

SOUTHERN
Wind

SW108 HYBRID Gelliceaux





SW108 HYBRID GELLICEAUX

SW108#01 Gelliceaux is the first unit of the new SW108 project penned by Farr Yacht Design and Nauta Design and conceived and engineered as hybrid from its origin.

Outstanding performance, innovative design and advanced technology: these are the ingredients that go to making Gelliceaux a milestone in Southern Wind's offering of luxury, high performance Smart Custom yachts.

"Gelliceaux is the first unit of the new SW108 model which perfectly embraces the SW concept of Smart Custom. But being the first of a new series she is in reality very close to being a full custom boat!

Taking this into consideration, it is evident that the design process underwent several revisions on the path to reaching the target. From the conceptual and preliminary stages to the final details, various refinements were necessary to achieve this beautiful and successful outcome."

Marco Alberti, Southern Wind CEO





SAILING EXHILARATION

The SW108 is the next in the line of Southern Wind projects designed by Farr Yacht Design, known for their exceptional handling, precise balance and ready performance, and Gellicieux perfectly embodies these attributes.

As a matter of facts, SW108#01 is characterized by a strong focus on performance still offering the ease of handling and responsiveness of the helm that are hallmarks of Southern Wind yachts.

With accurate placement of rig and appendages and precise longitudinal distribution of volume in the topsides, the hull features full waterlines and straight end diagonals, a wide, low transom and full forward sections.



“The production of SW108 begins with a well-canvassed, very powerful arrangement for exceptional performance in light winds, but also up through the wind range. SW108#01 owners were keen on the hybrid propulsion system which adds weight and some propeller installation drag.

Through several design loops the sail area and keel weight were fine-tuned to the owners’ goals for performance and also for stability and sail carrying power. To achieve the desired light wind performance, sail area was increased by 7% as well as righting moment by 18% through fitting a larger bulb on the lifting keel compared to a standard SW108.

In 8 kts of wind, 12 kts boat speed can be achieved. Downwind in a breeze, 20,8 kts is expected.

To achieve the opposing goals of maximizing performance while also having the option of hybrid propulsion, weight savings had to be found in the construction design and materials. In their quest for the optimum setup, the owners have chosen a deep lifting keel (4.0 – 6.2 m) that lowers the center of gravity by 40 cm whilst keeping control on the overall weight.”

Jim Schmicker, Vice President of Farr Yacht Design



SUSTAINABLE SAILING

Gellicieux is a genuine marvel of sustainable sailing also thanks to her diesel-electric Hybrid Propulsion system.

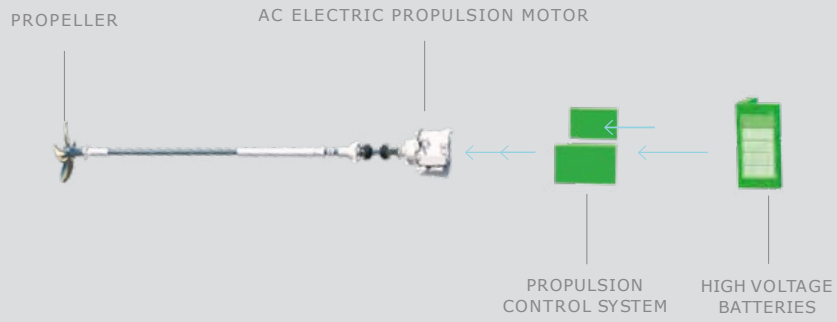
The SW108 is the first Southern Wind project to be conceived and engineered as hybrid from its origin and is opening the world of green performance sailing.

Sustainability is top-priority at SW. As a builder of yachts designed for long-range performance cruising with a high level of autonomy, it has been important for SW to develop a solution that is both environmentally friendly and dependable.

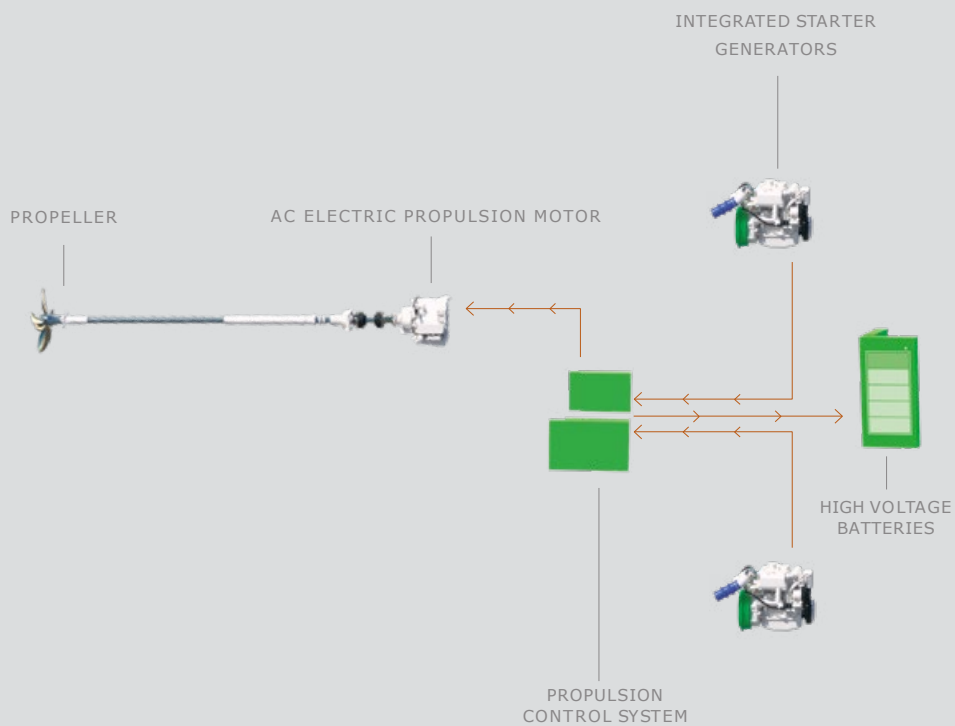
This approach is driven by adopting well-tested technology that has proven to be safe and reliable with worldwide serviceability.

Energy efficient and environmentally conscious, the SW108#01 Diesel Electric Hybrid propulsion system is designed in collaboration with BAE Systems, a global company that designs and manufactures technology leading solutions. Their patented HybriGen® system is engineered to be compliant with the world's most stringent environmental rules, with zero emissions capability and a hydro generation mode to recharge the lithium-ion energy storage when under sail.

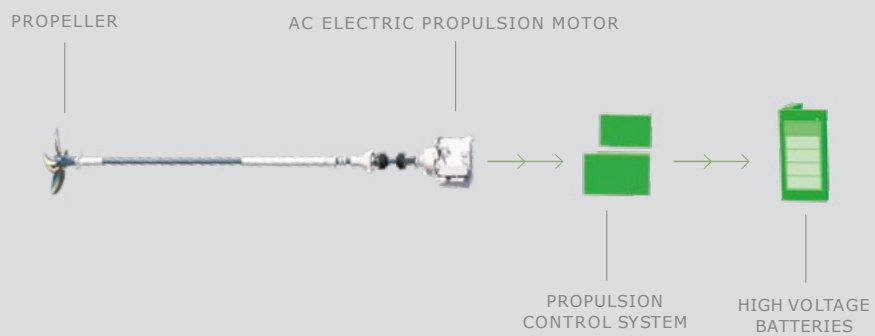
It is based on a combination of two 112 Kw highly efficient generators with a 650 V high-voltage lithium battery bank and electric propulsion motor.



SILENT MODE



HYBRID MODE



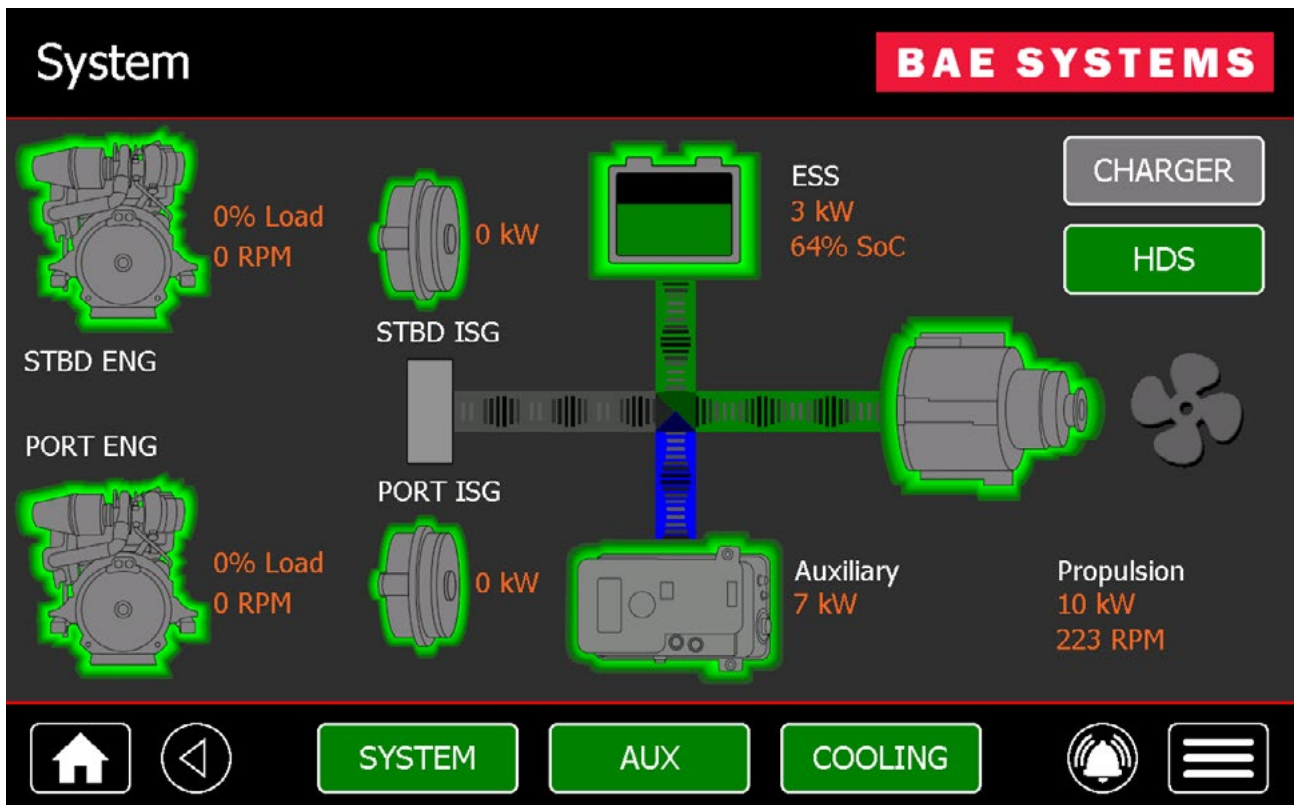
SAILING MODE



The HybriGen® next-generation hardware, provides an efficient power management on board offering the Owners and their guests a completely silent cruising experience, no matter if they are weekend cruisers or round the world sailors. Thanks to the battery capacity and the high recharging speed offered by the generators, the Owners can spend most of their time on board without hearing the noise of any machinery.

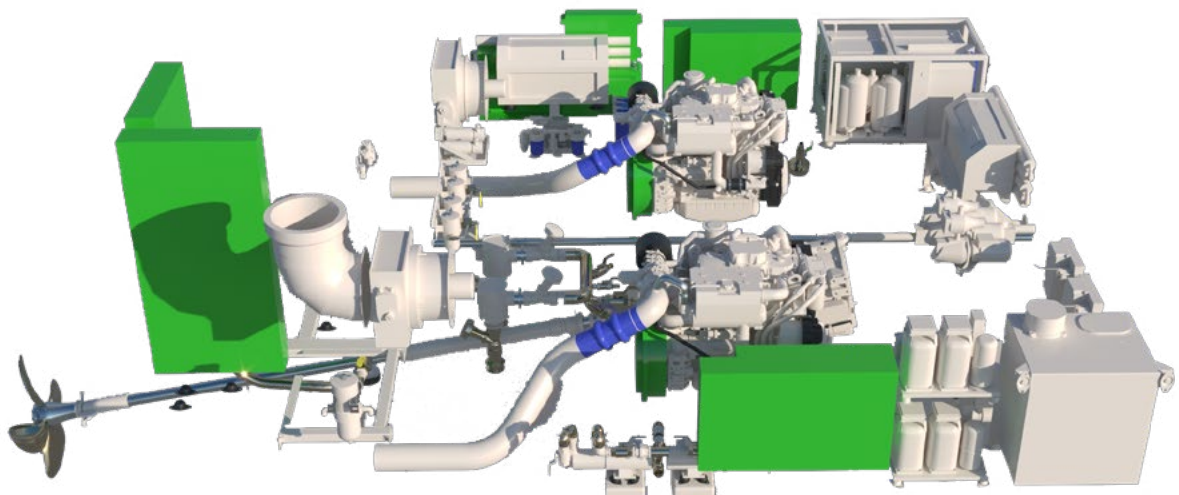
The benefits are even greater when the wind blows. By hydrogenating power when sailing at 10 knots, the HybriGen system is able to regenerate enough zero-emission energy through the spinning of the propeller to sustain the electrical balance of the yacht.

When sailing at higher speed Gellicieux HybriGen® system generates up to 35 kW (@16kts), recharging the batteries and allowing silent anchorages with no generators running while retaining all the luxurious amenities on board.



HybriGen® technology also offers the unique possibility to extend the range and autonomy of the yacht, saving fuel otherwise consumed during offshore passages. This is a game changer for Gelliceaux's Owners who have an ambitious worldwide cruising program and thanks to this system they can reach remote destinations while sailing with zero emission, arriving at their destination with full tanks of fuel.

The system's utmost reliability is granted by full redundancy of its key elements and by the undisputed quality of its supplier. The HybriGen® system uses proven technology developed for the rigours of the land based transit sector. This system is designed and built in compliance with the stringent requirements of the RINA Charter Class.





INNOVATIVE DECK DESIGN

The Deck layout is designed to allow for easy sailing in supreme comfort and security both during navigation and leisure time thanks to a clean and flush deck.

This cockpit arrangement allows guests and crew to move easily from the helm position to the companionways within the protection of the coamings.

The ample and protected guest cockpit features C-shaped settees on either side for dining and relaxing under the shaded bimini and sprayhood.

Gellicieux's deck has also been developed for competitive racing, with winch placement, sail control features and optimization of the deck equipment to allow for fast and efficient maneuvers.

SW108#01 Gellicieux stands out for her transom/beach club and garage solutions. When the yacht is at anchor, the twin-fold transom concept allows the guests to have a direct connection with the sea.

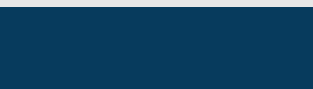
By opening the aft portion of the deck together with the transom door, the swim platform doubles its surface area, to a total of about 10 sqm. The garage is designed to fit a 5.05 m diesel jet tender.



“Gelliceaux deck layout is fresh but immediately recognizable for its clean, sober geometries that include all the touchstones of the GT look in a new configuration. SW108#01 has a coachroof that allows lots of light to flow into the yacht through a central skylight and side windows.

The design is more sporty and low slung than other recent yachts. The guest cockpit is quite spacious and is connected to the interior by a very large companionway that is protected by well-proportioned coamings with incorporated hatches to let natural air flow into the cabins below.”

Massimo Gino, Nauta Design







COMFORT AND FUNCTIONALITY

Gelliciaux interior features a 4-cabin arrangement. The owner's cabin is forward in the quietest area of the yacht and three additional guest cabins are amidship.

The forward guest cabin can be converted into a spacious studio. Guest accommodation is centered around the spacious and split level main saloon that features an eight-person dining table to port and an innovative and extended settee along the starboard side that combines the saloon with the TV lounge, creating a large communal living space where the owners can relax and enjoy meals with their friends and family.

The crew area is an efficient living and working environment for five to six and includes three cabins and two heads. Galley, mess area and nav station layouts have been studied to favour the ergonomics of movement of crew during their various tasks.





WARM AND ORGANIC STYLE

Organic, natural and warm: the interiors of the new SW108#01 Gellicieux features a completely new design that has been carefully tailored by Nauta Design to the owners' desire to have a yacht inherently connected with nature. The completely new interior style of SW108#01 is a beautiful achievement. New furniture geometries, a refined mood board and a sophisticated lighting system all complement in a holistic way, offering a sense of warmth and elegance.

In the request of the owners and with the close supervision of Nauta Yachts, the SW108#01 Hybrid features a unique lighting design conceived by PSLab to create both a bright and lively ambiance during the day and a very warm and cosy atmosphere when the evening comes. Out of the traditional lighting solutions in boat building, they

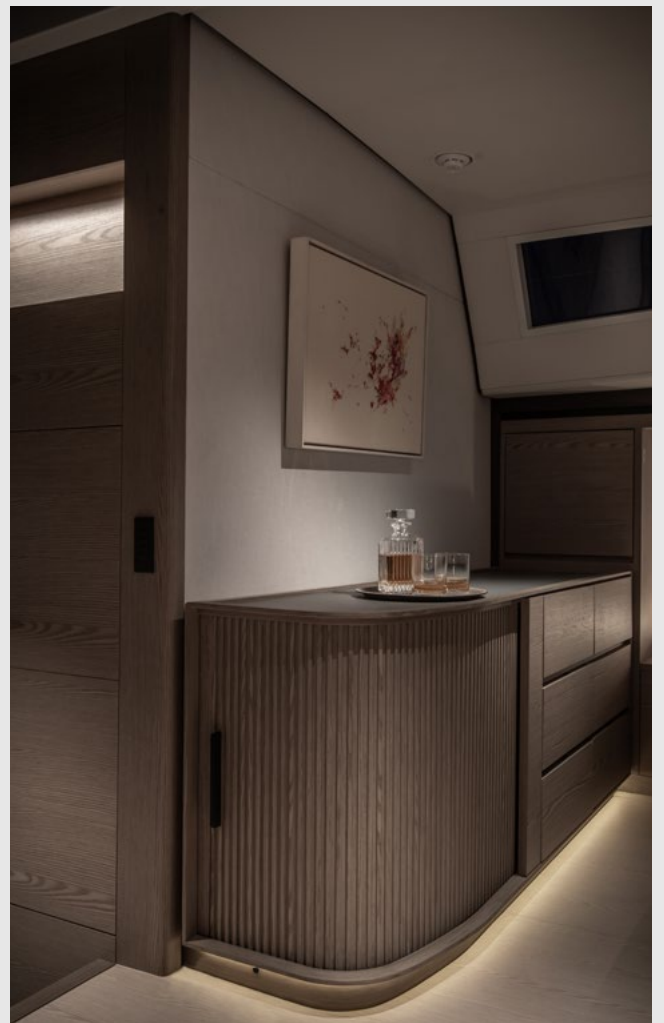


have proposed design and technical solutions where the light is sometimes brushing a surface, or sometimes focused on an outstanding detail of the interior furniture.

The lighting system has been conceived with the aim of offering the highest possible quality of light installed in a way where the source is less visible to the eye.

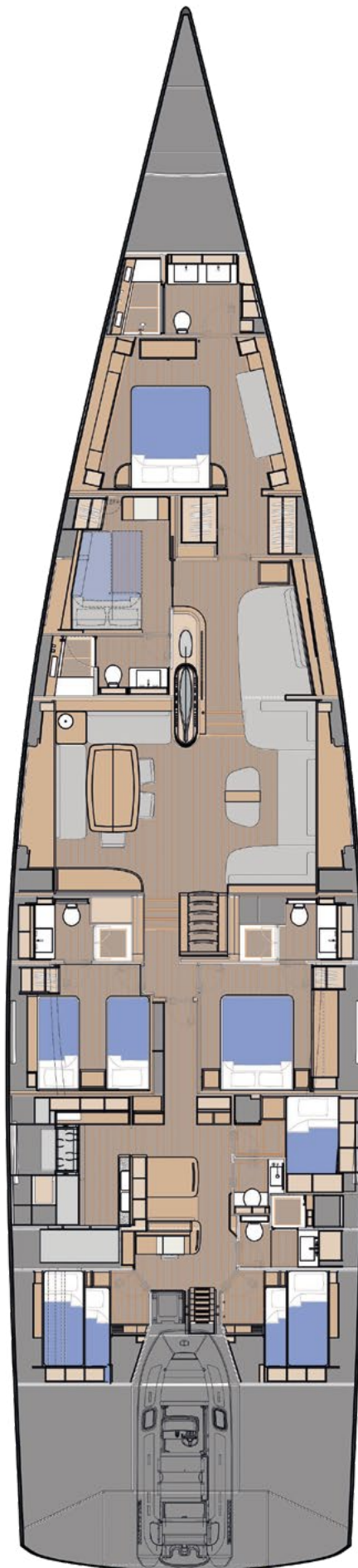
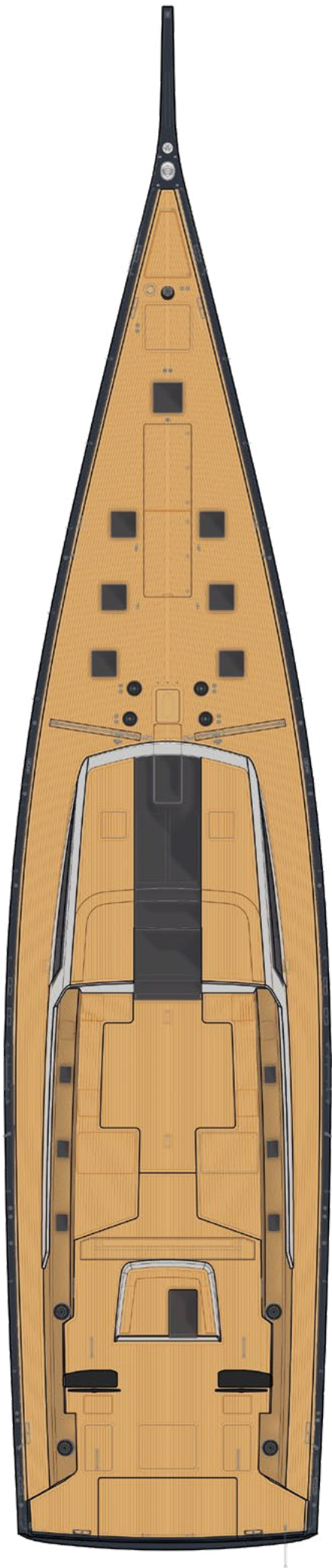
“In the SW108 yacht you’ll find all of our latest design innovations combined in a particularly coherent way so that they match perfectly with the GT style of the yacht’s exteriors. Here we have the same language in and out, it is holistic”

Massimo Gino, Nauta Design











SPECIFICATIONS

LOA	32.87 m (35.51 m including bowsprit)	107.51 ft
LWL	29.78 m	97.80 ft
BEAM MAX	7.51 m	24.70 ft
DRAFT	4 - 6.2 m (lifting keel)	12.46-19.35 ft
DISPLACEMENT	78,570 kg	1,173,217 Lbs
BALLAST (FIN AND BULB)	26,700 kg	58,863 Lbs

RIG DIMENSIONS

I	43.31 m	142,5 ft
J	12.06 m	39,6 ft
P	42.68 m	140 ft
E	14.33 m	47 ft
SAIL AREA	634 sqm	

PROPULSION	BAE HybriGen diesel electric propulsion: 2x Cummins QSB 4.5L 112 Kw generators BAE supply GPM-12 205 Kw AC traction motor	
FUEL TANK	4400 ltr	
WATER TANK	3000 ltr	
TENDER GARAGE	5 m	16.4' ft

DESIGNERS

EXTERIOR AND INTERIOR DESIGN	NAUTA DESIGN
NAVAL ARCHITECT	FARR YACHT DESIGN
BUILDER	SOUTHERN WIND SHIPYARD



SALES AND MARKETING OFFICE

Salita Dinegro 7/1,
16123 Genoa Italy

Ph. (+39) 010 570 4035

sales@sws-yachts.eu
pr@sws-yachts.eu

