



SOUTHERN
Wind
SHIPYARD

FARWELL
SOUTHERN WIND 100 DS



In response to rising demand in a very exclusive market, the SW 100 DS was designed and developed for Southern Wind Shipyard by Nauta Design and Farr Yacht Design, the former for general concept, exterior styling and interior design and the latter for hull lines, sail plan, keel and rudder.

Launched in June 2006, *Farewell* is the first SW 100 DS built by Southern Wind Shipyard.







Thanks to the high-tech infusion construction technique in carbon fibre and Kevlar, the yacht displaces a mere 59 tons. This weight saving, along with the impressive sail plan provided by the Farr Yacht Design team, promise stunning performance, while the carbon rig with swept spreaders allows smooth manoeuvring with a short-handed crew.

The sail plan can only be described as impressive, with a wide main sail, 106% blade Jib and code 0 Gennaker.

The SW 100 DS features a modern sweeping deck house version, designed with the purpose of avoiding any disturbance in the general styling of the yacht, or force the cluttering of deck gear.

It performs two main functions, the first is to protect the guest's cockpit from the elements, the second is to create a spacious upper saloon, all this naturally melts into perfect harmony with the slim lines of the hull. The deck house does in no way encroach on the visibility from the aft cockpit maintaining the yacht safety and functionality.





The deck plan has been designed to allow easy sailing and offer comfort to guests, both while cruising and just relaxing. The helm position is fitted with twin pedestals giving excellent visibility for the skipper. All primary and secondary winches are operated hydraulically. The main sheet track is recessed into the deck giving greater space for the all-important guests' sundeck. Most of the major functions on the SW 100 DS are hydraulic: the transom door, which is easily reached from the water, passerelle, anchor arm and windlass to name but a few.







Nauta Design has once again used their Italian styling to create an interior that is both elegant and functional. The use of exotic timbers, crafted by Southern Wind's renowned carpenters, gives the interior the look of sophisticated luxury, always associated with yachts of this caliber.

The stern of the SW 100 DS is given over to the crew. This includes the galley with its wide stowage, the crew dinette, a double berth for the skipper's cabin, one crew cabin with a double bunk and one single crew cabin sharing twin heads and shower arrangement.



The forward area for the SW 100 DS incorporates ample storage for bed linen, towels and other items which typically take up masses of space. Two guest's cabins with dedicated heads and showers are also located towards the forward section of the boat.

The third guest cabin is located amidships on the port side with a double bed and en-suite head and shower. On the starboard side, an office/ studio for the owner is planned. This can be an enclosed area or opened up to become part of the main saloon.



The deck house saloon has a generous beam. This allows for a comfortable U-shaped couch on the starboard side with a large dining area accommodating 8/9 people on the port side. The very nature of the deck saloon gives its occupants unobstructed views of the yacht's surroundings.







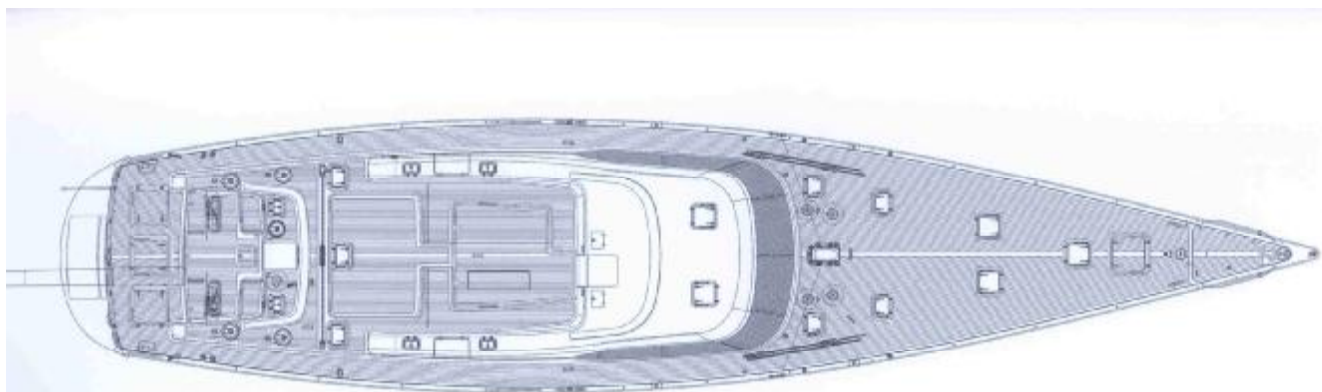
The bow area is dedicated to the owner's cabin: the king size bed sits easily in the center but does not dominate the entire space, where there is a corner for the owner's vanity area, together with a double seated couch. The owner's cabin also offers a spacious ensuite shower and head.





The auxiliary power is provided by one of Cummins' newest and quietest diesel engines, the Cummins QSB 5.9 MCD 305 hp @2.600 rpm Common Rail.

Two generators provide more than ample power for the yacht's requirements, with the bow thruster powered directly from the larger unit. The generators ensure full autonomy of the systems and back-up capacity for the battery bank.



TECHNICAL DETAILS:

L.O.A.:	30.20 m.
L.W.L.:	26.20 m.
Beam max.:	6.70 m.
Draft:	3.60 m.
Displacement (light ship):	59,200 kg.
Ballast:	22,800 kg.
Sail area:	424 sqm.
Water tanks:	2,100 l.
Fuel tanks:	5,000 l.

Rig dimensions:

I:	36.30 m.
P:	35.47 m.
J:	10.70 m.
E:	12.23 m.

Rigging:

Standing:
Discontinuous rod rigging in Nitronic 50

Running:
Kevlar

Furlers:
Reckmann

Winches:
Harken

Deck gear:
Frederiksen/Spinlock

Mast:
Nordic Mast - Carbon Fibre

Machinery and Systems:

Main engine:
Cummins Q5B 5.9 MCD 305 hp @2.600 rpm
Common Rail

Generator:
Onan 22.5 Kw and Onan 9.5 Kw

Bow thruster:
Max Power R321/4 32.5 hp hydraulically driven by PTO

Materials:

Advanced composite sandwich construction:
Composite (Carbon fibre, Kevlar and Epoxy resin)

Designers:

Naval architecture:
Farr Yacht Design

General concept, exterior styling and interior design:
Nauta Design

Systems:
Southern Wind Shipyard

Builder:

Southern Wind Shipyard

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C/O PEGASO S.R.L. YACHT DIVISION

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