe. We are happy to deliver the yacht to you directly from Eckernförde / Baltic Sea or from Estonia ready to sail in the water. Picking up your yacht in the beautiful harbour of Kuressaare on the island of Saaremaa offers you the opportunity to enjoy a very special cruise in the north of the Baltic Sea. Via Finland, the Aaland Islands, Sweden and Denmark you will sail in the most beautiful areas of Europe. But the trip via Latvia, Lithuania and Poland also offers very special experiences.

A visit of your individual Saare yacht during the construction phase in the shipyard is possible at any time. You are very welcome in the shipyard. The beautiful old town of Tallinn and the cozy spa town of Kuressaare on the island of Saaremaa, with first-class 4-star hotels with excellent SPA areas and cozy restaurants, make a trip to the shipyard Saare Yachts OÜ doubly worthwhile.

All dimensions and measurements mentioned are preliminary and approximate measurements.

The specification is subject to change.

Eckernförde Nielsen GmbH & Co. KG • Vogelsang 20 • 24340 Eckernförde • Germany
yse.de • saareyachts.de • saare-yachts.com • info@yse.de • +49 4351 / 75273