



# SOUTHERN WIND

## Sw 102 Crossbow

Text by Roberto Franzoni — Photos by Giovanni Malgarini *Superyacht*

SW102 "Crossbow" is the fifth of the SW102 miniseries and third of the Raised Saloon series. Thanks to the solid ongoing working relationship with Farr yacht Design for the naval architecture and with Nauta Design for the general yacht concept design, as well as for the exterior and interior design work. This elegant 30 metre once again proves this shipyard's ability in building highly performing, comfortable and luxurious sailing yachts.

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Following the notable success off the Southern Wind 100 with 13 built in six years, the SW102 is the natural evolution of the same concept. The SW102 has a slightly longer LOA than the previous SW100 but it sports a significantly longer LWL and a larger sail plan which improves performance in light winds. The interior layout is similar to the SW 100's but with more space in critical areas given by the extra length and greater volume of the hull. "Crossbow" represents the latest evolution of the semi-custom SW 102 which is already tracking a successful career record. After the first two SW102s with Deck House version, "Crossbow" sports a Raised Saloon which was first deployed on SW102 number 3 named "Farfalla" and the fourth one "Seawave".

Blending the best features of the two previous configurations namely: the Flush Deck, and Deck saloon, the design of this raised Saloon version offers a vigorous platform with uncontaminated determined lines and notable head room below decks with ample window like ports which fill the interiors with plenty of natural light over 270°.

The hull, deck and superstructure are in vacuum bagged carbon fibre sandwich which make the yacht tough but light meaning pleasing to sail in light breezes and also performing in strong winds. The external layout has been designed in such a way as to make it easy and safe to move from the helm to the companion way, thanks to a clutter free, comfortable and safe deck layout. "Crossbow" has been built to Rina's highest standards and is Rina Charter Class compliant. The interiors are bright and convey a pleasant atmosphere: the saloon is made up of a large open single space lounge area in which eight to ten people can relax while sitting on comfortable sofas contouring the dining table. A study/entertainment area cleverly separates the saloon from the owner's private zone. This solution is one of Nauta Design's popular solutions which is still requested for its practical purposes.

"Crossbow" stands out for the timeless styling of its interiors: whitened oak bulkheads and panelling blend well with the walnut flooring and stainless details. The upholstery is made up with lively creamy white fabric with some coral red details. Southern Wind's most requested interior layout is the one sporting a large owner's suite set in the bow furnished with a double bed, dressing table, and a sofa. Directly astern of the owner's suite, there's a double VIP guest cabin, and astern of the lounge there are two twin cabins with single beds while the crew's quarters and galley take up all the stern area and have their own separate access. This four cabin layout means there is room enough for two



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families to cruise together in comfort and for charter parties too. The crew's quarters are made up of three cabins with two bathrooms. A door separates the crew area from the galley, ship stores, and chart table. Nauta Design has come up with this layout area to make it easy for crew to move about in carrying out their work and Southern Wind has fine tuned it.

Below the helm controls station on deck there's a garage for a 4.2 metre tender. As customary "Crossbow" too was delivered to the owner, this time from Cape town's shipyard to the Mediterranean, in August 2016. After her maiden voyage of 7,000 miles, she was officially presented at the Cannes and Monaco Yacht Shows. "Crossbow" was built for a European owner who plans to sail with family and friends across oceans with carefully selected crew members, made up of four professionals, a captain, first mate, hostess and chef all employed annually.

As for all other SW102 line yachts, for which Farr Yacht Design has been drawing up hull lines and sail plans as well as overall configuration, the same has been done for "Crossbow" which sports a lovely aggressive slender almost vertical bow. The topsides in the bows are more vertical while the stern widens out more to deliver a longer waterline length when the yacht is close hauling and sailing 'gunnels under'.

Bruce Farr reportedly explained "The owner requested great performance similar to that of the Deck Saloon model even with the garage space for the tender. The saloon

which on this model is significantly lower has reduced the VCG and more so some of "Crossbow"'s weight, while contributing to compensate for the added weight of the garage. Sea trials have demonstrated that performance-wise the objectives have been reached successfully. We've often sailed faster than true wind speeds in light breezes".

In the course of a further trial carried out on a warm spring day off Montecarlo I can confirm the following results: true wind speed 4.3 knots, calm sea, temperature 22°. "Crossbow"'s speed with standard genoa: 4.8 knots. "This yacht can sail on par with true wind speed up to 4 knots – adds Farr – just by using a light 'reacher' and can carry all the canvass up to about twenty knots without having to reef down". Given these notable features, sailing "Crossbow" rewards you with satisfying experiences in most winds and sea states. "Crossbow"'s length/displacement ratio when semi laden is 92. The ratios when close hauling and running before, in relationship to wetted surface area are respectively of 3.5 and 6.5 while the ratio between displacement sail area when close hauling and running before are 31 and 57 respectively.

"The objective in mind when designing the hull – Continues Farr – was to maximize the effective waterline length at all times in every condition while maintaining optimal equilibrium. The careful distribution of the volumes enhances significantly full exploitation of the steering blade below the surface while sailing at typical angles of heel.

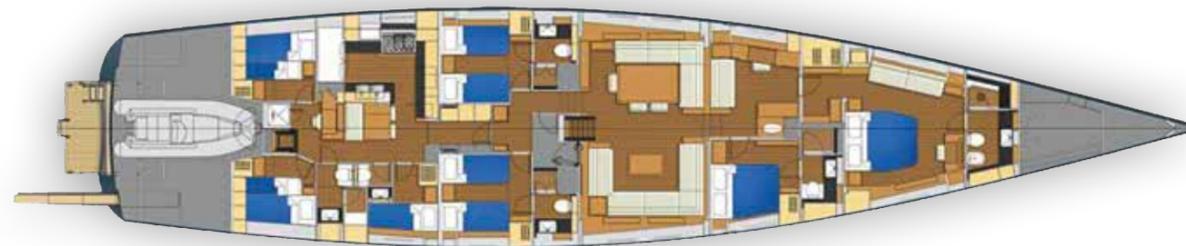
The sum of all these considerations contribute significantly in delivering great responsive

steering which are truly satisfying every time. Generous interior volumes specially in the stern area translate into maintaining most of the waterline length also when sailing at an angle without causing the bow to dip into the water excessively. "Crossbow" is a highly performing yacht also thanks to Nimble management and is a real pleasure to sail".

"Thanks to the Raised Saloon configuration – says Mario Pedol of Nauta Design – the engine room is positioned right under the saloon and is placed higher up which means therefore that guests can enjoy a better view of the surroundings especially while seated. Both sky lights on the coachroof and the window like ports along the topsides provide plenty of natural light inside, which is one of Nauta Design's 'must haves'. On "Crossbow" this concept is taken further with a significant difference: the saloon closes off only on starboard side of the central passageway which leads to the owner's suite while the area is open on port side to form a study which seems to 'enlarge' and to 'deepen' the space available - another must have on yachts of this size. The mainsail's captive sheet winch is cleverly situated under the little sofa in the study so as not to encroach on spaces already used for other gear. The main companionway situated on portside contributes in conveying a feeling of still greater space."

A number of very innovative solutions have been installed on "Crossbow". All on board lighting inside, sports LED lights set inside the topsides away from view. The light of these is warm and creates a welcoming atmosphere which is further enhanced by natural oak furniture and the walnut flooring.

The size of the bed bases have been shortened to increase perceived available space."



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This improvement is more evident in the two guest cabins with separate beds where the flooring below the beds is 10 centimetres wider on each side: the larger tread on surface thus obtained notably increases perceived space. The bedside tables are lower when compared to the preceding ones installed in SW102 and are equipped with gimballed trays. The bookshelves situated in the owner's suite and in the guest cabins sport light coloured oak frames which contrast with some of the darker walnut niches.

All the bathrooms boast elegant looking faucets and Dornbracht accessories. The mirrors and shelves above the wash basins are all framed in oak too with dark walnut ledges repeating the same harmonious pattern deployed for the bookshelves in the guest cabins. For further information: Pegaso Srl, Piazza della Vittoria 15/22, 16121 Genova, Italy; tel. +39 010 570 4035; sales@pegasoyd.com - www.sws-yachts.com

### TECHNICAL DATA

LOA: 31.71 m – LWL: 27.72 m – Beam: 6.90 m – Draught: 3.95 m – Dry displacement: 64.5 tons – Fuel tank capacity: 4,840 litres – Water tank capacity: 2,400 litres – Sail plan: I 37.49 m; P 36,62 m; J 11,05 m; E 13,28 m – Sail area: 513 square metres – Mast and boom: Southern Spars pre-preg. carbon fibre - Southern Spars EC6 + carbon rigging Performance winch package (2 primary, 2 secondary, 1 captive winch, 4 on mast) – Engines: 305 HP Cummins QSB 6.7MCD – Construction materials: Sandwich (carbon/Kevlar, epoxy and core-cell) – Certification: Rina Charter Class " Malta Cross, Mach Y" (Malta), short range, Malta Commercial Code – Naval Architecture: Farr Yacht Design - General concept, exterior and interior design: Nauta Design – Structural engineering: Gurit UK Ltd.

