

# SW108

## PROJECT PRESENTATION



## THE CONCEPT

Southern Wind is proud to unveil the new SW108 HYBRID, the first in the new era of “Smart Custom” sailing yachts. Southern Wind Smart Custom offers the ultimate balance between customization, innovation, reliability, sustainability and efficiency.

Penned by Nauta and Farr Yacht Design, the SW108 is a new project that enriches our offering of high performance sailing yachts. The SW108 is the first Southern Wind project to be conceived and engineered as hybrid from its origin and will open the world of green performance sailing.











SW108 HYBRID





## VERSATILITY

The SW108 Hybrid is based on a versatile design platform that can be adapted to suit her owner's expectations and intended usage.

Whether the preference is for a long-range bluewater cruiser, regatta champion or successful charter yacht, the SW108 Hybrid can be optimized to match the design brief of the Owner's dream yacht. Following the Smart Custom philosophy, the initial platform has been created so that Owners can adapt certain features

to their objective while leaving the reliable and tested base structure untouched.

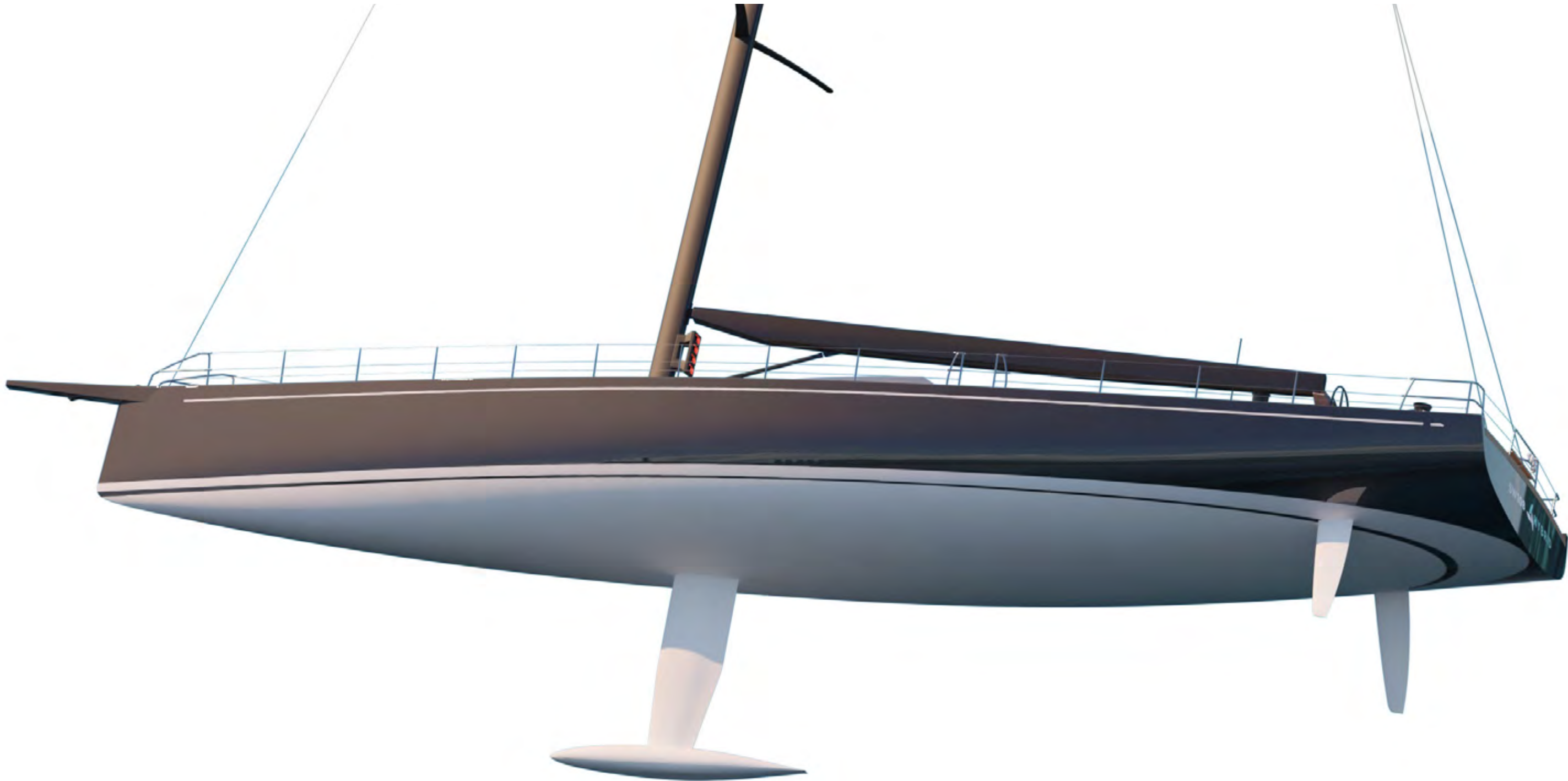
Following on the success of the SW105 mini-series, the SW108 is available in different keel configurations (see lifting, telescopic or fixed), sail plans, deck configurations (Raised saloon, Deck Saloon or GT) and different interior styles and layouts giving each yacht its own unique personality.



## SAILING EXHILARATION

The SW108 is the next in the line of Southern Wind projects by Farr Yacht Design, known for their exceptional handling, precise balance and ready performance. The yacht offers the ease of handling and responsiveness of the helm that are hallmarks of Southern Wind yachts.

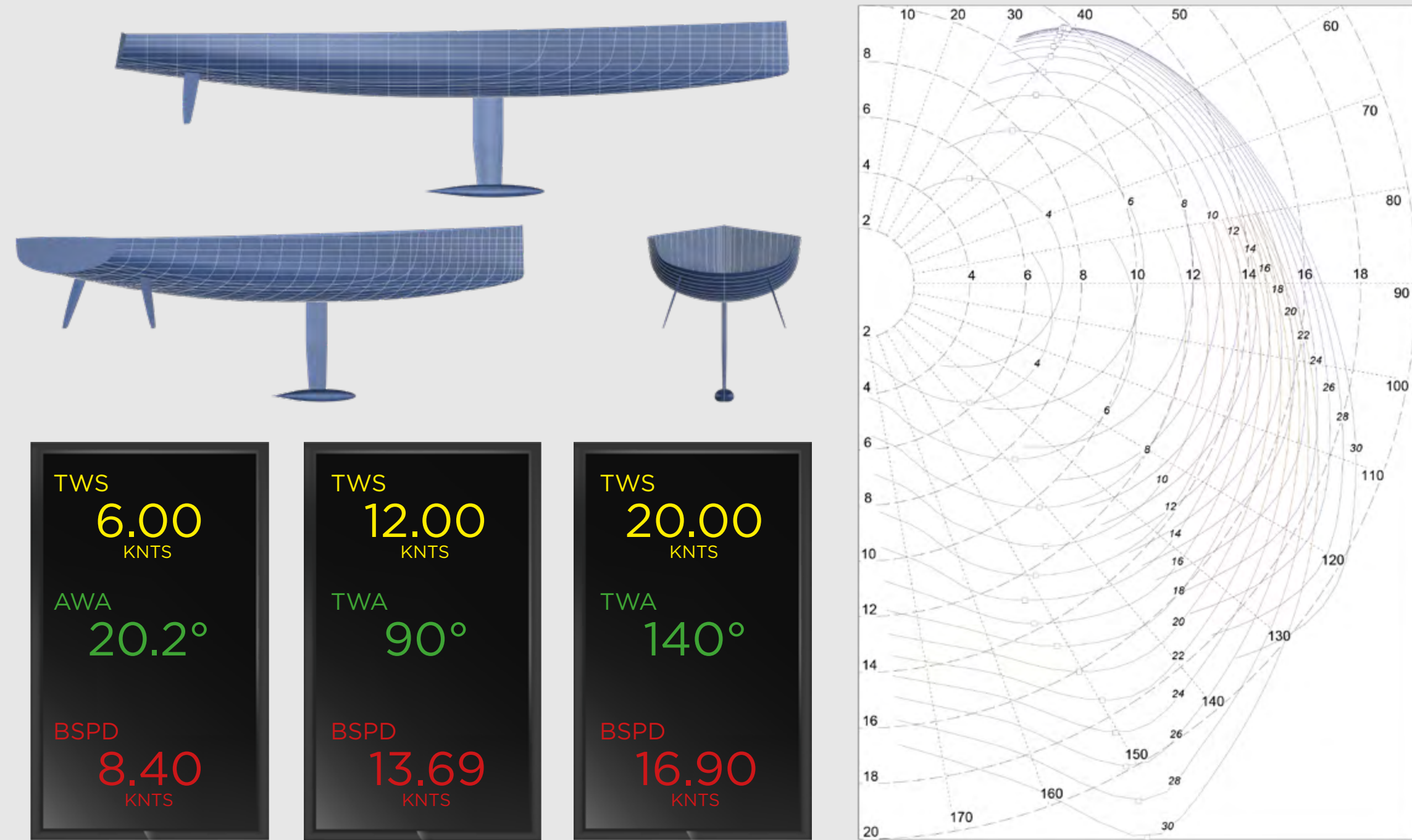
With accurate placement of rig and appendages and precise longitudinal distribution of volume in the topsides, the hull features full waterlines and straight end diagonals, a wide, low transom and full forward sections.



*“While the concept and hull shape of the new SW108 can be traced to the advanced and innovative hull shapes of the SW96 and SW105, the SW108 goes a step further. The lightship weight of only 73.2 tons, in its standard lifting keel configuration, results in a lower wetted surface area with a narrower waterline beam that is easily driven to the performance targets with a very manageable rig size. The lightship displacement, combined with a ballast ratio above 35%, is a remarkable achievement by Southern Wind for this new project.*

*The benefits of the low displacement-length are a more manageable rig size that still delivers outstanding performance. Less overall mass in both the bulb and the rig greatly reduce pitching and promote a smooth, comfortable ride with less slamming. The SW108 is sure to deliver a hugely satisfying sailing experience for the helmsmen, guests and crew.”*

*Jim Schmicker, Vice president and Senior Naval Architect at Farr Yacht Design*





## SUSTAINABILITY

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

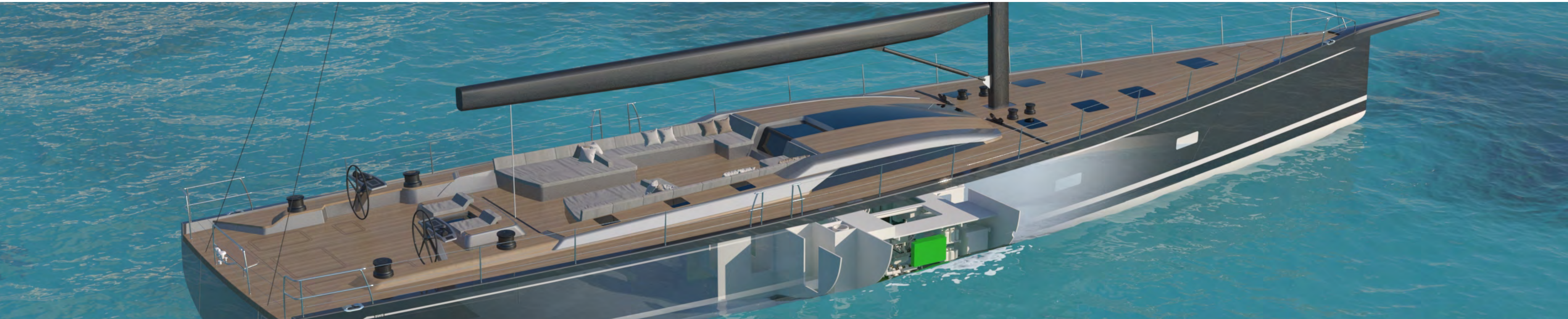
This approach is driven by adopting well-tested technology that has proven to be safe and reliable with worldwide serviceability.

Energy efficient and environmentally conscious, the

SW108 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.

The BAE Systems next-generation hardware provides the highest efficiency, ensuring the vessel owner enjoys noise free zero emissions operations for longer periods. The SWS diesel electric system is based on a combination of two highly efficient generators with a high-voltage lithium battery bank and electric propulsion motor. This system allows for a more efficient consumption of fossil fuels while achieving a lower level of harmful emissions.

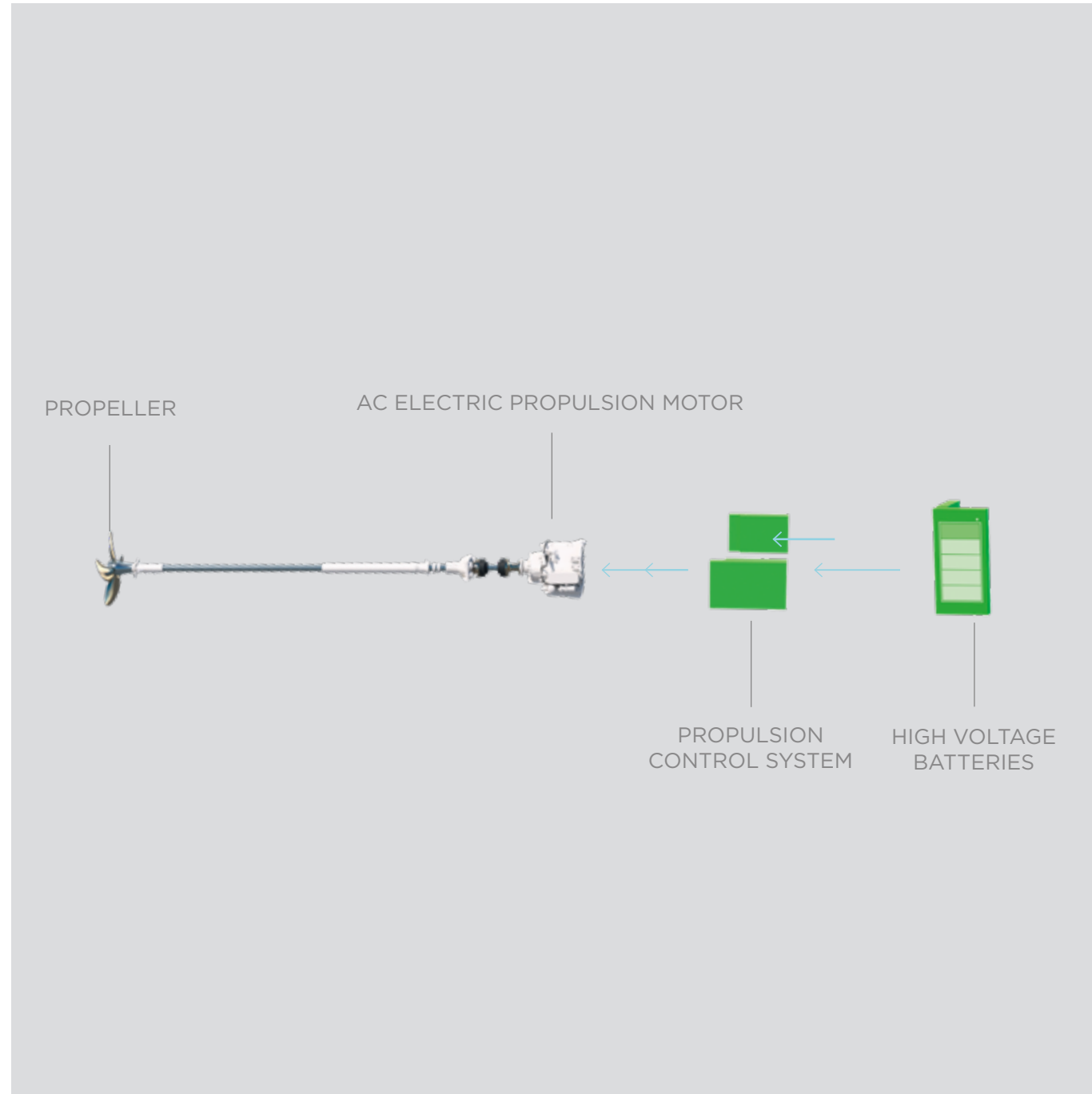






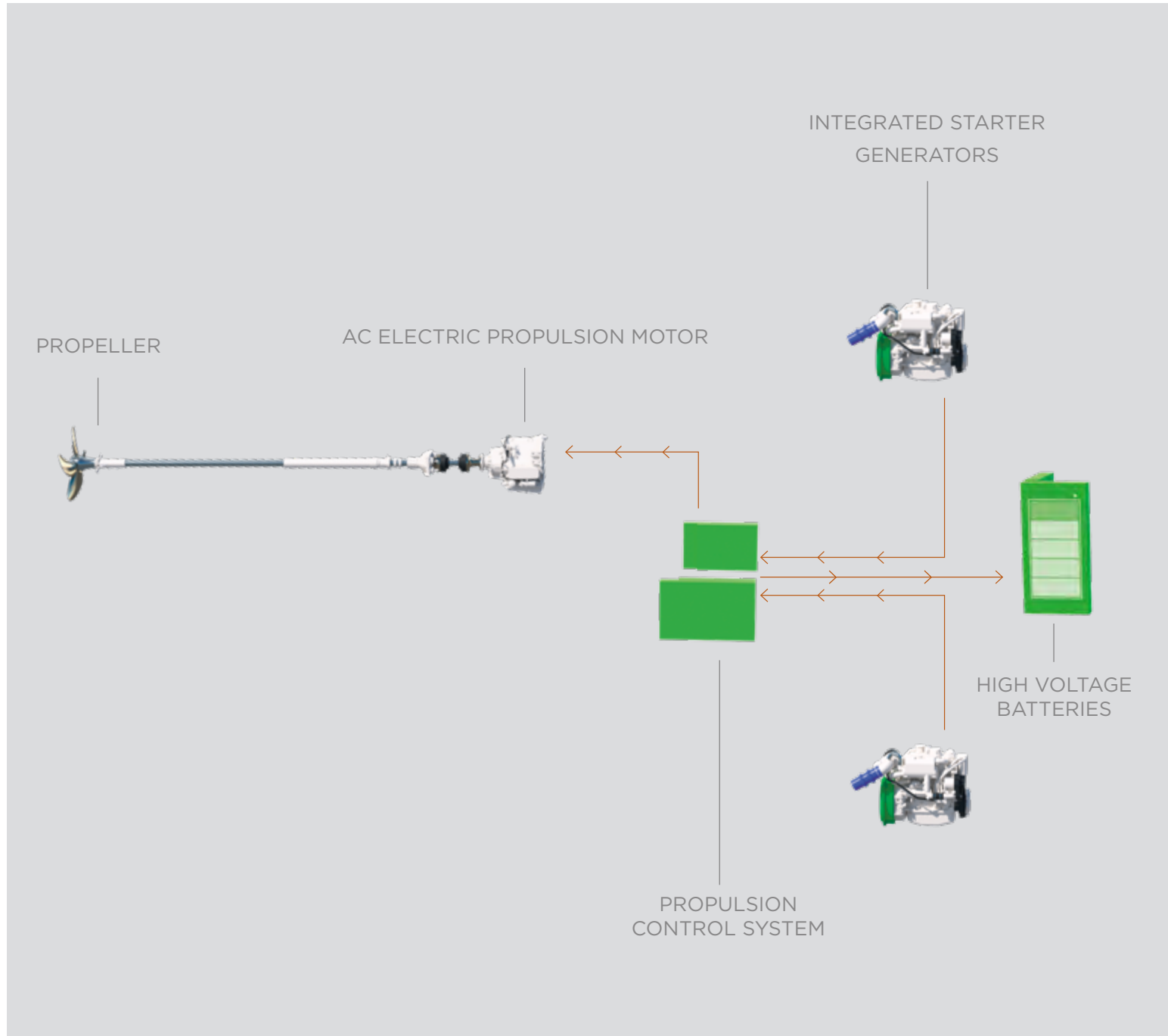
## SILENT MODE

**ZERO EMISSIONS | ZERO NOISE:** taking power from the battery bank for manoeuvring operations such as anchoring, movements in harbour and pilotage.



## HYBRID MODE

**DIESEL-ELECTRIC:** when motoring, allowing for a lower consumption of fuel and the ability to optimize the engine performance. This mode recharges the battery bank while under way. Among the benefits offered by the Diesel Electric System is the reduction of the engine emissions up to 40% thanks to its architecture that blends the electrical and mechanical power.



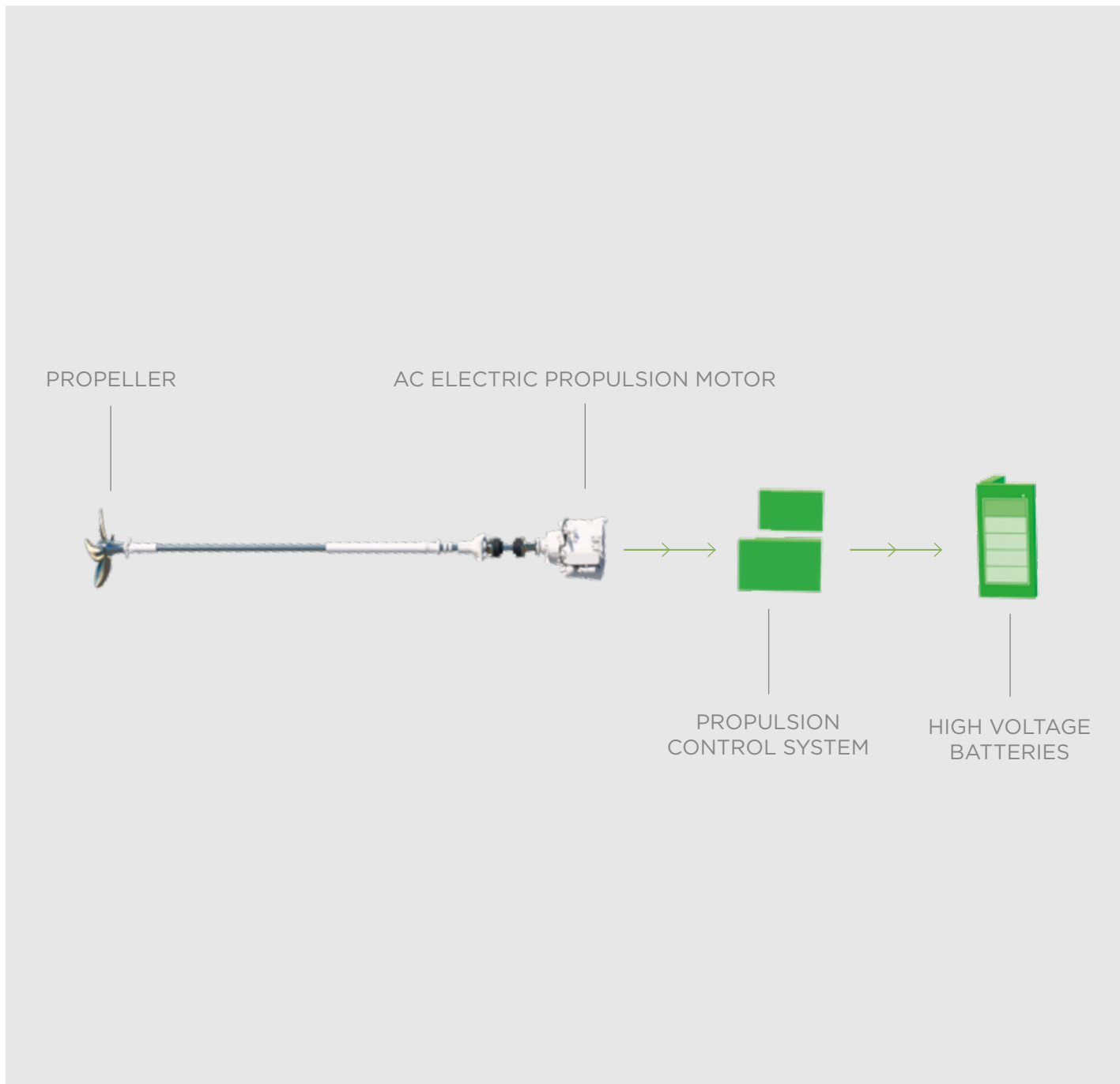




## SAILING MODE

**HYDROGENERATION:** power is generated by using the propeller as a hydro generator while sailing.

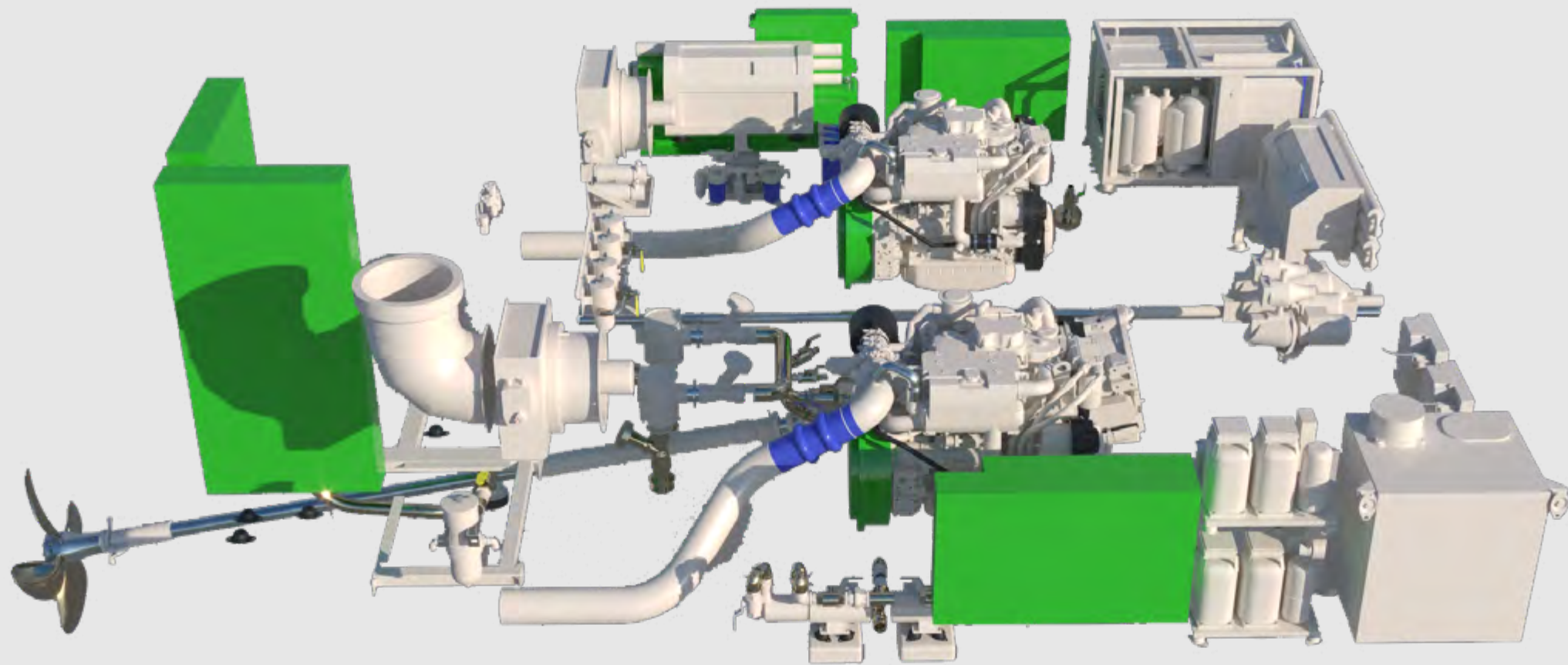
Optional adjustable pitch propeller balances the power generation with consideration to the drag coefficient to ensure optimal boat speed and exhilarating sailing.



*“We are supporting Southern Wind with electric-hybrid power and propulsion that delivers a clean and efficient operation. Our next-generation electric propulsion technology uses a modular design with advanced power electronics to optimize livable space on the SW108, and also extends zero emissions operation through improved*

*electrical efficiency and a HydroGeneration mode, which will recharge the energy storage when under sail.”*

Peter Brooks  
Account Manager, Marine and Port Solutions, at BAE Systems.







## INNOVATIVE “GT” DECK DESIGN

*“Gran Turismo” represents the successful deck configuration of the most recently built Southern Wind Yachts. A new variation has been conceived for the SW108 Hybrid.*

*This new deck design is fresh but immediately recognizable for its clean, sober geometries that decline all the touchstones of the GT look in a new composition. Compared to the traditional GT configuration, the SW108 GT has a new coachroof that lets even more light into the yacht through a central skylight and side windows. The design is even more sporty and low slung than the most recent constructions.*

*The guest cockpit is quite spacious and is connected to the interior by a companionway of very large dimensions that is protected by well proportioned coamings, coamings that incorporate hatches to let natural air flow into the cabins below.”*

Massimo Gino, Nauta Design





## COMFORT ON DECK

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. It also allows guests and crew to move easily from the helm position to the companionways in total safety. The ample and protected guest cockpit features C-shaped settees on either side for dining and relaxing under the shaded bimini and sprayhood. The sail handling and maneuvering functions are concentrated in the aft cockpit with direct access to

the crew quarters, nav station and galley.

Aft of the helming cockpit and the crew quarters entrance there is a new opening transom concept that reveals a tender garage with space for a 5m (16'3") dinghy.

The optional magic transom converts the aft sections of the yacht into a beach club, offering a unique experience on the sea.





## INTERIOR VERSATILITY

As in the Smart Custom philosophy, the interior layout can be fully customised, while respecting the position of the technical rooms, to offer the maximum comfort and privacy to guests and crew.

Both the owner's cabin forward and aft configurations, feature three guest cabins amidship. This four guest cabin arrangement allows for a spacious and enjoyable L-shaped social area forward of the saloon that includes living and

dining areas and a TV lounge.

All guest cabins can be conceived as multifunctional to be used as an onboard studio with day head, a gym/sauna or converted into a regular cabin.

SW108 presents a generously proportioned main saloon that is the centerpiece for on board living.

It is a large single open space where ten people can relax and converse in sumptuous comfort on sofas or around

the eight to ten seat dining table.

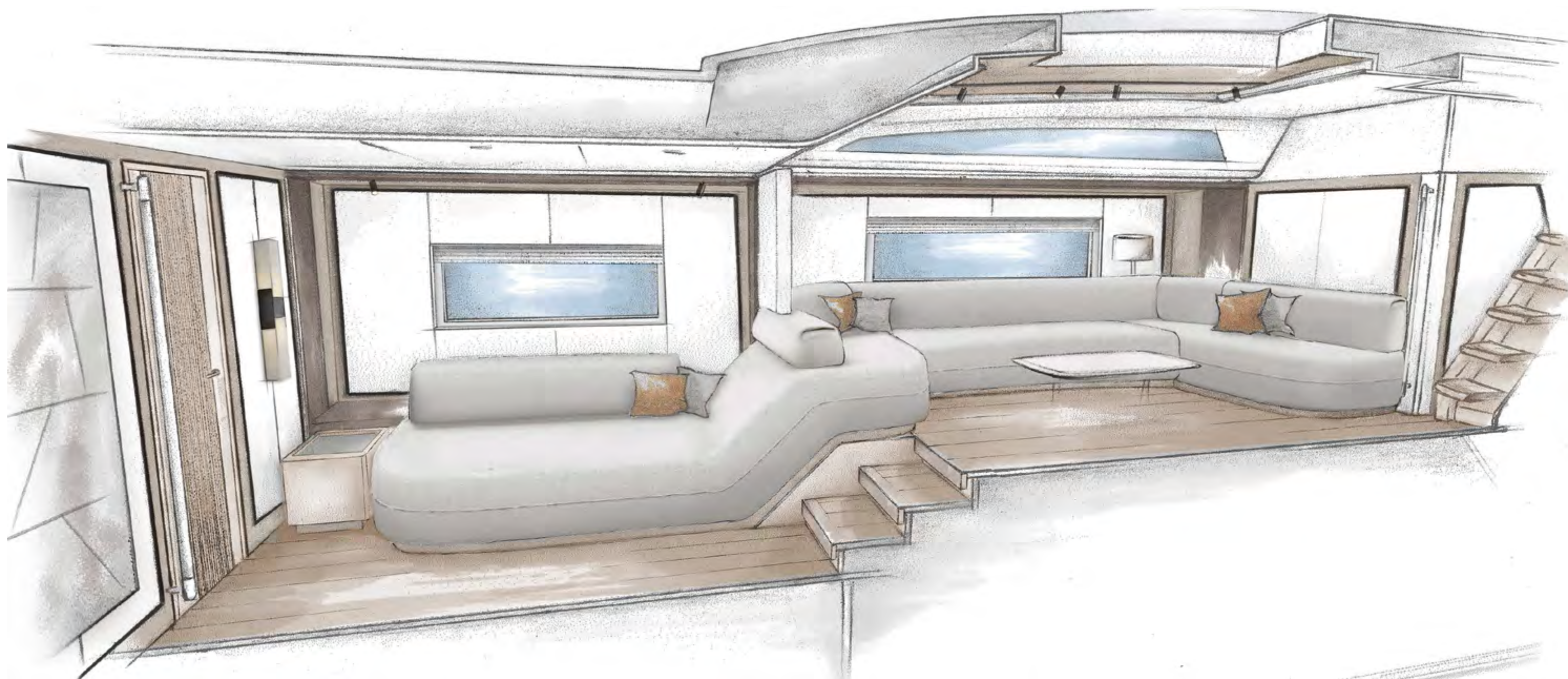
The crew area is an efficient living and working environment for five to six and includes three cabins and two heads. Galley, mess area and nav station layouts have been studied to favour the ergonomics of movement of crew during their various tasks.

## INNOVATIVE DESIGN AND STYLE

SW108 Hybrid interior style is innovative and elegant: new furniture geometries, wood colors and finishing, lighting system and textures are designed to complement in an holistic way offering a sense of warmth and elegance.

*"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





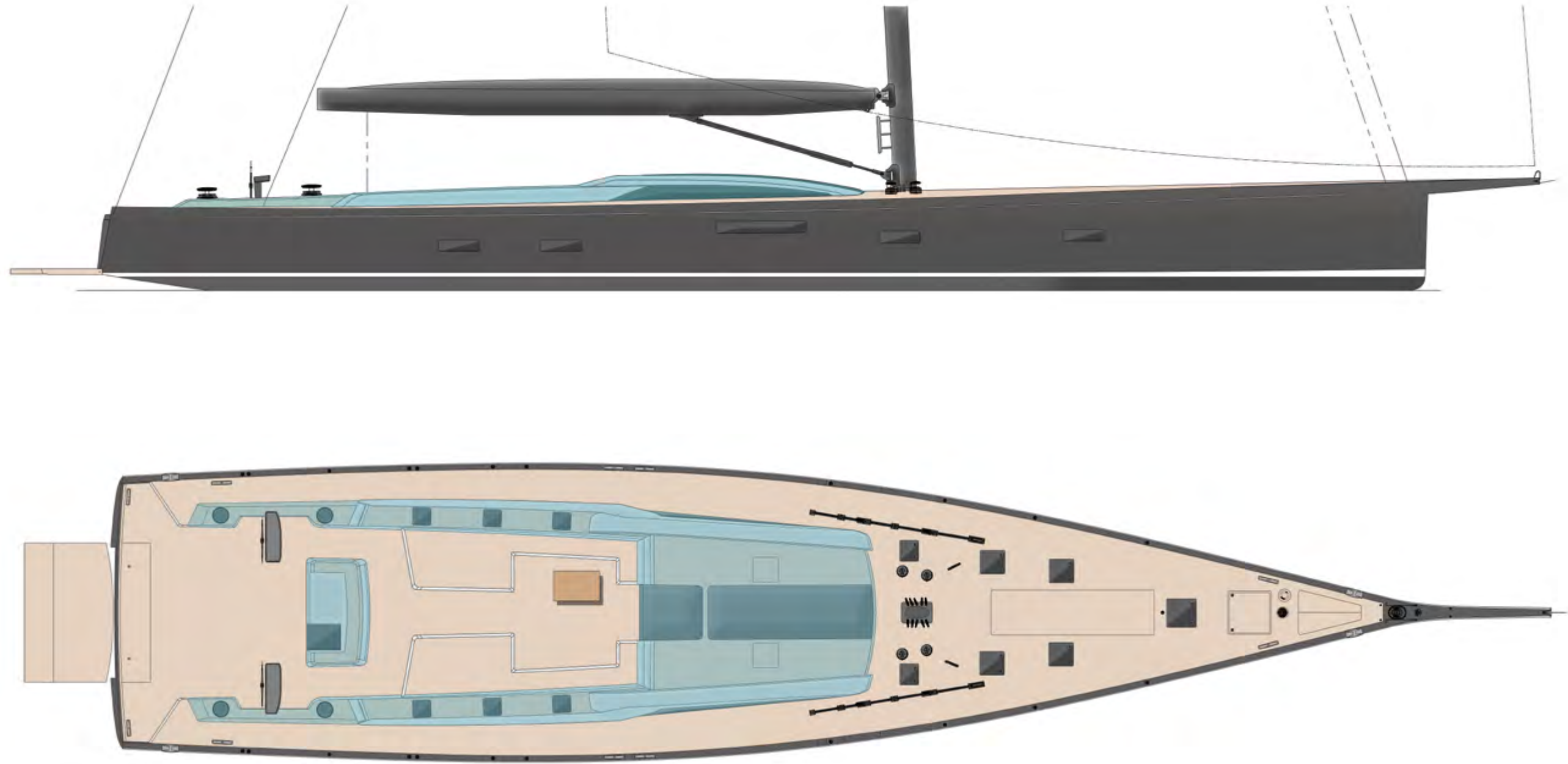




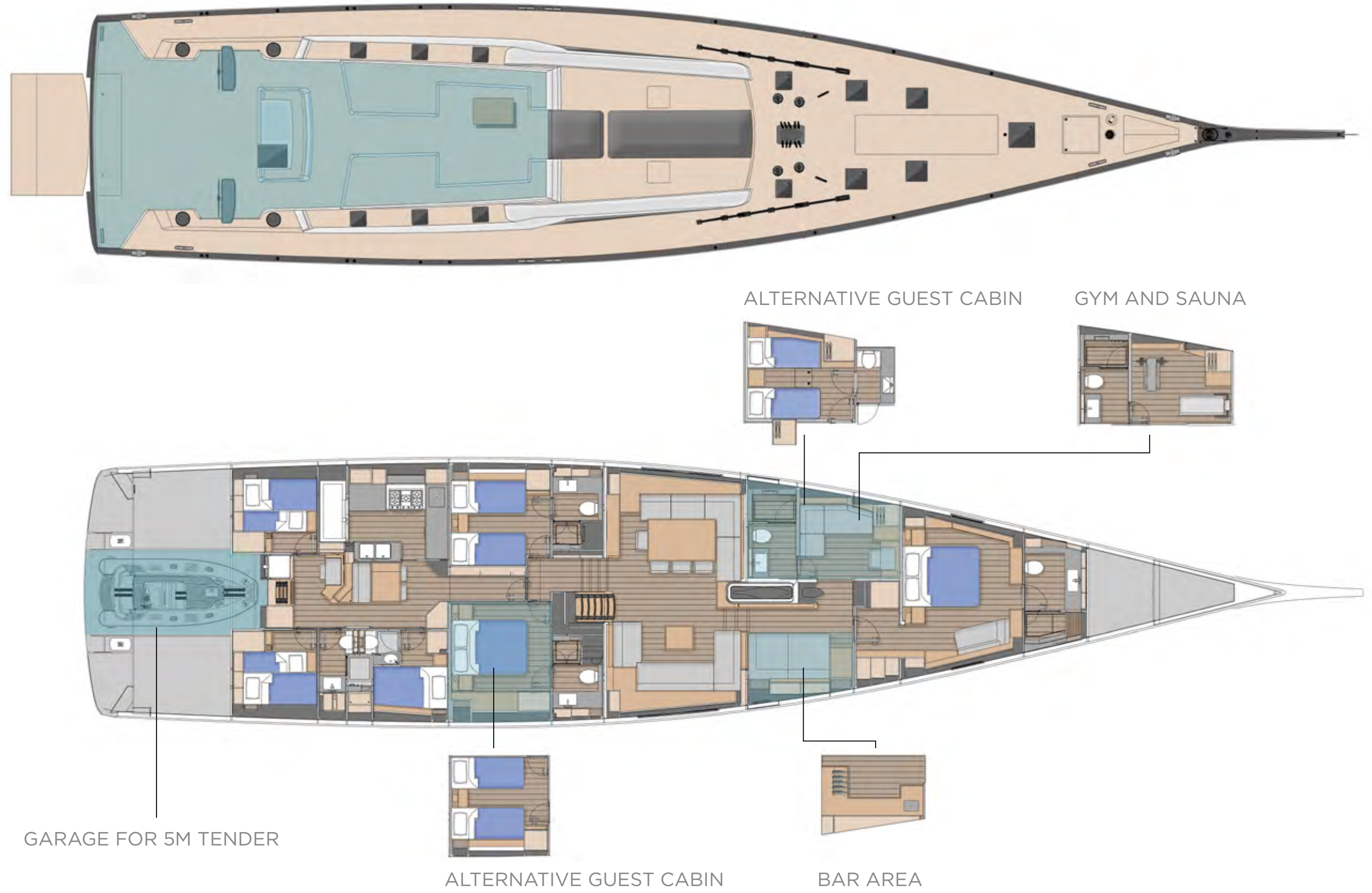




**SW108 HYBRID: SMART CUSTOM, FOR SMART SAILORS**  
CUSTOMIZABLE SUPERSTRUCTURE



**SW108 HYBRID: SMART CUSTOM, FOR SMART SAILORS**  
CUSTOMIZABLE COCKPIT AND INTERIORS



*\*\*OWNER'S CABIN AFT LAYOUT AVAILABLE UPON REQUEST*





SW108#01 increased sail plan

DESIGN DIMENSIONS\*\*

LOA	32.77 m (35.41 m including bowsprit)	107.51 ft
LWL	29.78 m	97.80 ft
BEAM MAX	7.51 m	24.70 ft
DRAFT	4.5 m (fixed keel)	14.76 ft
	3.65-5.6 m (telescopic keel)	11.97-18.37 ft
	4 - 6.2 m (lifting keel)	12.46-19.35 ft
DISPLACEMENT	73.2 t - 79.6 t	158071.44 Lbs - 175488 Lbs
BALLAST (FIN AND BULB)	26.7 t - 28.8 t	58863.42 Lbs - 63493,13 Lbs

RIG DIMENSIONS

I	40.48 - 43.31 m	132.81 ft - 142,5 ft
J	11.51 - 12.06 m	37.90 ft - 39,6 ft
P	39.53 - 42.68 m	129.69 ft - 140 ft
E	13.59 - 14.33 m	44.58 ft - 47 ft

ENGINE	Hybrid propulsion: 2x Cummins QSB 4.5 L 112 Kw with integrated generators  Standard propulsion: Cummins QSB 6.7 - 305hp@2600rpm	
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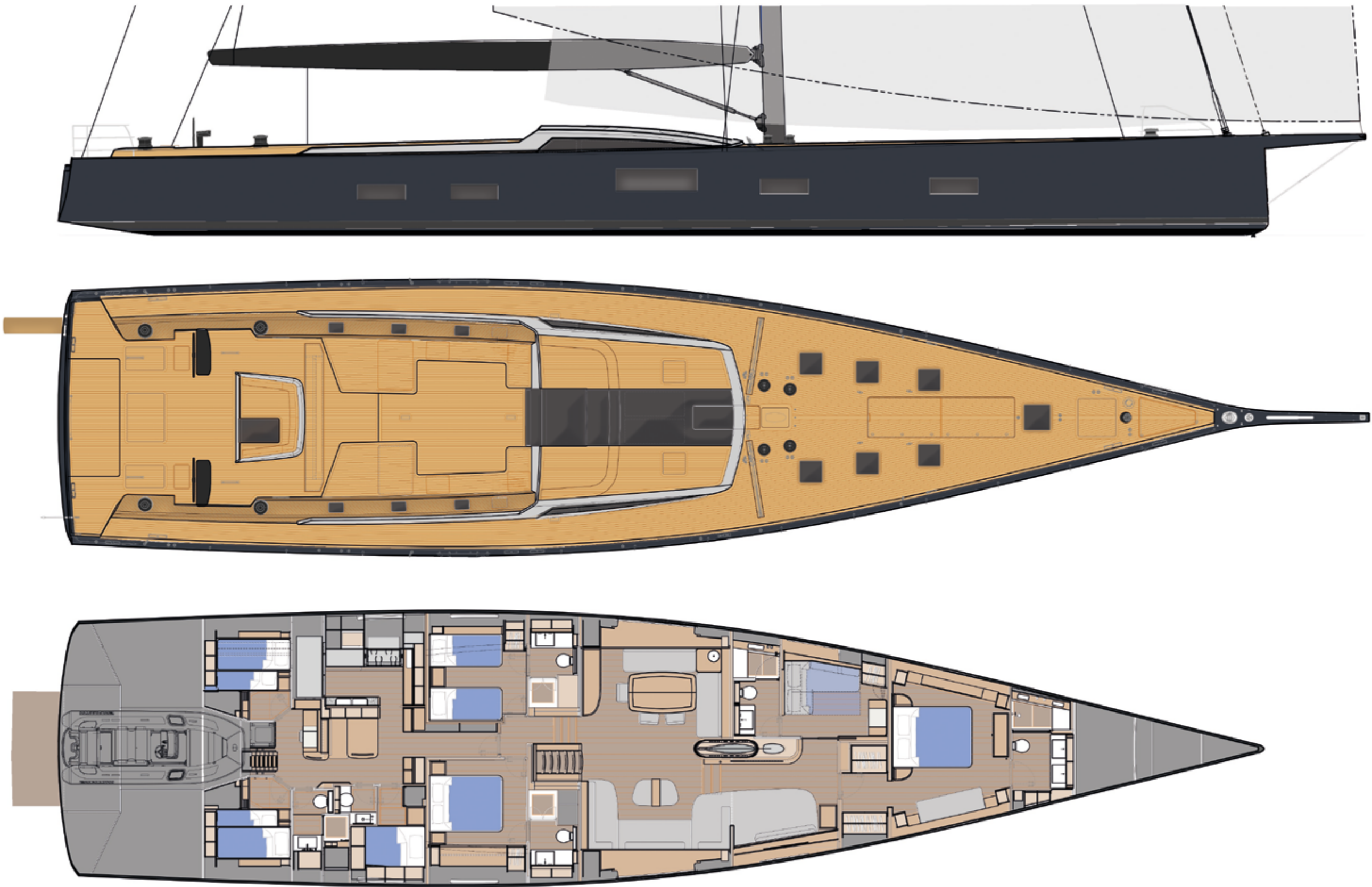
FUEL TANK	4400 ltr
WATER TANK	3000 ltr
TENDER GARAGE	5 m

DESIGNERS

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

\*\*Design dimensions vary according to customisation and performance packages

SW108#01 GELLICEAUX  
HYBRID PROPULSION







## THE HERITAGE

The new SW108 combines all the knowledge and experience gained from the construction of nearly forty performance sailing yachts over 27m (90ft) and delivered in the past twenty years.

Another product from the successful collaboration with Farr Yacht Design and Nauta Design, the SW108 is an evolution of the popular SW100, SW102 and SW105. Having designed and built numerous yachts in this size

range, SWS can draw from a vast pool of information and experience that has been collected during the design and construction phase through commissioning, delivery and from the Customer Care team that managed the warranty period and then collected data during the periodic visits and inspections over the years. Interviews and discussions with Owners, captains and crew have also been a key resource in understanding how SWS yachts operate, and which features are working the

best. In some cases, when new technology is available to improve the yachts, this information is shared with the shipyard and within the SWS family. This data and knowledge about systems and installations is extremely beneficial to the design and production teams and ensures that the experience will be incorporated into future SWS yachts. By merging this know-how with the latest developments in design and technology, SWS is in a unique position

to offer 'Smart Custom' yachts that combine well-tested solutions with recent innovations that have been proven to be reliable and efficient.

The SW108 is the offspring of the highly successful SW105 mini-series. With five units delivered between 2018 and 2022, the SW105 was one of the first SWS models to follow the 'smart custom' philosophy with a design platform that can be highly customized to give

each yacht an individual personality. The SW105 series has been a testament to this versatility and each yacht was conceived with a unique design brief. Whether the preference was for a long range cruiser, a successful charter yacht or a regatta champion, the SW105 has impressively achieved all of these objectives













