

BORN TO SAIL

The new SW82 is a nautical dream brought to life!

Highly versatile and built to perform, she offers prospective owners the perfect compromise: at **82 feet** she's neither too big nor too small; is **spacious** both above and below deck; delivers comfort and safety, as well as fun and excitement; combines the best of yesterday's innovations with today's; can be **customised to suit** individual needs; and is made for those who love to experience sailing and sea life firsthand, without the constraints of a large crew.

SOUTHERN
Wind
SHIPYARD



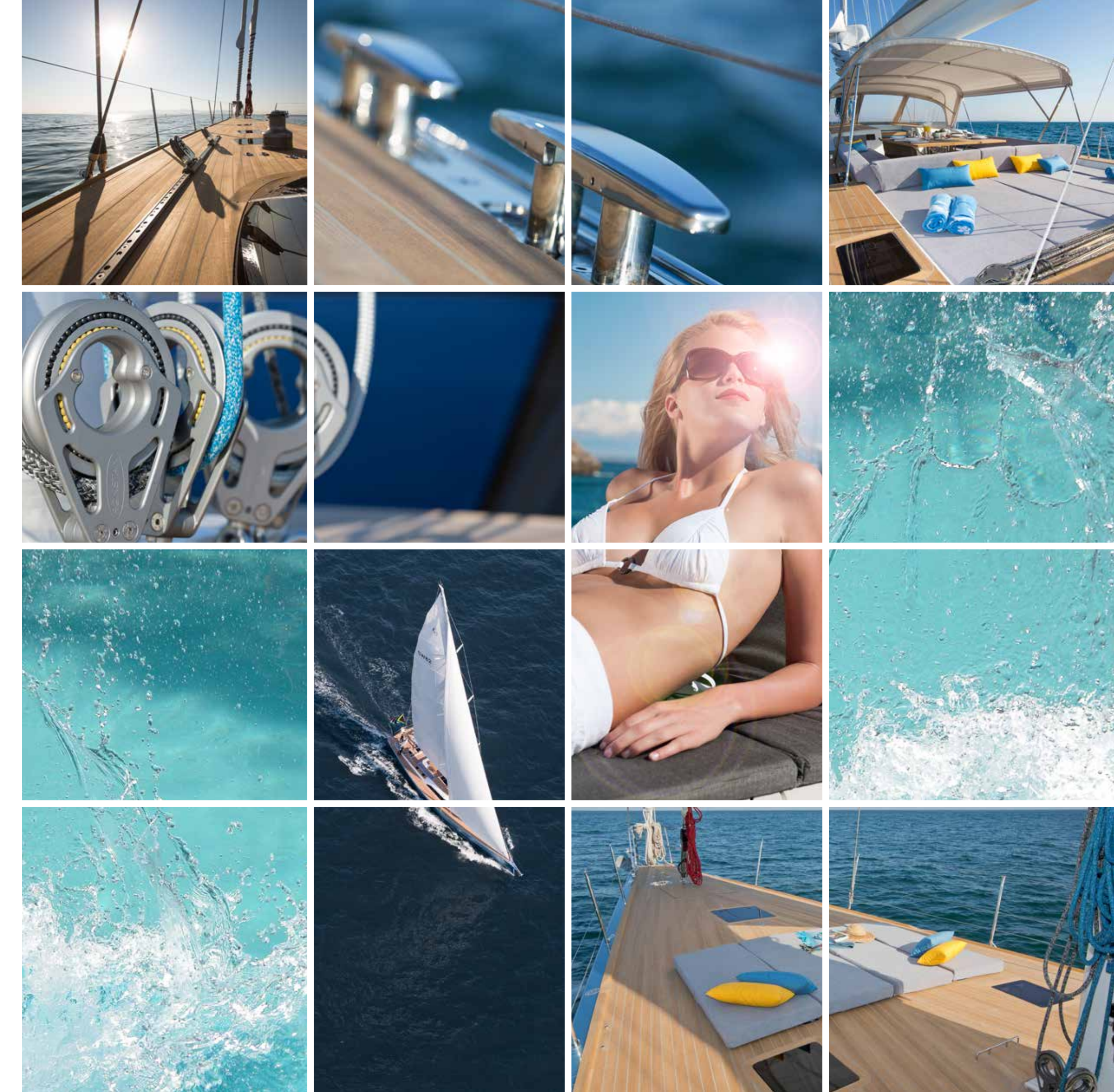




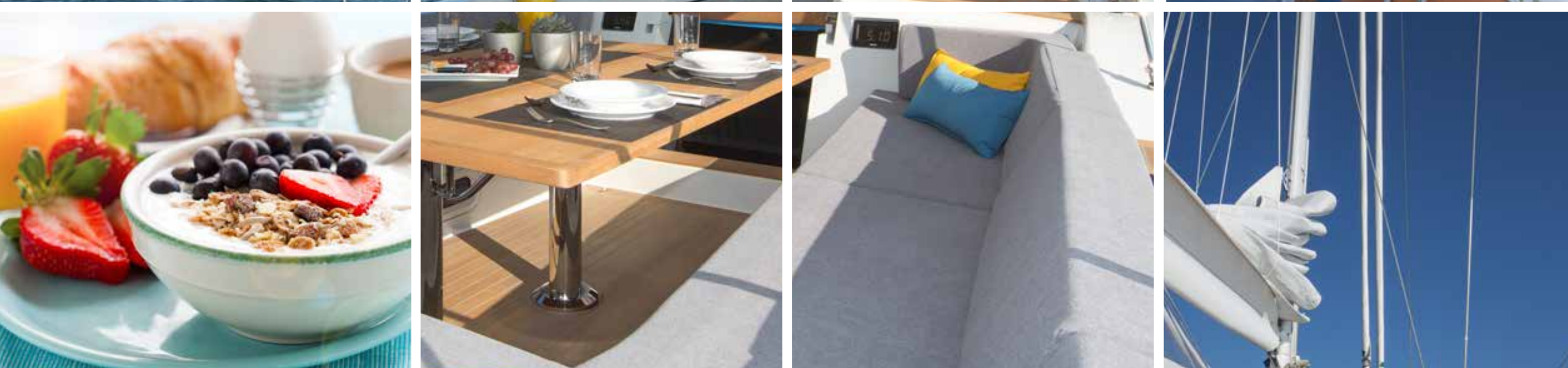
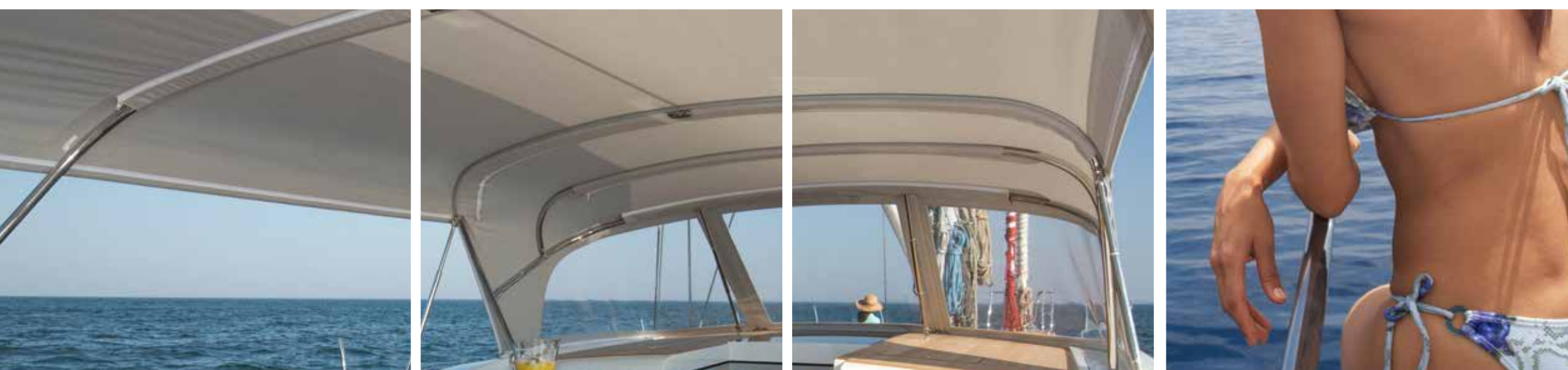
SEA OF EXPERIENCE

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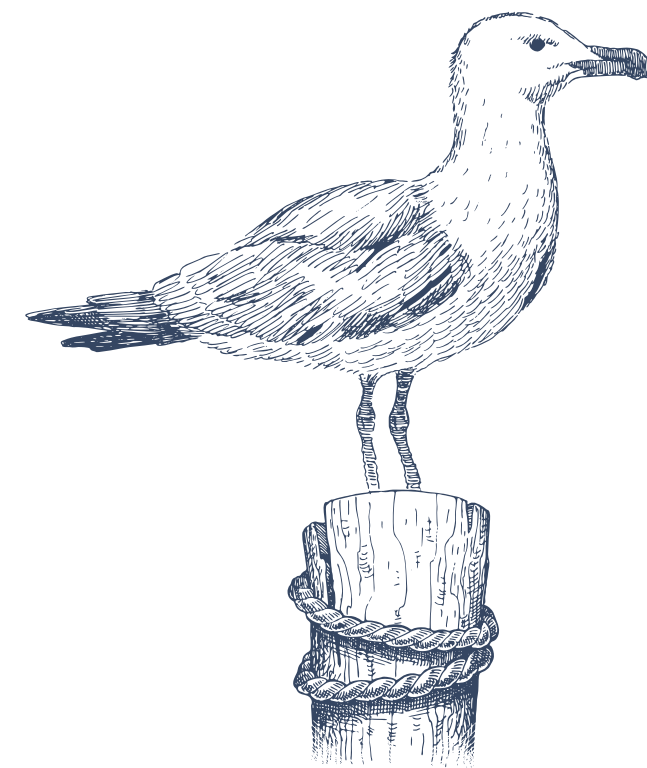
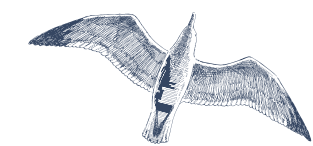






WAVE OF INNOVATION

Past successes triumph again in the newest addition to the Southern Wind family. The SW82 has taken what worked in its predecessors and made it work for her too: carbon rigging (SW100); anchor system (SW94); ventilation (SW110); MCA Class (SW100); lithium batteries (SW94); new construction technique furniture (SW110); new custom made flush hatches (SW102); Independent Wheels (SW100); systems (SW94 e SW100); and 3-part mould (SW110). Drawing from a proud lineage, the SW82 raises the bar, while avoiding pointless embellishments.



FREEDOM OF THE OCEAN

The SW82 is a promise of the ultimate sea life fulfilled – a real blue water yacht designed and engineered for the maximum enjoyment of sailing and the marine environment. She adapts to any situation and destination: from holidays with the family to exciting world cruises to thrilling challenges on the regatta circuit. With top performance, maximum durability, amazing interior volume, unmatched luxury and cutting edge design, the SW82 offers you the ideal way to enjoy the open seas.



THE ULTIMATE SEAFARER

Swift, graceful and highly responsive, the SW82 offers extraordinary cruising comfort and performance. The mainsail, genoa and gennaker are proportioned for high efficiency and ease of setting and trimming for use with a limited crew. The sail plan is sized for light wind performance – full sail can be comfortably carried to almost 20 knots – and for sailing in strong winds, there's a staysail that complements large genoa sheets in front of the shrouds. Well balanced, the SW82 is primed for sea travel.

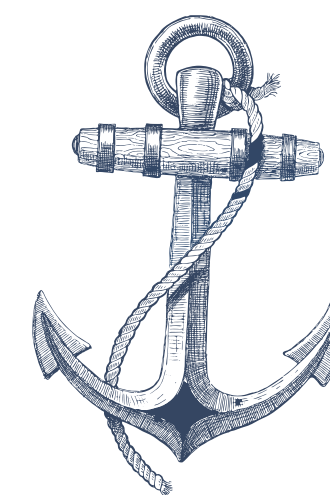


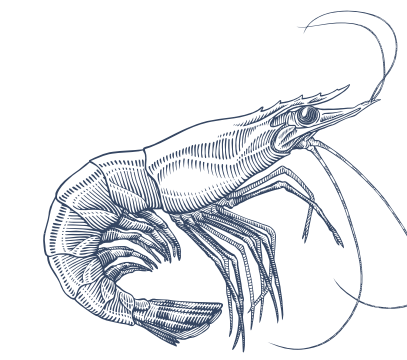


GO WITH THE FLOW

The SW82 appears much larger than its length of 25m and beam of 5.91m, due to the gradual tapering of the beam from the maximum point to the transom.

The SW82 is available in the Raised Saloon version with an airy under-deck open saloon, and a Flush Deck version, which features a sleek, stylish deck. There are also the choices between owner's cabin in the front or the back of the yacht, as well as a two, three or four guest cabin layout.

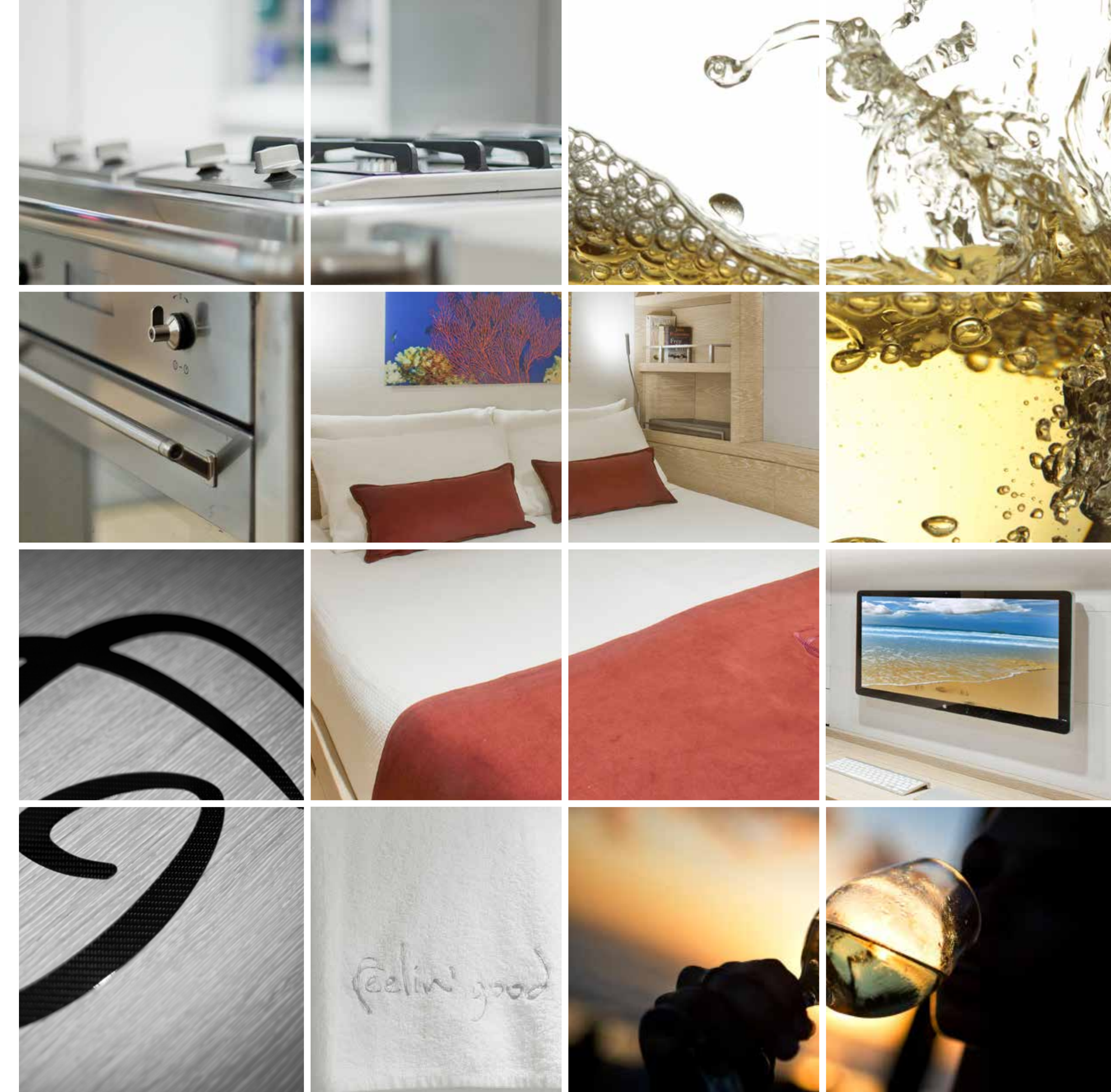




DOWN BELOW

After a day of wind and water, seek comfort below deck where additional volumes have been distributed into the ends of the yacht so as to increase the size of the accommodations.

Durable and lightweight interior furnishings are preferred over solid woods, which are used only where strictly necessary. The finest fabrics and natural timber veneers over innovative Nomex honeycomb cores guarantee colour, warmth and fragrance, adding an ideal ambience to your escape from the world above.





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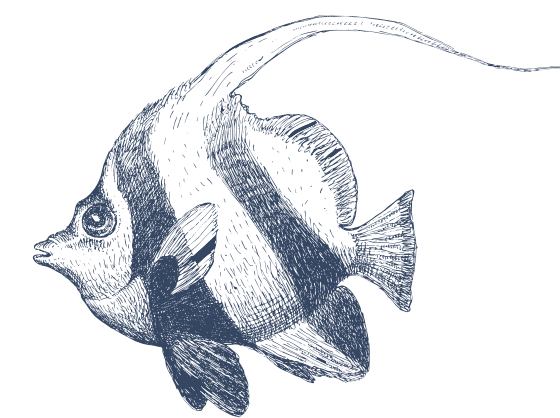
LIFE'S A BREEZE

When it comes to Southern Wind yachts, simply choose your preferred size and style:

The three guest cabin layout has the crew quarters at the back of the yacht, the master cabin in the front where it's quietest, and an accommodating social space that includes a studio / TV area. The four-guest cabin layout is similar, but is ideal for larger families or for owners who also want to charter.

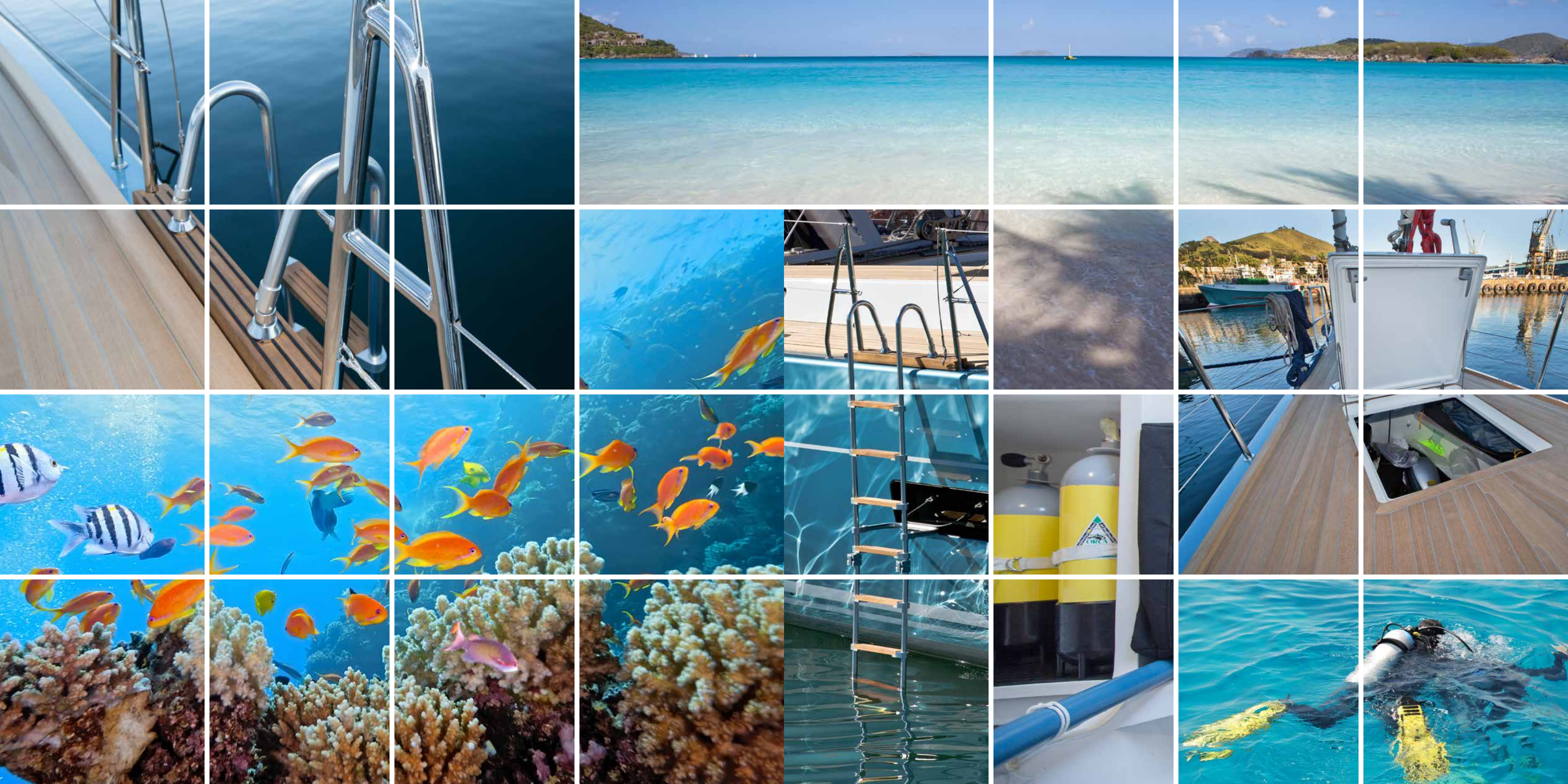
The two-guest cabin layout on the other hand has the crew quarters in the front, and a much larger master suite in the back.

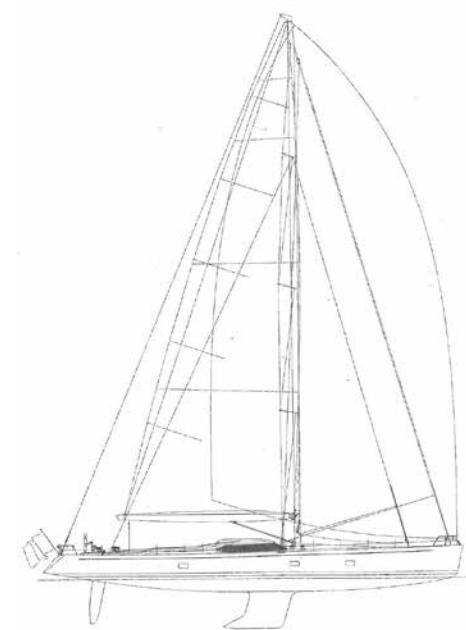
Guest cabins can be twin or double.







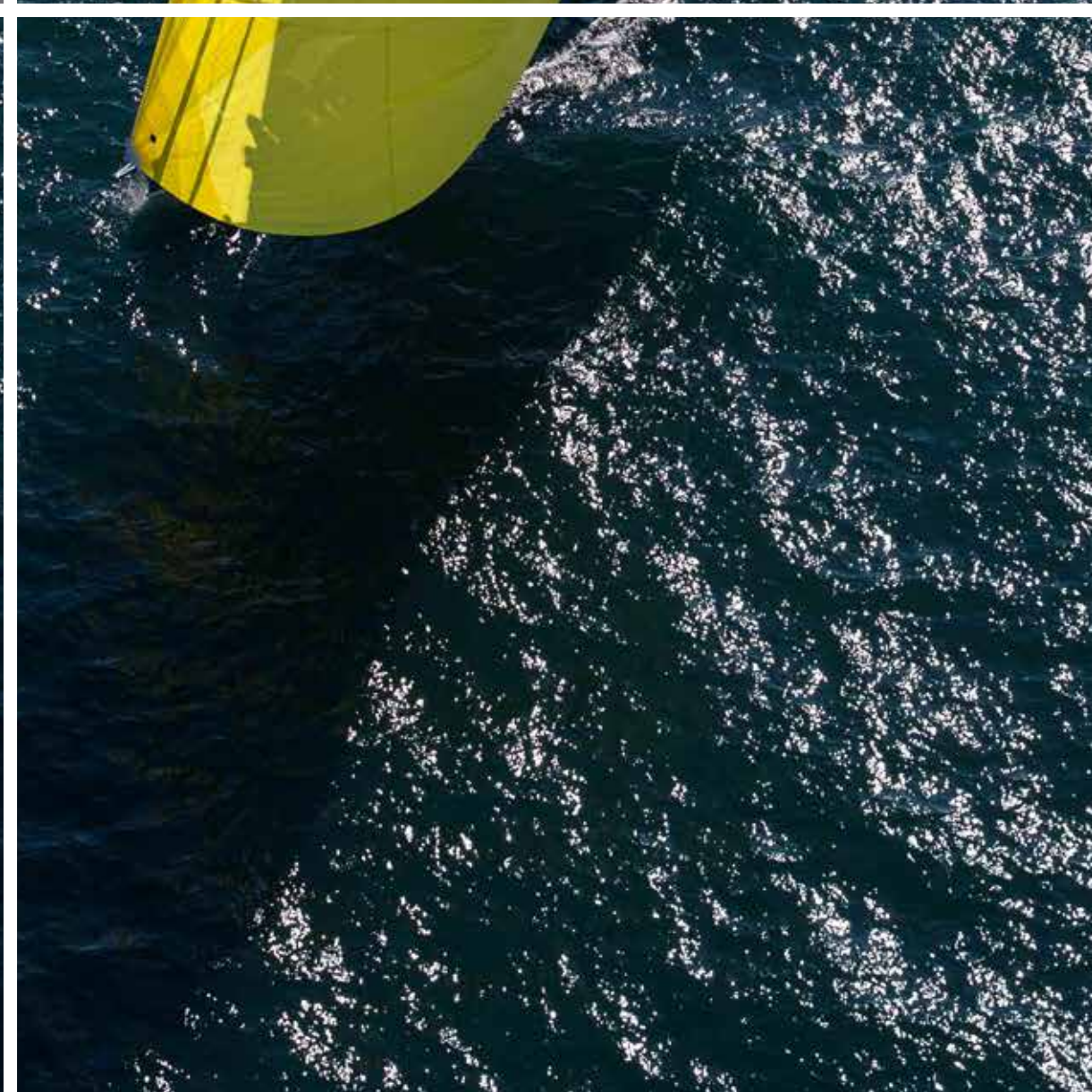
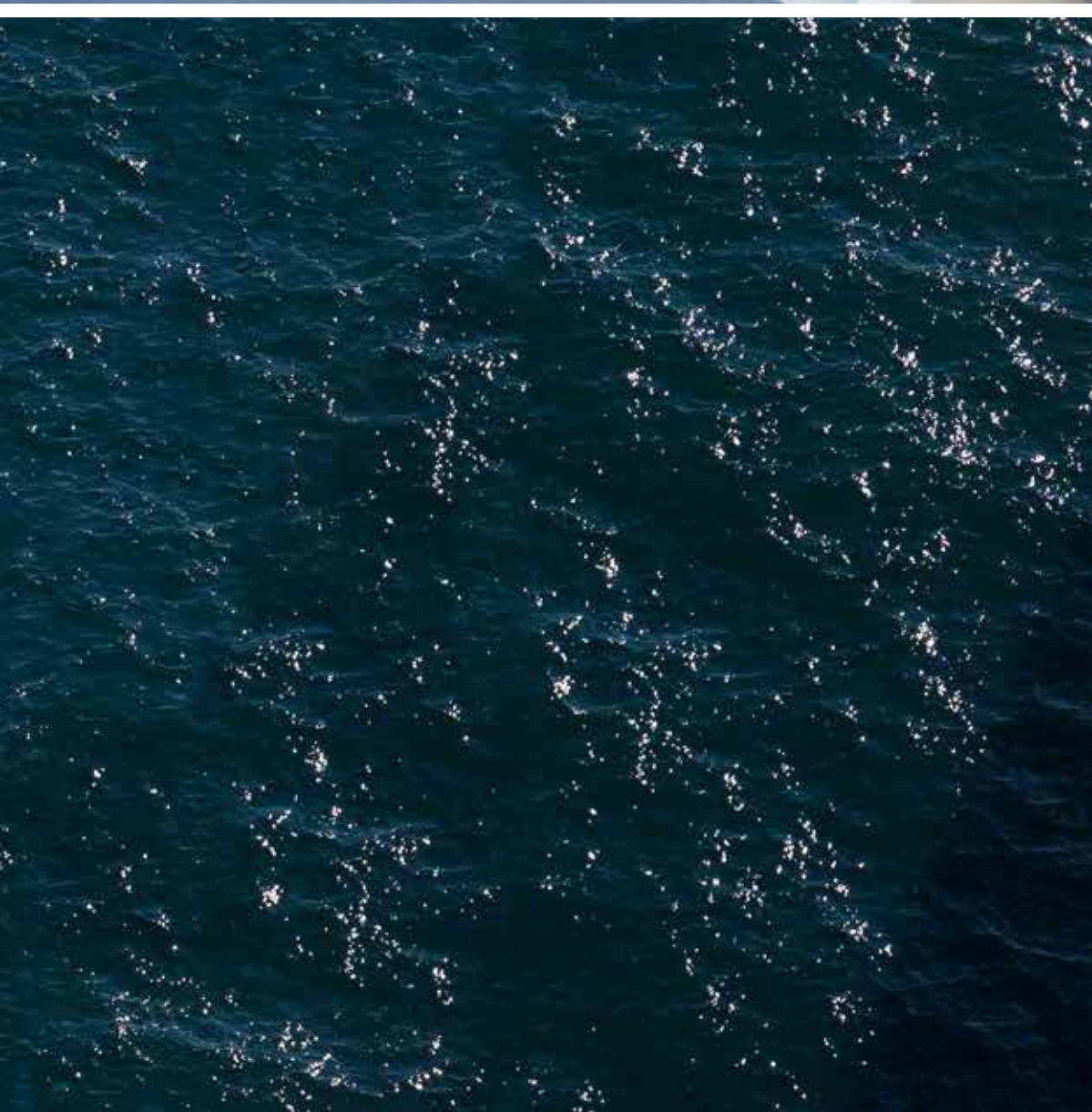
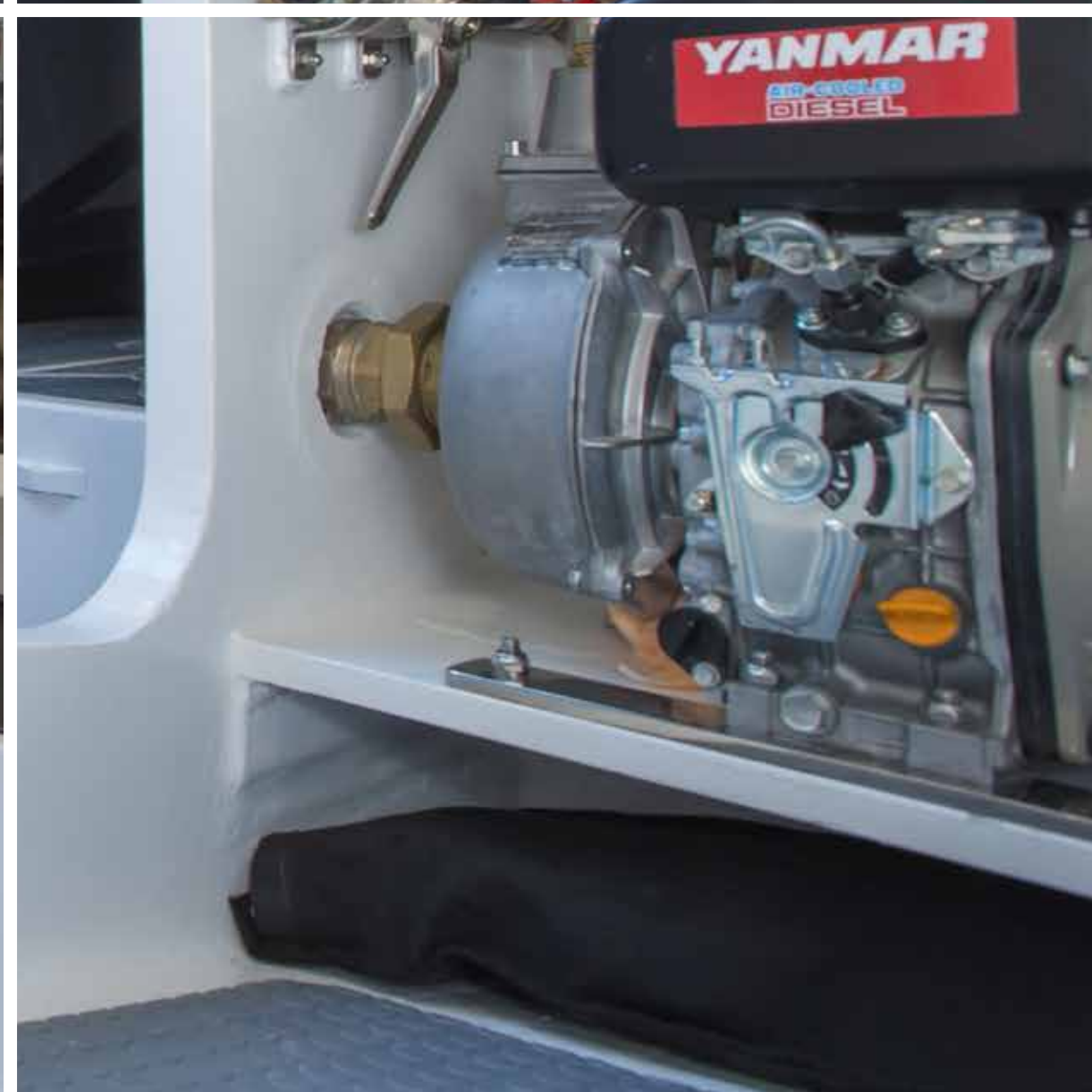




YACHT OF DREAMS

Very few yachts can give you the freedom to enjoy all aspects of sea life. The versatile SW82 is such a yacht: Thanks to Southern Wind's twenty years of experience in semi-custom construction, each and every SW82 can be adapted to suit the personal needs of the client, in order to ensure a truly satisfying sailing experience. Owners are therefore encouraged to enjoy the build process and contribute ideas so as to produce the SW82 most applicable to their requirements.



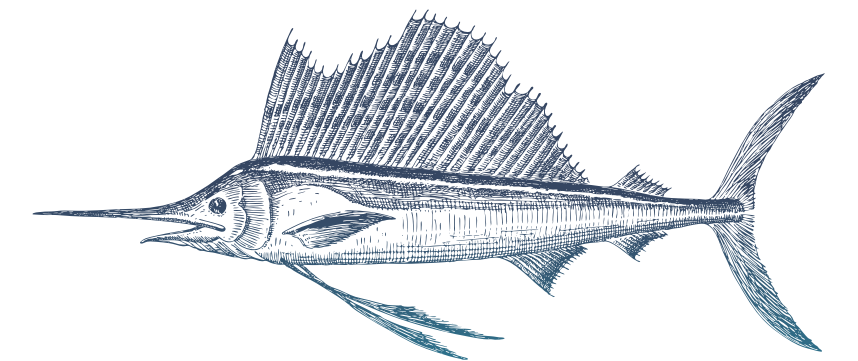


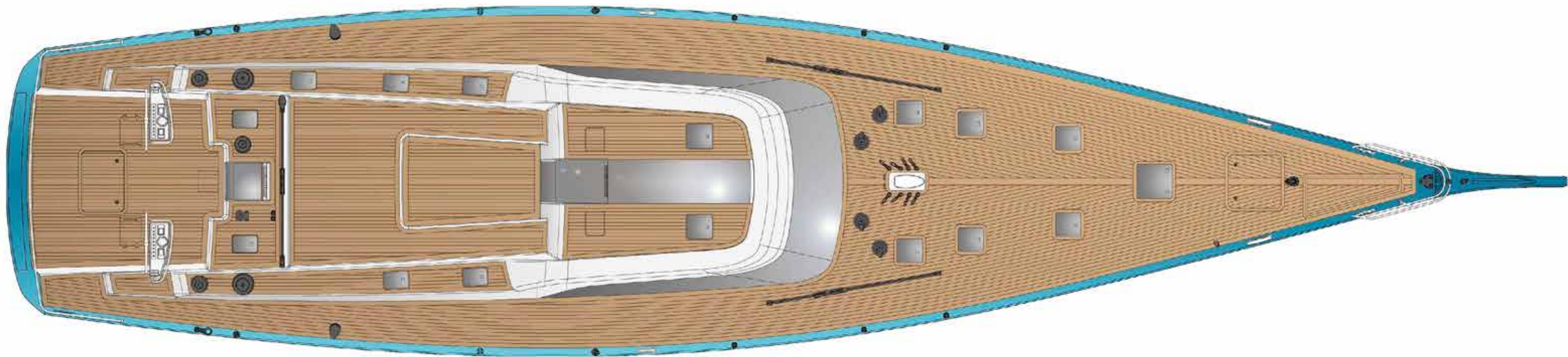
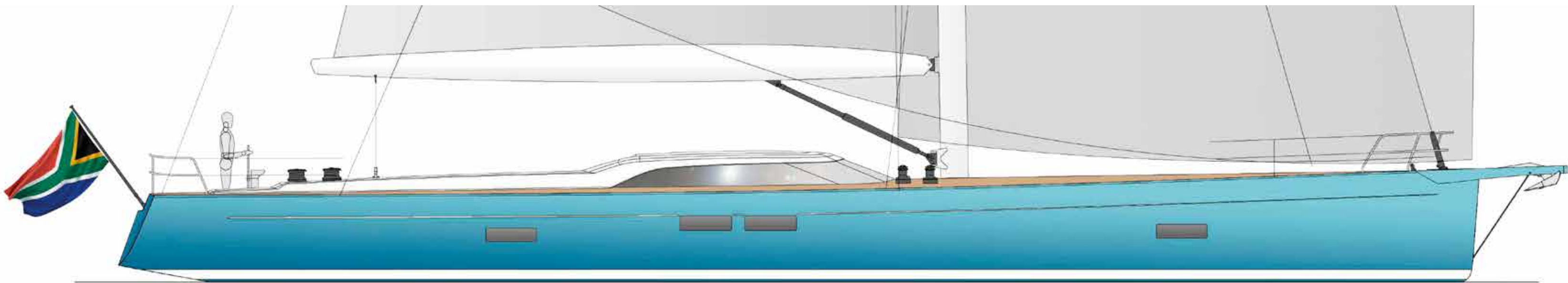


SIMPLY SAIL AWAY

With an excellent cost to quality ratio,
Southern Wind Shipyard blends state-of-the-art
technology with breathtaking craftsmanship.

The SW82 is no exception. She offers you
the perfect escape and the chance to choose
where and when to enjoy your sailing,
with absolutely no compromise on safety
or comfort. She belongs to people who are
as passionate about the sea as we are.





TECHNICAL SPECIFICATIONS

LOA: 24.722 m
L.WL: 21.52 m
Beam Max:..... 5.910 m
Draft:..... 3.80 m
Displacement (light ship)..... 40.50* ton
Ballast bulb (approx):..... 13.7 ton
(*not inclusive of weight increases due to Classification and Extras)

RIG DIMENSIONS:

I:..... 32.360 m
J:..... 8.735 m
P:..... 31.600 m
E:..... 10.910 m

AUXILLARY PROPULSION

Iveco N40 200hp @2800 rpm

DESIGNERS

Naval Architecture:..... Farr Yacht Design
General arrangement, deck, interior
system and styling:..... Nauta Yachts S.r.l.
Southern Wind Shipyards (Pty) Ltd
Structural engineering: SP Technologies Ltd

HULL CONSTRUCTION MATERIALS

The hull is built on a female mould, using infusion technology and using epoxy resin.
Outer skin: Quadraxial glass and biaxial kevlarCore: core-cell 50mm. structural foam, vacuum bagged to obtain maximum bonding.
Inner skin: Woven roving (0°/90°), unidirectional (0°) and biaxial (+45°/-45°) carbon.

DECK CONSTRUCTION MATERIALS

The deck is built on a female mould.
Outer skin: woven roving (0°/90°), unidirectional (0°) and biaxial (+45°/-45°) carbon lamination using the infusion method.
Core: 20 mm structural foam, vacuum bagged to obtain maximum bonding.
Inner skin: woven roving (0°/90°) unidirectional (0°) and biaxial (+45°/-45°) carbon lamination using the infusion method.
Beam network between main bulkheads, carbon/e-glass or carbon construction, hollow premoulded sections where applicable.
The high stress areas such as the mast partners, upper rudder bearing and deck hardware are reinforced with unidirectional fibres. The coach roof will be built in the carbon fibre.