SOUTHERN Wind

SW123 PROJECT PRESENTATION

SW123

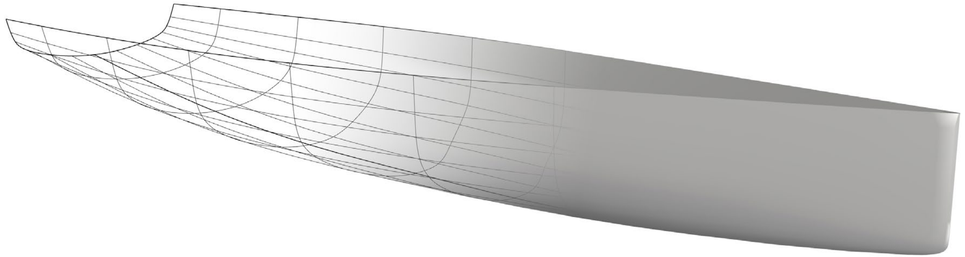
Shape your dream.

THE PINNACLE OF OUR SMART CUSTOM PHILOSPHY

Southern Wind is proud to introduce SW123, the new flagship and the largest yacht built to date.
Conceived as an entirely new customizable platform, this flagship embodies our expertise in superyacht construction and takes the Smart Custom concept to unprecedented levels.
Penned by the expert team of Farr Yacht Design and Nauta Design, SW123 will be the lightest performance cruiser in its range, delivering the perfect balance between high performance and the deep connection with the sea expected from a true sailing yacht.

The first unit of SW123 is already under construction with launch scheduled for February 2027.

SW123
FINAL HULL LINES



The design of the Southern Wind 123 continues the overall concept that began with the 96 and 105 and continued up through the 108. The new 123 incorporates and advances the styling, hull design, appendages, and construction concepts continually evolving from the earlier designs.

DESIGN AND CONFIGURATION

The hull shape, appendages and rig of the SW 123 are designed to fully exploit the Smart Custom philosophy of Southern Wind Shipyard. While SW123-1 will have hybrid propulsion and a telescopic keel and be oriented towards cruising, there are options for various keel configurations with sailplans to suit many performance levels.

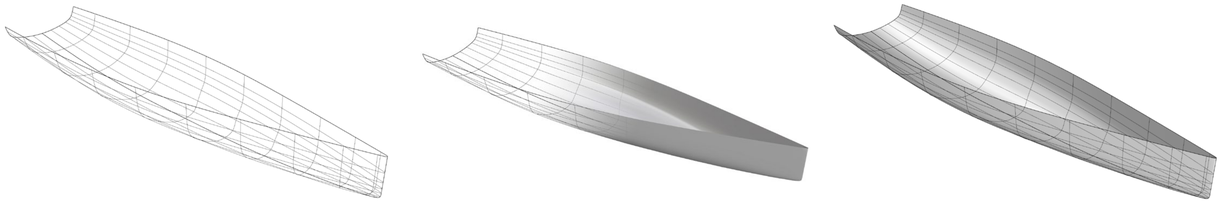
Beginning with the overall length of 123' the first choice is the length of the waterline and associated bow and stern overhangs. The lightship displacement of 107 tonnes yields a displacement-length ratio [(displacement/1025)/(length^3) x 1000] of approximately 2.83 (or 79 in the standard imperial calculation) on a DWL of 33.59m.

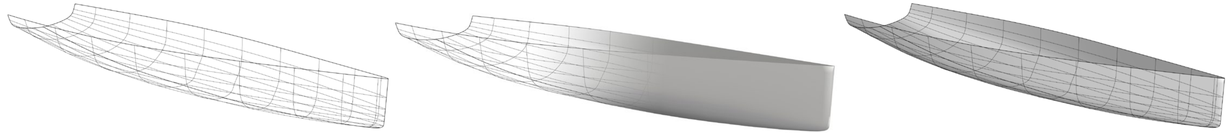
The choice of the waterline length is biased more to the loaded cruising configuration displacement of approximately 119.8 tonnes on a waterline length of 34.4m and results in a relatively longer aft overhang to prevent excessive transom immersion and drag.

The arrangement of the aft overhang length and transom height are carefully integrated with the opening transom and tender garage for ease of tender operations.

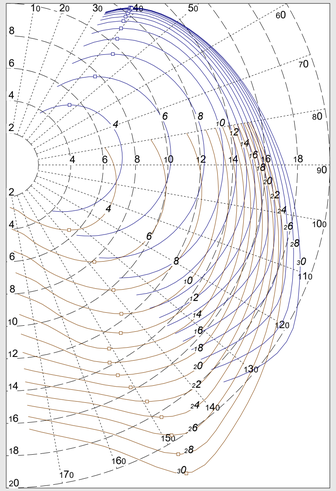
The generously wide aft sections and transom of the SW123 allow for more internal volume and deck area, both a plus for the high-performance cruising yacht. This generous width is carefully balanced with extra volume in the forward sections to ensure the yacht remains in control with a level fore-and-aft trim when sailing at typical upwind heel angles.

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





SW123
FINAL HULL LINES



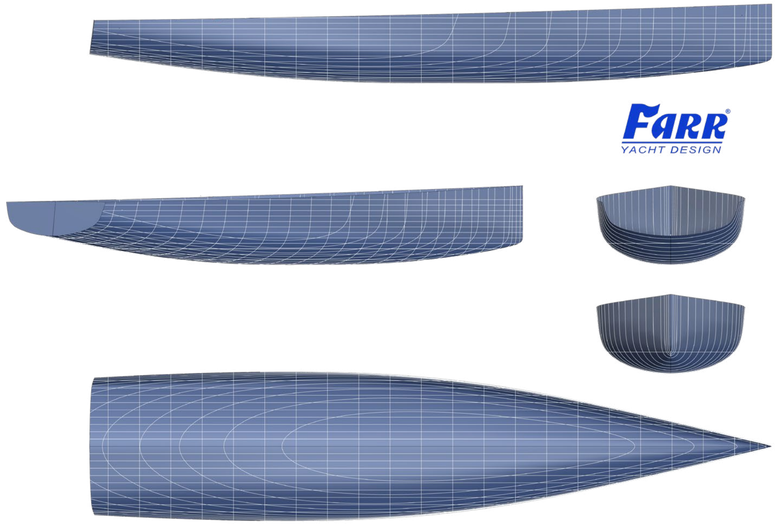
BEAM TO DRAFT RATIO, RIGHTING MOMENT AND BALLAST

The optimized balance of canoe body beam-to-draft ratio (BTR), the ballast in the keel and the overall vertical center of gravity are the primary drivers of performance of the yacht across the wind range.

Some of the key considerations in choosing these parameters for a high-performance cruising yacht, designed to perform well in the generally light conditions of the Mediterranean, are: low hull wetted surface area to keep the size of the sailplan manageable, narrow beam at the waterline for an easily driven hull, relatively more ballast because the yacht often sails in flat water and a high righting moment for good upwind performance in moderate and strong winds.
Higher BTR increases wetted surface area, wave drag and resistance when sailing in waves but also increases stability and can reduce the amount of ballast required. Higher BTR is required in very light boats as a means to achieve the needed stability for good performance.

The SW123 has a BTR of 5.9 which balances well with the displacement length ratio of 82 (calculated with yacht in half-load displacement) and keeps wetted surface to a minimum. The proposed ballast bulb weighs 26.5 tonnes producing a ballast ratio of 34.8% (lightship) with the weight of the keel fin included in the ballast. For a yacht the size of the SW123 the maximum beam, relative to the waterline beam, is driven more by the needs of the interior and by styling than by basic naval architecture and performance.
A relatively smaller maximum beam reduces weight and windage and improves performance.
The maximum beam of the SW 123 at 8.19m accommodates the interior and styling needs without being excessive.

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



RUDDER CONFIGURATION AND DESIGN OF THE STERN

The hull shape of the SW123 has been developed to accommodate a twin rudder configuration in conjunction with either a lifting or telescopic keel giving a manageable draft of 3.85m (keel raised).

The twin rudder configuration is very efficient at the typcial heel angles experienced when sailing upwind and when reaching as the two rudders can be installed farther aft in the yacht than a single rudder. The drag of a partially immersed windward rudder is typically very low in conditions when the full load is carried by the leeward rudder.

It is not necessary for the windward rudder to be completely out of the water to achieve target speeds. The optimized transverse separation of the rudders was chosen after an analysis of the expected operational heel angles.
This optimum separation is adjusted with consideration of the interior requirements in the aft areas.

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

DEFINE YOUR SW123

VERSATILITY

The SW123 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 SW123 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.

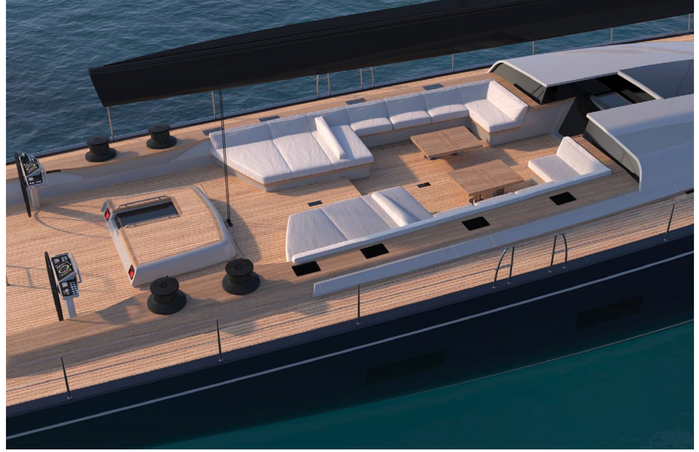
Following on the success of the SW108 smart custom, the SW123 is available in different keel configurations (see lifting, telescopic or fixed), sail plans, deck configurations (GT, X-Crossover) and different interior styles and layouts giving each yacht its own unique personality.

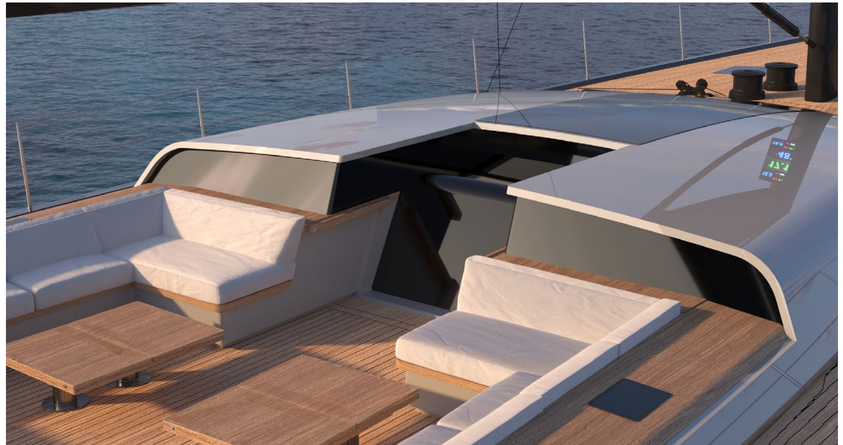
SW123: DEFINE YOUR SPACE

CUSTOMIZABLE SUPERSTRUCTURE

CUSTOMIZABLE SUPERSTRUCTURE, COAMINGS AND PLATFORM

CUSTOMIZABLE COCKPIT LAYOUT

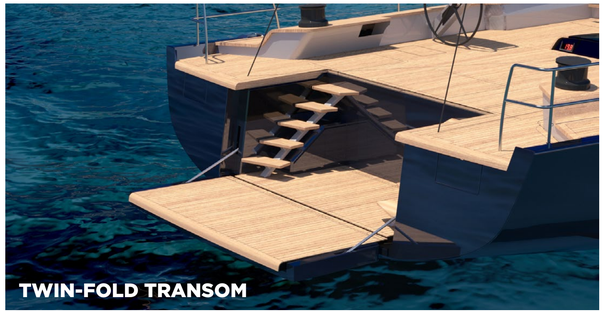




"The Southern Wind 123, the shipyard's new flagship, embodies the smart custom concept—offering a refined platform that allows for tailored deck geometry designs and interior styles to customize each yacht according to the owners desire and vision, while maintaining a proven structure. In this size range, its versatility in exterior architecture and styling, and in the interior functions, ensures a high-end yachting experience."

Massimo Gino,
Nauta Yacht Design

SW123: DEFINE YOUR CONNECTION TO THE SEA
TWIN-FOLD TRANSOM

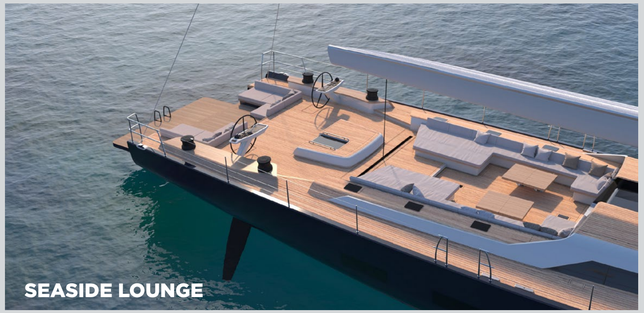


The SW123's exceptionally wide aft cockpit allows for two distinct transom configurations.

The twin-fold transom system transforms the yacht's aft section into a beach club and tender/toy garage, offering a unique experience at sea. When both the aft deck portion and transom door are opened, the swim platform doubles in size.

The garage is designed to accommodate a Castoldi Jet Tender 17 (8 guests + 1).

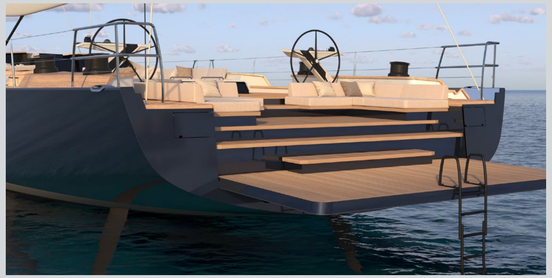
SW123: DEFINE YOUR CONNECTION TO THE SEA
SEASIDE LOUNGE



The Seaside Lounge transom design allows for a significantly larger beach club area and swim platform.

This space can be configured in multiple ways, featuring large sunbeds, L-shaped settees, or transformable coffee tables.

In addition to creating a versatile lounge area, this design also accommodates a Williams SportJet 435 tender, which can be stored transversally beneath the lounge.



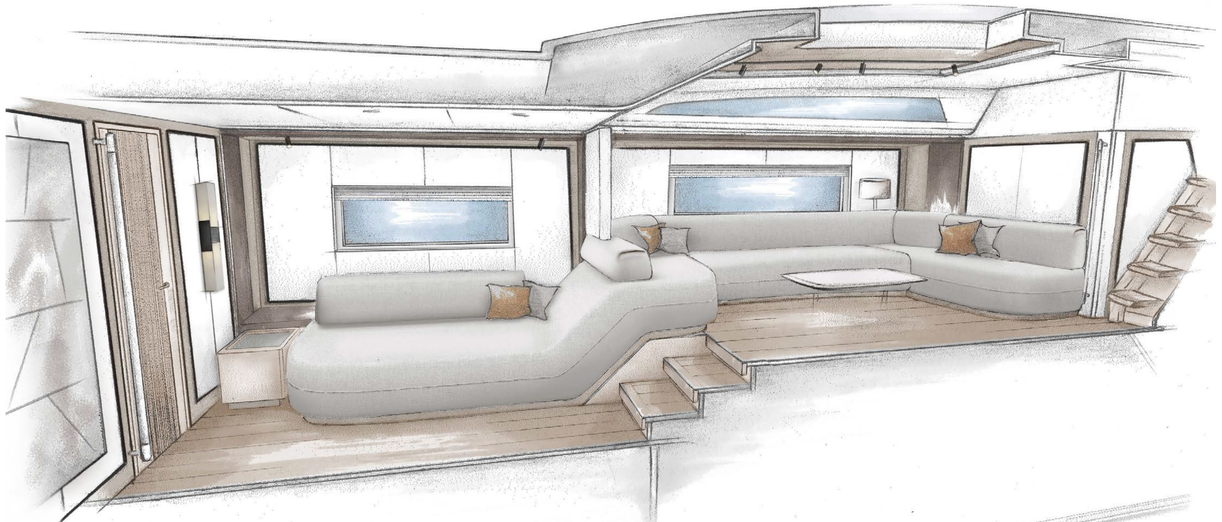
INTERIOR VERSATILITY

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.
This four-guest cabin layout offers a spacious and inviting L-shaped social area forward of the saloon, seamlessly integrating the living and dining spaces with a comfortable TV lounge.

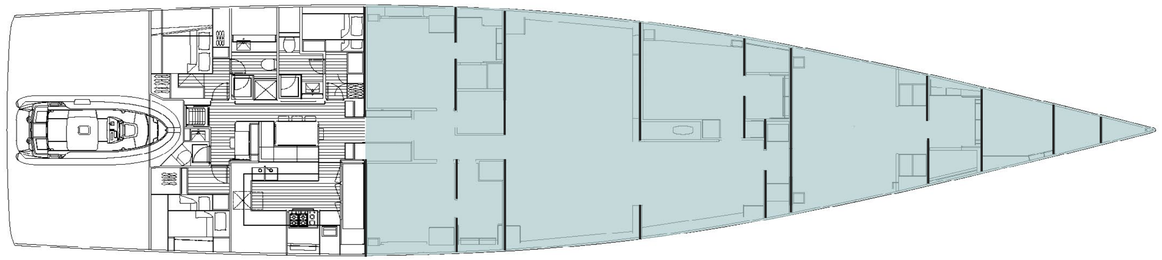
All guest cabins can be conceived as multifunctional to be used as an onboard studio with day head, a gym/sauna or converted into a regular cabin.
SW123 presents a generously proportioned main saloon that is the centerpiece for on board living.
It is a large single open space where ten guests can relax and converse in sumptuous comfort on sofas or around the eight to ten seat dining table.

The crew area is thoughtfully designed to provide an efficient living and working space for five to six members, featuring three ensuite cabins.

The galley, crew mess, and nav station have been carefully arranged to optimize ergonomics, ensuring smooth movement and functionality during daily operations.



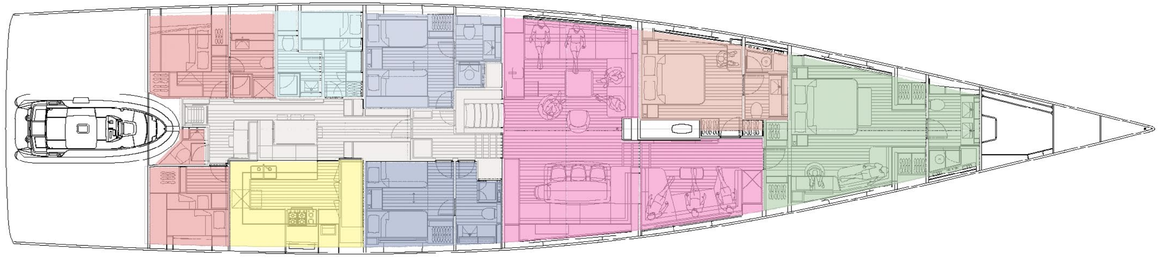
DEFINE YOUR COMFORT
VERSATILE INTERIORS



The SW123 Smart Custom platform provides extensive customization options for the interior within the positioning of the structural bulkheads.

The crew area has been meticulously crafted in collaboration with experienced crews from our previous yachts, ensuring optimal functionality and comfort.

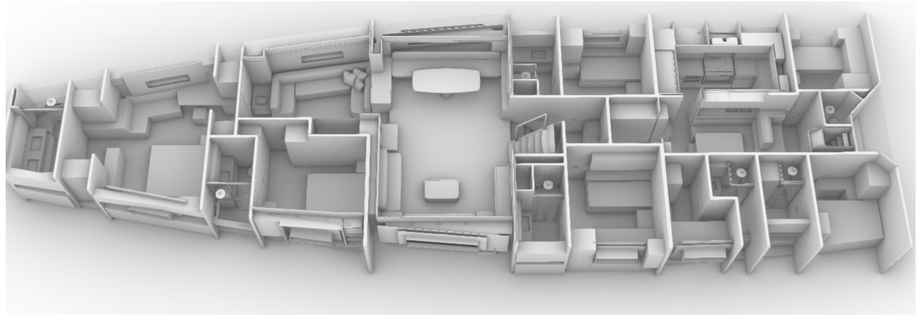
DEFINE YOUR COMFORT
SW123 01

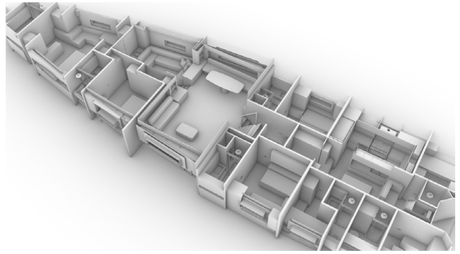


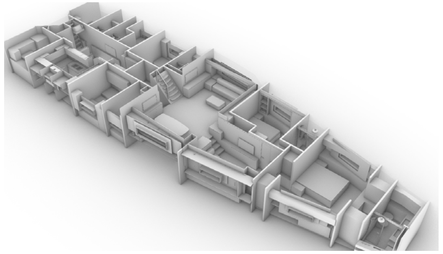
SPACE	Square Meters
OWNER CABIN	20.4
OWNER HEAD	4.6
PORT FORE GUEST CABIN + HEAD	10.3
GUEST HEAD	3.3
SALON + TV LOUNGE	43
PORT AFT GUEST CABIN + HEADS	12.3
STBD AFT GUEST CABIN + HEADS	11.7
CORIDOR + TECH SPACE + PRE ER	6.9
CREW MESS + CORRIDOR	13.4
GALLEY	12.2
CREW CABINS + HEADS	27.1
TOTAL	165

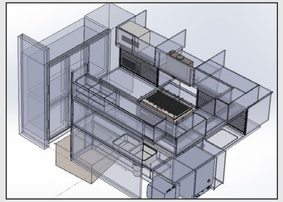
DEFINE YOUR SPACE

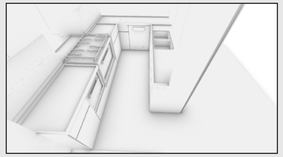
VERSATILE INTERIORS

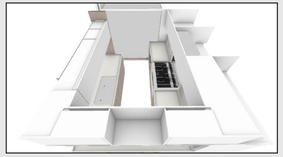








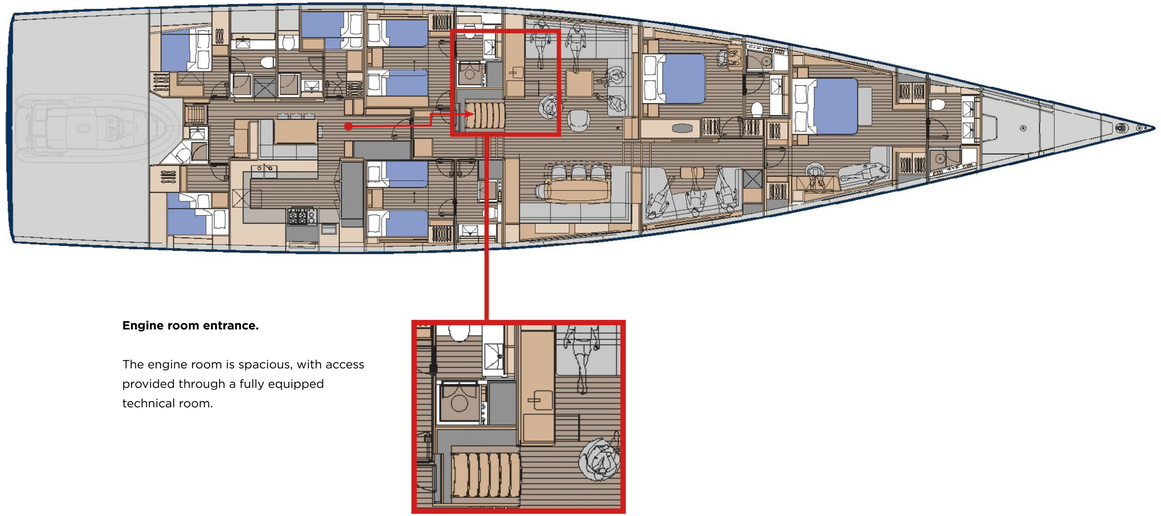




DEFINE YOUR STYLE

CUSTOMIZABLE INTERIOR MOODBOARD

Versatile Engine Room



Engine room entrance.

The engine room is spacious, with access provided through a fully equipped technical room.

Engine room

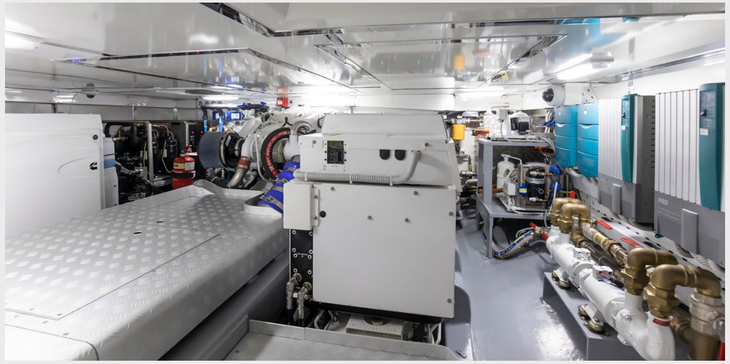
IMO Tier III Compliant propulsion solutions

Option A

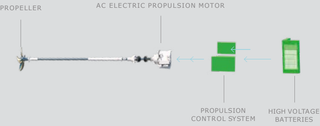
Traditional Diesel Propulsion Featuring a Selective Catalytic Reduction (SCR) Unit

Option B

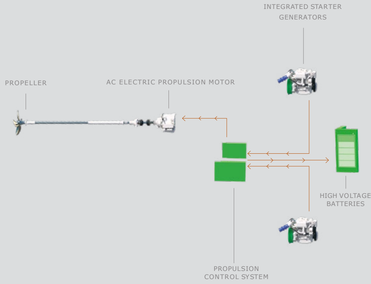
Diesel-Electric Propulsion and Power System with Integrated High-Voltage Energy Storage



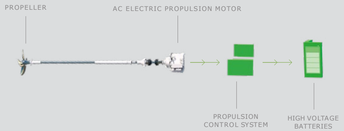
DEFINE YOUR DRIVE
HYBRID PROPULSION



SILENT MODE



HYBRID MODE



SAILING MODE

SW**123**#01

DELIVERY IN 2027

SW123#01
UNDER CONSTRUCTION

The first SW123 is already under construction and scheduled for launch in February 2027.

Designed for fast, exhilarating long-range cruising, she offers unmatched comfort and luxury. The yacht will be available on the charter market. She will feature a clean bow without a bowsprit, integrating an underwater anchoring system. Her telescopic keel (3.8–5.9 m) ensures versatility, while her High Modulus mast and boom, combined with EC5 carbon rigging, enhance performance.

SW123#01 will showcase the sporty, sleek lines of the GT deck configuration. Her exceptionally wide aft cockpit and innovative twin-fold transom system transform the stern into a spacious beach club and tender garage, accommodating a Williams 520 SportJet.

Built for the future, she will be IMO Tier III compliant, featuring a serial hybrid power and propulsion system.

Deck Design

The deck configuration of the first SW123 represents an evolution of the Gran Turismo (GT) deck, previously seen on the SW105 Taniwha and SW96 Nyumba. This low-slung coachroof gives the yacht a sleek and sporty profile, emphasizing her performance characteristics.

To maximize the curvature of the coachroof sides, there are no lateral windows. Instead, these have been replaced by a wide, full-length centerline skylight that generously illuminates the saloon. Additional natural light is provided through the enlarged hull windows on either side of the saloon, offering a panoramic view of the surrounding seascape while seated at the dining table or in the lounge.

Precise FEM analysis has allowed Southern Wind to optimize the size of the hull windows, significantly increasing their dimensions.

Cockpits

The arrangement of the deck and cockpits has been designed to meet the needs of owners who wish to race competitively or cruise in comfort and security. The guest cockpit is located forward and away from the action. A shallow step down from the main cockpit floor level slightly recesses the cockpit, providing additional protection from the elements behind the coachroof. This design also enables a lower, more streamlined bimini and sprayhood, improving visibility from the helming positions.

Wide settees on either side offer comfortable seating and relaxation, with convertible tables that can be configured as either dining or coffee tables. The aft ends of the settees feature spacious cushions dedicated to sunbathers.

Moving aft, the transition from the guest cockpit leads to the single-level operational area of the cockpit, where all lines, winches, and sailing equipment are located.

Efficent Boat Handing

The mainsheet is controlled by a captive winch with joystick controls on both steering pedestals. The dual-action joystick also operates the recessed mainsheet traveler, allowing the trimmer full control over the mainsail shape—an increasingly rare feature on modern sailing superyachts.

Two pairs of Harken 1235 winches are mounted on either side of the coaming, directly in front of the steering pedestals. This setup provides the helmsman with full visibility of the trimmers and everything happening ahead.

The steering pedestals feature flush-mounted instrument displays and controls for the entire aerofoil, navigation, communication, propulsion system, and more.
The aft companionway, centrally located on the aft deck, provides direct access to the nav station, galley, and interior. A recessed sprayhood within the island protects the hatch and offers a comfortable seat for the watchkeeper accompanying the helmsman.

Foredeck

Moving forward to the bow, the owner of SW123-01 has opted for a clean and plumb bow profile without a bowsprit. The Manson underwater anchoring system deploys from beneath the bow, optimizing weight distribution and maintaining a clean, minimalist aesthetic.

A hydraulic Code Zero furling padeye will be positioned forward of the jib furler, while a capstan and windlass will be mounted within the anchor locker. Further aft, the sail locker provides cavernous storage for sails, toys, and equipment. Additional deck storage is available in the foredeck locker, located aft of the staysail furler. This unique use of space is designed to hold the staysail when not hoisted but can also accommodate cushions, storm sails, or other deck gear that needs to be accessed quickly.

Precise Trimming

The jib trimmer benefits from three-dimensional control of the clew via transverse jib tracks with hydraulically controlled adjustments. Positioned adjacent to the primary winch, the trimmer can adjust the luff tension, height, and lateral position of the clew at the touch of a button. With such an intuitive system, there is no excuse for anything less than perfect sail shape at all times!

Owner's Suite:

The Owner's suite is situated in the forwardmost section of the interior, offering a spacious and comfortable living area. The ensuite head is positioned forward of the cabin, providing a brightly illuminated space equipped with a WC, bidet, double wash basins, and ample storage concealed behind mirrored panels. The shower compartment is offset to starboard and enclosed by a glass door.

Aft of the shower, storage cupboards are located on either side, featuring hanging lockers, drawers, and compartments for various items. To starboard, a two-seat sofa—also usable as a daybed—is positioned adjacent to a generously sized writing desk, spacious enough to accommodate two people sitting side by side.
Maximizing storage was a top priority in the design of this cabin, with every available space dedicated to additional closet capacity. Storage areas can be found on either side of the entry door, beneath the bed, and throughout the cabin, ensuring ample space for personal belongings.

VIP Cabin:

The forward guest cabin, designated as the VIP suite, features a walkaround queen-sized bed, a writing desk, and multiple storage lockers and cupboards. Forward of the cabin, the ensuite head includes all the essential amenities expected on a pedigree superyacht. The dimensions of this cabin are comparable to those of an Owner's suite on a 30m (100') monohull sailing yacht.

Saloon:

At the heart of the yacht is the full-beam main saloon, designed for comfort and socializing. The bar and lounge area is located to port, featuring an L-shaped settee, a coffee table, and two cozy armchairs. To starboard, the dining table comfortably seats eight guests in its standard configuration but can be extended to accommodate up to ten, with additional seating on settees and dining chairs. The lounge area continues forward into the lower saloon, an inviting space designed for reading, relaxation, or watching television with friends.

Aft Guest Cabins:

Descending the stairs aft of the saloon, two additional guest cabins are located on either side. These multifunctional cabins feature convertible beds that can be arranged as either a double or two single berths. Additionally, each cabin includes a third Pullman-style berth affixed inboard, allowing accommodation for up to three guests per cabin. This flexibility ensures comfort for a wide range of guests, including couples, singles, or children. Both heads contain a well-appointed head and the starboard cabin head features dual access, allowing it to also be used as a day head for visiting guests.

Aft Corridor:

Between the aft guest cabins, the central corridor houses wine coolers and provides access to the engine room and crew quarters via the pantry and galley storage area.

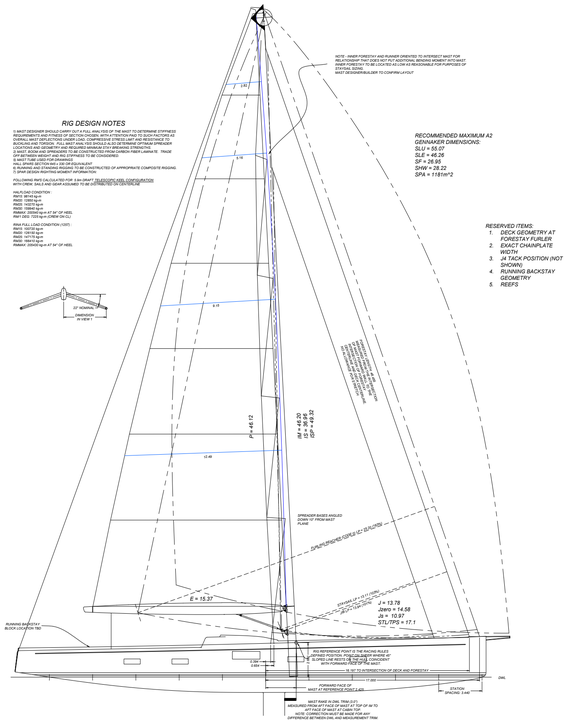
Crew Area:

The crew area is optimized for both efficiency and comfort, allowing the crew to perform their duties while enjoying a secure and well-appointed living space. Three ensuite cabins accommodate up to six crew members, who share a common area known as the crew mess. The galley, located to starboard, is designed to meet the highest standards, featuring amenities comparable to those found in a Michelin-starred restaurant.

Navigation Area:

The navigation station doubles as the captain's workstation and is positioned directly beneath the aft companionway, a short distance from the steering pedestals. The extra-wide desktop offers ample space for charts and equipment, surrounded by flush-mounted displays and instrumentation for seamless monitoring of all onboard systems.

SW123
SAIL PLAN



DESIGN PARAMETERS

Wetted Surface (Light)	207.3 m^2
Wetted Surface (Halfload)	216.7 m^2
Sail Area (Upwind)	740.3 m^2
SA/WS (Light)	3.57
SA/WS (Halfload)	3.42
DLR (Light)	79.0
DLR (Halfload)	82.0
Ballast Ratio (Light)	34.8
Ballast Ratio (Halfload)	31.1

SAILPLAN

The generous size of the sailplan ensures excellent light wind performance and ample acceleration in lighter conditions.

The aspect ratios of the mainsail and headsail and the distribution of area between the mainsail and headsail were selected to promote flexibility for efficient depowering while maintaining the overall balance of the configuration. The beam to draft ratio generates stability without the need for excessive ballast weight.

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

SW123
DIMENSIONS AND SPECIFICATION

DESIGN DIMENSIONS**

LOA	37.46 m	123 ft
LWL	34.4 m	112.86 ft
BEAM MAX	8.18 m	26.84 ft
DRAFT	Telescopic keel (3.8-5.9 m) | Lifting keel (TBD) | Fixed keel (TBD)	12.46-19.36 ft
LIGHT DISPLACEMENT	108 t	238.099 Lbs
BALLAST (FIN AND BULB)	38 t	83776 Lbs
ENGINE	Hybrid propulsion | Standard propulsion	
FUEL TANK	6000 ltr (TBC)	
WATER TANK	3000 ltr (TBC)	
TENDER GARAGE	5.38 m	

RIG DIMENSIONS

I	46.20 m	151.05 ft
J	13.78 m	45.77 ft
P	46.12 m	150.75 ft
E	15.37 m	50.30 ft

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

DISCLAIMER: The information included in this presentation is to be considered preliminary and therefore subject to possible modifications.









SOUTHERN Wind