

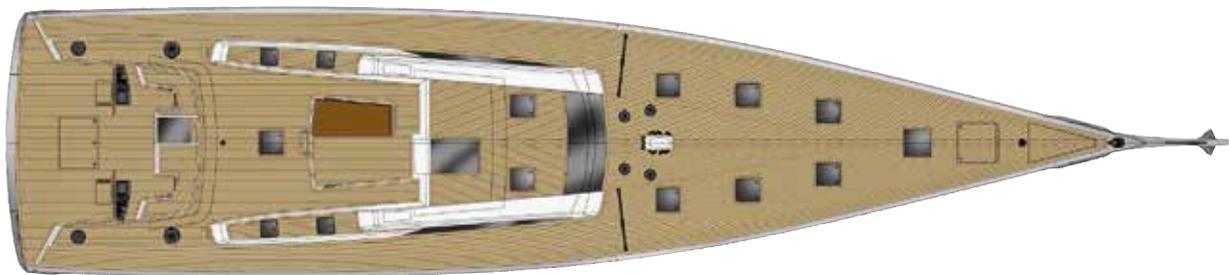


Sw 96 Sorceress

# Southern Wind

Featuring thoroughbred lines, racer hull, cruiser interiors. Here's Southern Wind's, Farr's and Nauta's latest magic.





**S**outhern Wind's 96 Sorceress is currently cruising the Mediterranean, a real treat for the brand's fans at the Maxi Yacht Rolex Cup event held in Porto Cervo (Sardinia). This is the first hull of a new mini-series built and furnished according to the tastes of a very demanding owner. The fortunate owner, a returning customer of a carbon built 80' wanted something more performing to be deployed in inshore and offshore competitions including ocean racing events, which offers the comfort of a blue water cruiser. A perfect example of incompatibility which essentially means a lightweight hull (racer) with super comfortable luxury interiors (cruiser). Somehow Southern Wind, Farr Yacht Design and Nauta pulled it off 100% and created a masterpiece: Sorceress with a displacement of only 56.7 tons sports an overall length of about 30 metres. "Our objective - says Jim Schmicker VP of Farr Yacht Design and in charge of the naval architecture on Sorceress - was to join up highly performing hulls featuring beamy forms, with twin rudder blades controlling a remarkable sail plan, together with those well known features found in almost every Southern Wind project of ours..."

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Well balanced on every tack under full sail and in safety, without losing anything to the ease of steering'. For this reason as well, the internal layout was finalized prior to adopting the best compromise or most advantageous solution from a performance point of view concerning the positioning of the keel, water ballast containers where applicable, the mast and rake etc.

The silhouette view of the deck stands out for its sheer elegance and clutter free deck space. The entire area forward of the mast is totally flush deck, while the guest quarters are independent, the day time shared area is equipped with a large dining table and a grand sunbathing spot. The cockpit hosting the helm controls station is aft in the stern, it is protected with a spray hood/dodger.

The hi tech hull is carbon fibre laminated with Corecell epoxy resin. Carbon prepreg has been deployed as well as Nomex Honeycomb. Honeycomb or foam with wood finish have been used extensively for the interior decor. Low drag, well balanced, all round high performance were the principal objectives which were required from the project research work dedicated to the hull's lines. The positioning of overhangs, their size and weights and that of several on board plants were repeatedly tested. The SW 96 is also the first of the yard's yachts to sport twin rudder blades in consideration of the fact that when the keel blade is retracted the yacht's draught is reduced considerably. Transversal sheet tracks and cars have been installed on deck to ensure more accurate, fine tuning adjustments accordingly. Lastly an innovative fixed structural bowsprit has been installed since it is time saving and safer when hoisting a large Code zero.

The Raised Saloon is truly panoramic, it takes up the whole beam, precisely a shade less than seven metres, exploiting the advantages offered since the saloon flooring is in fact raised. Consequently 8/10 guests can be seated around the dining table and the living area is furnished with a large L shaped sofa and coffee table. The owner's quarters are situated in the bow. On each side of the aisle leading there are two cabins one with twin beds and private bathroom and the other is furnished with bunk beds. Further forward the owner's suite is preceded by a small study which enhances privacy. Then a sofa and finally a double bed at centre. The stately full beam bathroom is further forward with a lovely shower unit while another guest cabin with twin beds and bathroom ensuite is aft of the saloon. Passing past a door there's a bar corner with access to the galley from where the two crew cabins can be accessed. Each one with its own bathroom. The engine room, technical rooms, chart table and relative gear are in direct contact with the helmcontrols station.

The second SW 96 is scheduled to hit the water in January 2018

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## TECHNICAL DATA

Naval Architect: Farr Yacht Design - Exterior Design: Farr Yacht Design - Interior Design: Nauta Design - LOA: 29.30 m - LWL: 26.80 m - : 6.95 m – Minimum draught: 3.40 m - Draught: 5.40 m – Displacement: 56.7tons - Mast: Southern Spars high modulus carbon fibre - Rig: I: 37.70 m /P: 37.90 m/J: 11.50 m/E: 12.07 m – Fuel tank capacity: 3,780 litres – Water tank capacity: 1,500 litres - Engine: STEYR SE236E40 231Hp@4000rpm.