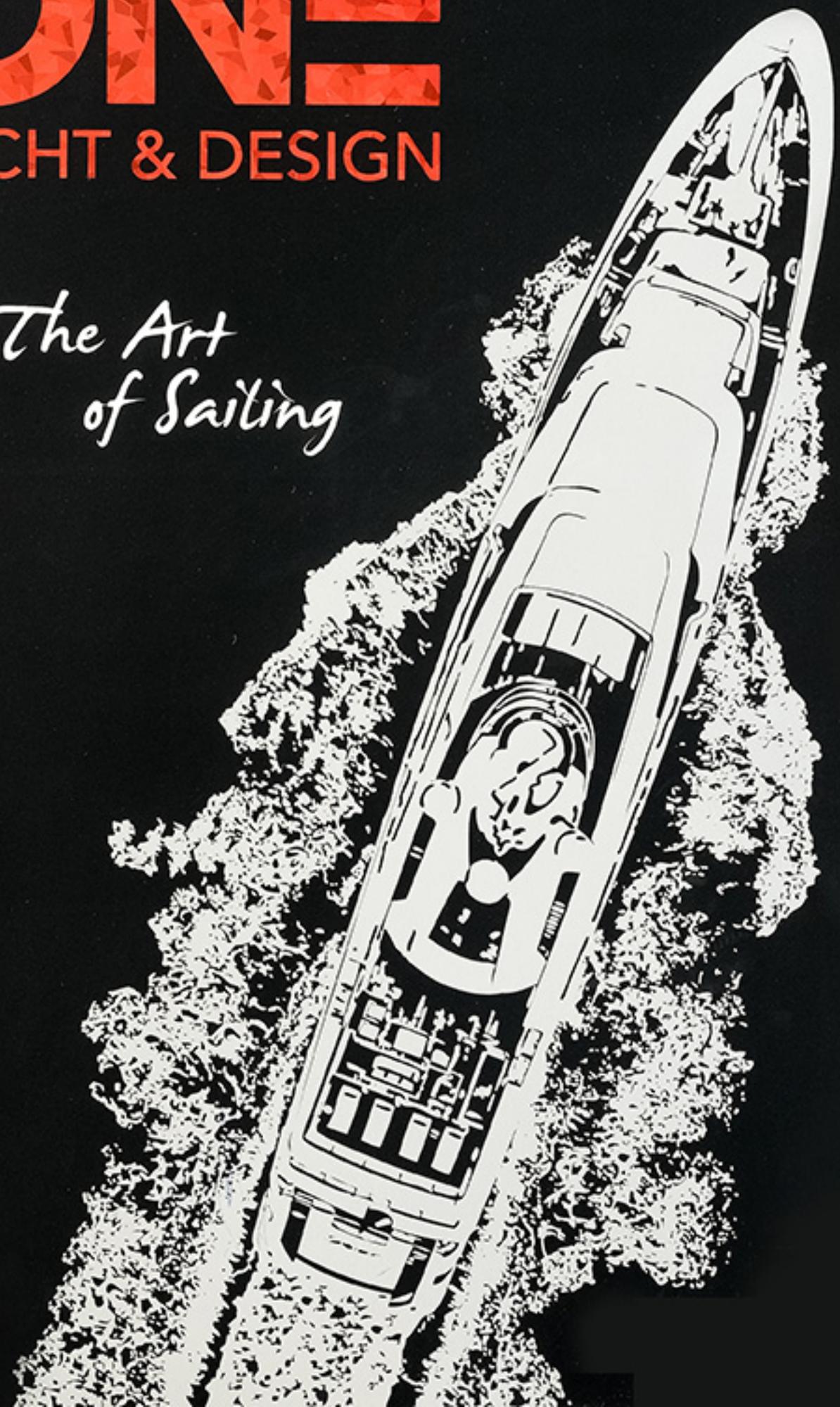


THE ONE

YACHT & DESIGN

*The Art
of Sailing*



[MEGASAILER]

The third in the successful SW 102
semi custom mini-series, this raised
saloon version of the 32-metre
offers generous space and superb
performance

Tartalla

by Gaia Grassi - picture by Alain Proust





Momen omen. It's all in the name. An old Latin saying that certainly holds true for Farfalla. Elegance and lightness are the first words that spring to mind as her streamlined, graceful lines glide into sight.

The third example of the successful SW 102 mini-series, Farfalla is the creation of the now well-established, highly experienced team of the Southern Wind Shipyard, Farr Yacht Design and Nauta Design (general plans, deck and interior design).

Unlike her two previous siblings, Almagores II and Hevea, this 32-metre is a raised saloon with a coachroof that draws light into the lower deck whilst simultaneously adding a sense of airiness to the al fresco saloon. It also creates a more seamless link between interior and exterior, boosted still further by extensive windows affording 270 degree views.

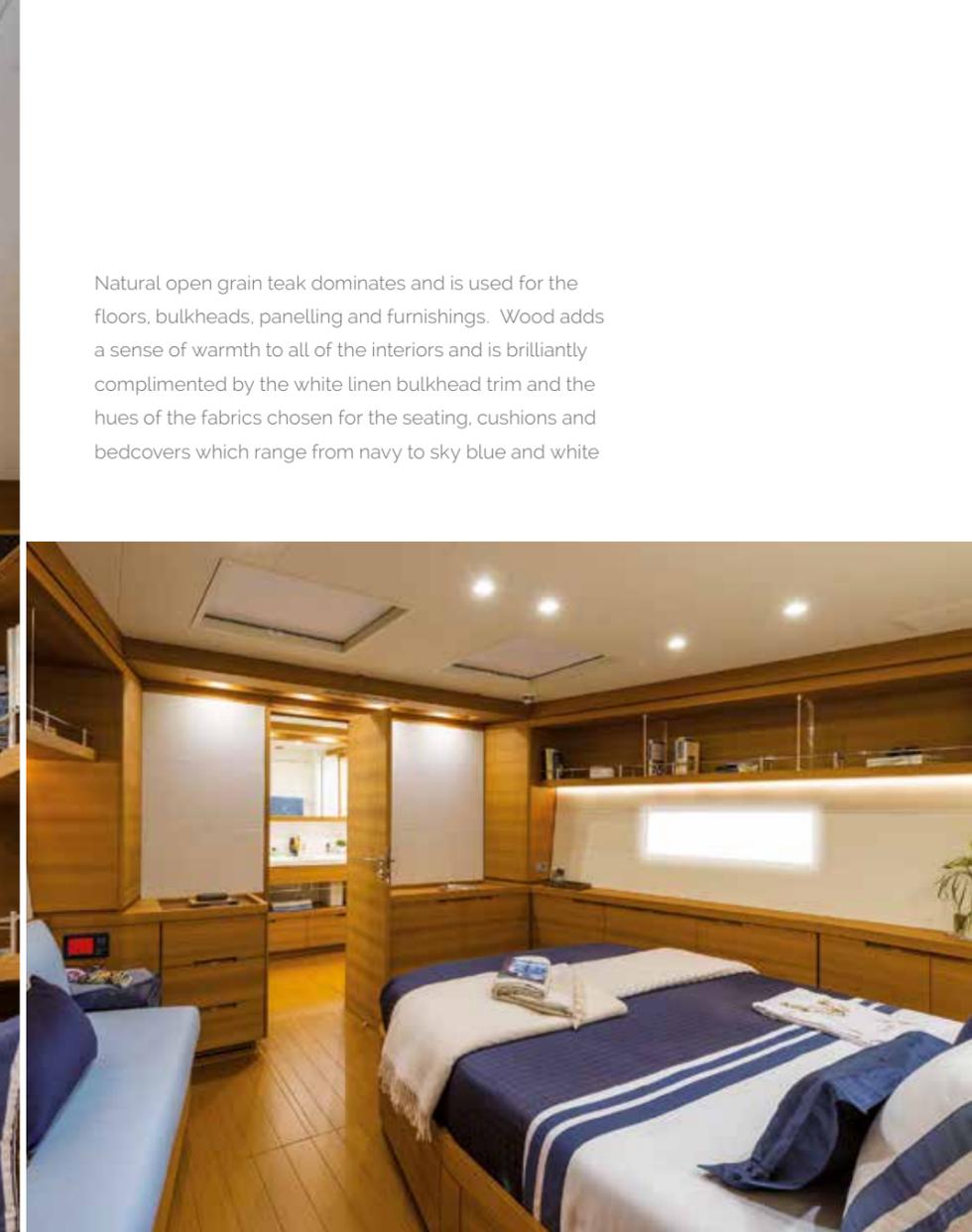
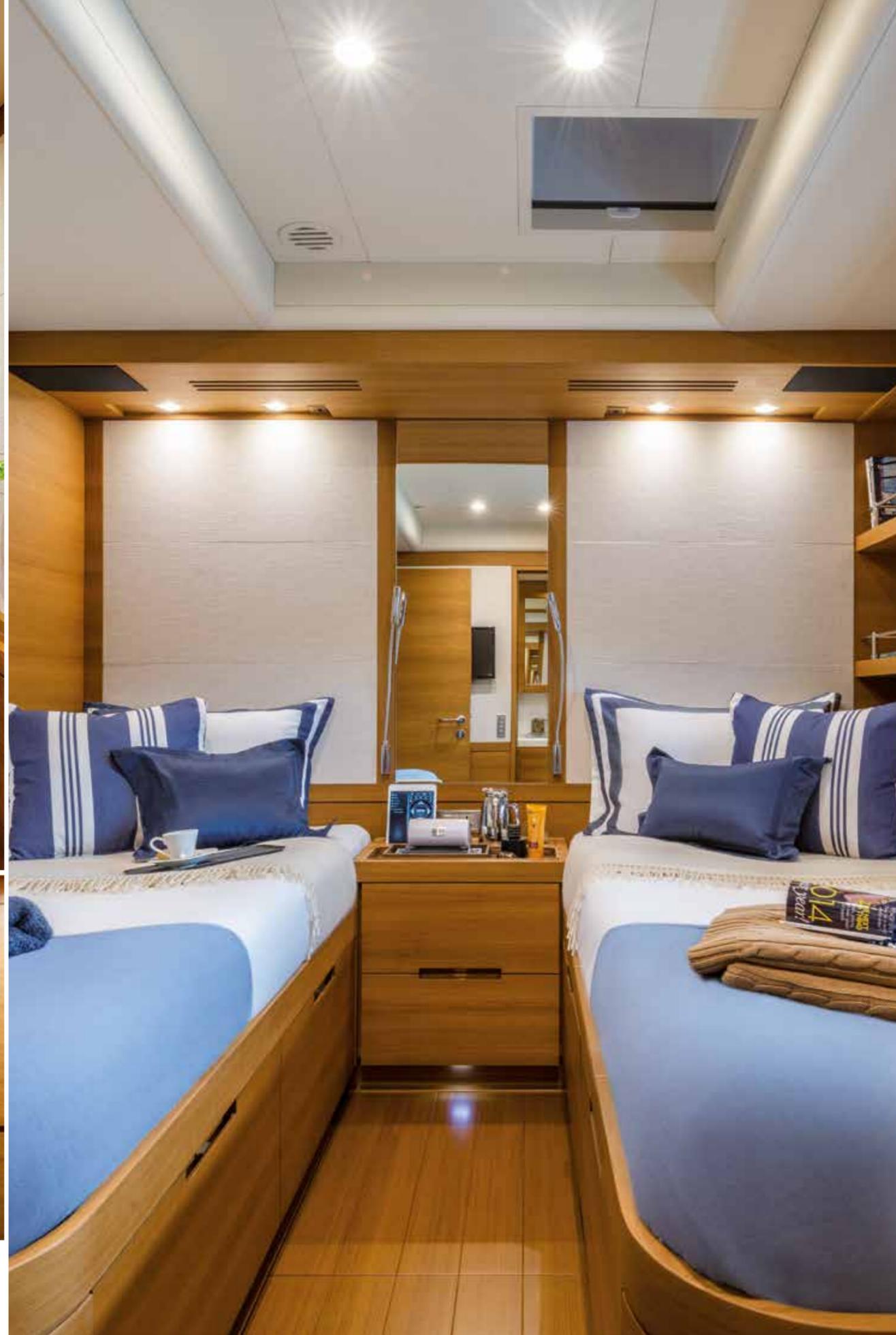
Particular attention was lavished too on the hull form and the construction materials to deliver generous volumes that would not compromise either weight or performance whilst still complying with the yard's usual high standards of safety, sea-keeping and comfort, making Farfalla delightfully nimble even in light winds or heavier weather.

Farfalla was designed for an owner with a particular passion for cruising and who requested a double cockpit: a working one plus a particularly roomy one for guests with an extendible table, a coffee table (with cool box inside) and two deck fridges in the coamings. The guest cockpit is followed by a very comfortable sunning area. Both of these zones are traversed by a central walkway that connects them to the stern area. It allows guests to move all the way along the centre line of the yacht very safely underway as does the very clean flush decks itself, of course.

The intense dialogue between exterior and interior is also reflected in the choice of colours and materials selected for the indoor spaces. Matt natural open grain teak dominates, appearing on the floors and the bulkhead panelling, wainscoting and furnishings. The latter, by the way, are in veneered honeycomb sandwich to reduce weight. Its colour adds real warmth to interior which is lifted and lightened by linen inserts in the bulkheads and the upholstery colours of the seating, cushions and even the coverlets in the cabins, which range from navy to sky-blue and white. The whole deal is sealed by carefully designed natural and artificial lighting: a combination of the coachroof windows and



The main saloon is flooded with light through the large windows that span almost the entire deckhouse



Natural open grain teak dominates and is used for the floors, bulkheads, panelling and furnishings. Wood adds a sense of warmth to all of the interiors and is brilliantly complimented by the white linen bulkhead trim and the hues of the fabrics chosen for the seating, cushions and bedcovers which range from navy to sky blue and white

four rectangular portholes (two on each side of the hull) and carefully positioned spots.

The interior layout is in line with Southern Wind Shipyard motto “happy crew, happy owner”, and hence the master cabin is forward with three two-berths for guests amidships and the main saloon and crew quarters aft. Below decks, the fulcrum of activity is the open-plan saloon with dining and conversation areas that comfortably seat between eight and 10 people. The deep, cosy sofas are arranged around a long coffee table. All of the cabins – the master with its walk-in closet, the VIP and the two twins – are beautifully furnished, decorated and detailed too with plenty of strategically-located stowage.

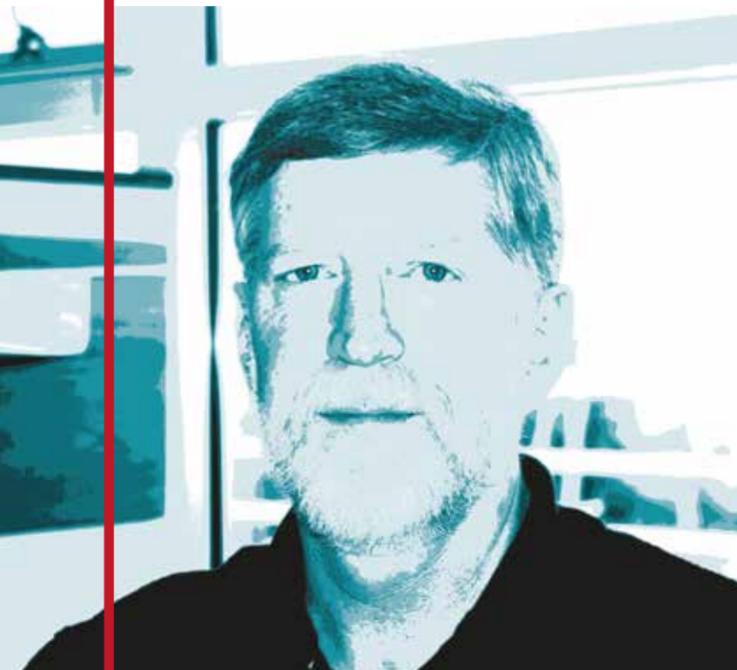
Last but not least, the crew quarters are in keeping with the colour scheme and style of the rest of the interiors which means they are both simple and linear. The accommodations comprise three cabins. The galley, dinette and chart area are designed to allow the crew move about comfortably and also guarantee them, the owner and his guests complete privacy. Again, in perfect harmony with the Southern Wind Shipyard philosophy. www.southernwindshipyard.com

Farfalla was designed for an owner who loves his cruising and who wanted two cockpits nicely melded with the flush deck. The RS concept delivered a more aggressive external profile (a deckhouse lower than in the DS version but with 270° windowing) and a larger, brighter saloon



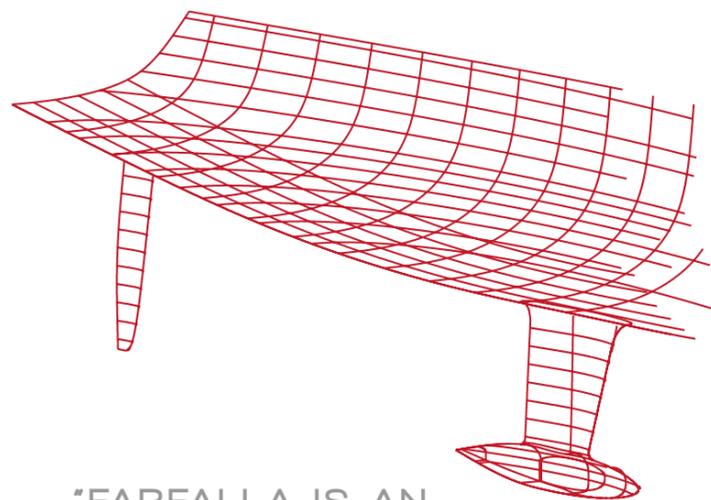
The Naval Architect

Jim Schmicker / Vice President Farr Yacht Design

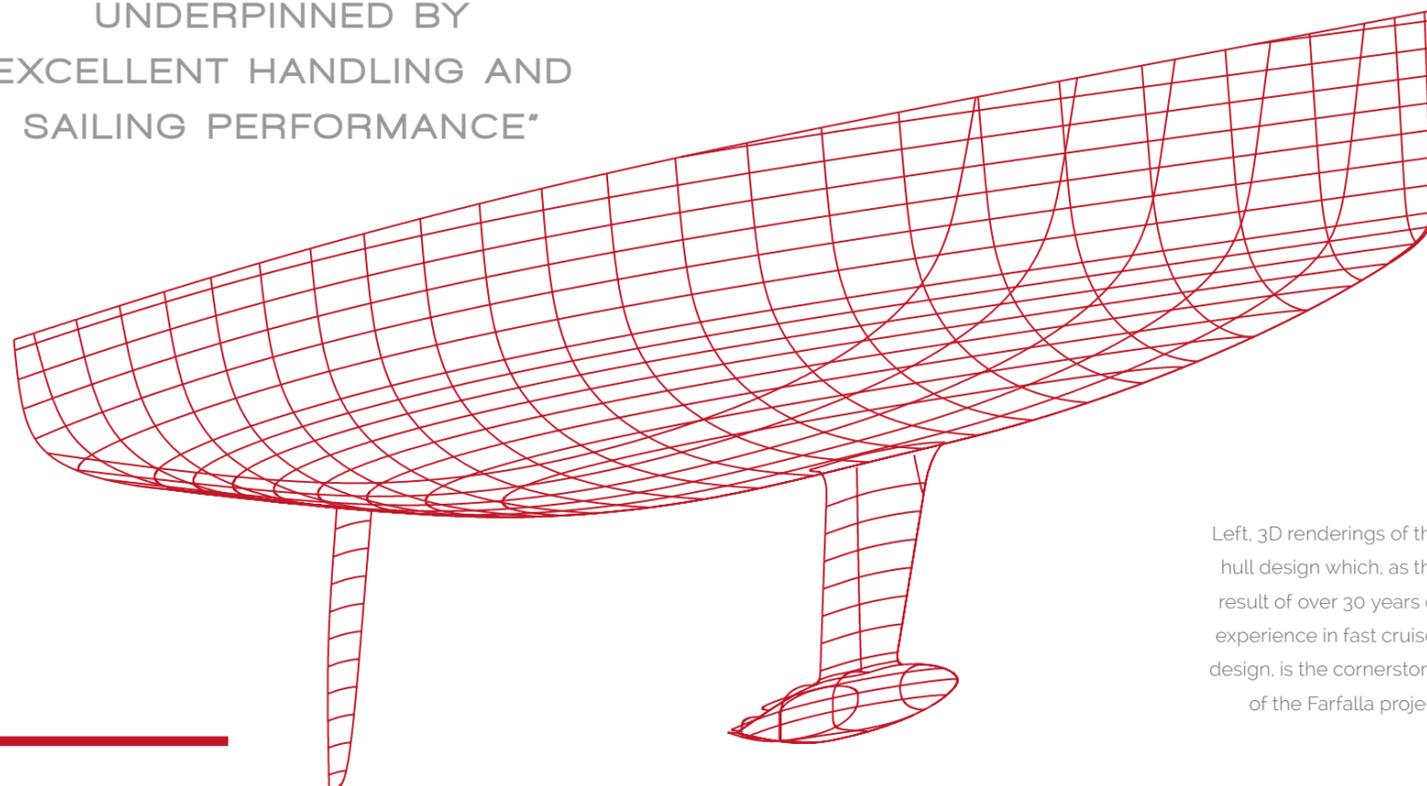


I would describe Farfalla as an elegantly modern design. There is a trend in yacht design (as in that of other vehicles) towards a blunt and boxlike look that is labelled as “modern”. In Farfalla the naval architecture achieves a pleasing balance of the “modern”, more upright stem slope, wide aft sections especially on the deck and generally straighter waterlines and diagonals, with a touch of elegance in the overall spring in the sheerline and the general visual aspect of the boat. From a performance and sailing perspective, Farfalla exhibits the signature characteristics of all of our projects: a fine balance of performance and features, and a fantastic, fun helming experience.

The SW 102 is designed to sail worldwide in all conditions, treating its owner and crew to comfort and style. The sailing experience must be satisfying in terms of speed and handling for the expected ranges of wind speed and sea state. Farfalla fulfils these requirements by being able to sail at the wind speed in light air and by having enough stability to comfortably sail with full main and headsail in winds up to 20 knots. The hull design, developed with over 30 years of experience in fast cruiser design, is the cornerstone of the Farfalla project. Features of our successful high performance designs, such as the Farr 100 Leopard and the Volvo 65, also are present in the hull. The precise distribution of volume over the length of the



“FARFALLA IS AN ABSOLUTELY BEAUTIFUL YACHT, EXHIBITING THE PERFECT BALANCE OF MODERN TRENDS WITH AN ELEGANT ASPECT UNDERPINNED BY EXCELLENT HANDLING AND SAILING PERFORMANCE”



Left, 3D renderings of the hull design which, as the result of over 30 years of experience in fast cruiser design, is the cornerstone of the Farfalla project

hull and, particularly, the shape of the stern balance the requirement for performance with the ample interior volume for the accommodations. Farfalla also means innovation. The most prominent aspect of Farfalla is her wide, powerful transom that provides the beautifully generous deck area and accompanying additional interior volume aft. This feature gives Farfalla one component of her modern appearance and is carefully integrated into the rest of the hull to maintain a balanced sailing attitude throughout the range of heel angles. I'm very proud of the stern, which while wide, blends so well with the rest of the hull and enhances the speed and handling of the boat. Incorporating this feature into Farfalla was not trivial. It is very difficult to shape the hull of a moderate displacement boat in this way and make it appear “light” in addition to keeping the boat fast and well-balanced. I think the hull looks fantastic married to the lower coachroof. The minimal spring in the sheerline and the overall straightness of the bow and stern sections match the lower, straighter lines of the deck beautifully and present a nicely balanced style that her sisters do not have.

The Owner

“SHE IS A BEAUTIFUL LOOKING BOAT WITH GREAT PERFORMANCE: FAST!”



I had chartered several Southern Wind boats before I decided to build Farfalla. Matelot, an 80', was a favourite of ours and we had several memorable holidays onboard including a three-week trip in the South Pacific. This experience led me to believe that SWS would build the best boat for our family's needs. I personally chose the name and, of course, the name means butterfly in Italian: it also references not only its Italian origins, but also the boat designer, Bruce Farr. We wanted a boat that was quiet at anchor; we wanted a simple, clean design but with a striking coachroof design; and we wanted a minimum of clutter on deck - hence the jet RIB garage and the installation of the captive winch. There are many details of Farfalla we love: the use of colours and fabrics in the interior are our choices. Also, we love the hull colour of the boat, and on a practical level the walk-in wardrobe and enlarged head area in the owner's cabin make it a great space. So Farfalla is the right yacht for us: we plan to take the boat through the Panama in 2016 and on through the Pacific to New Zealand. 'Cos I love the sea: it represents many things for me - a place to relax and enjoy the warm climate and beautiful scenery, but also a place to have an adventure.



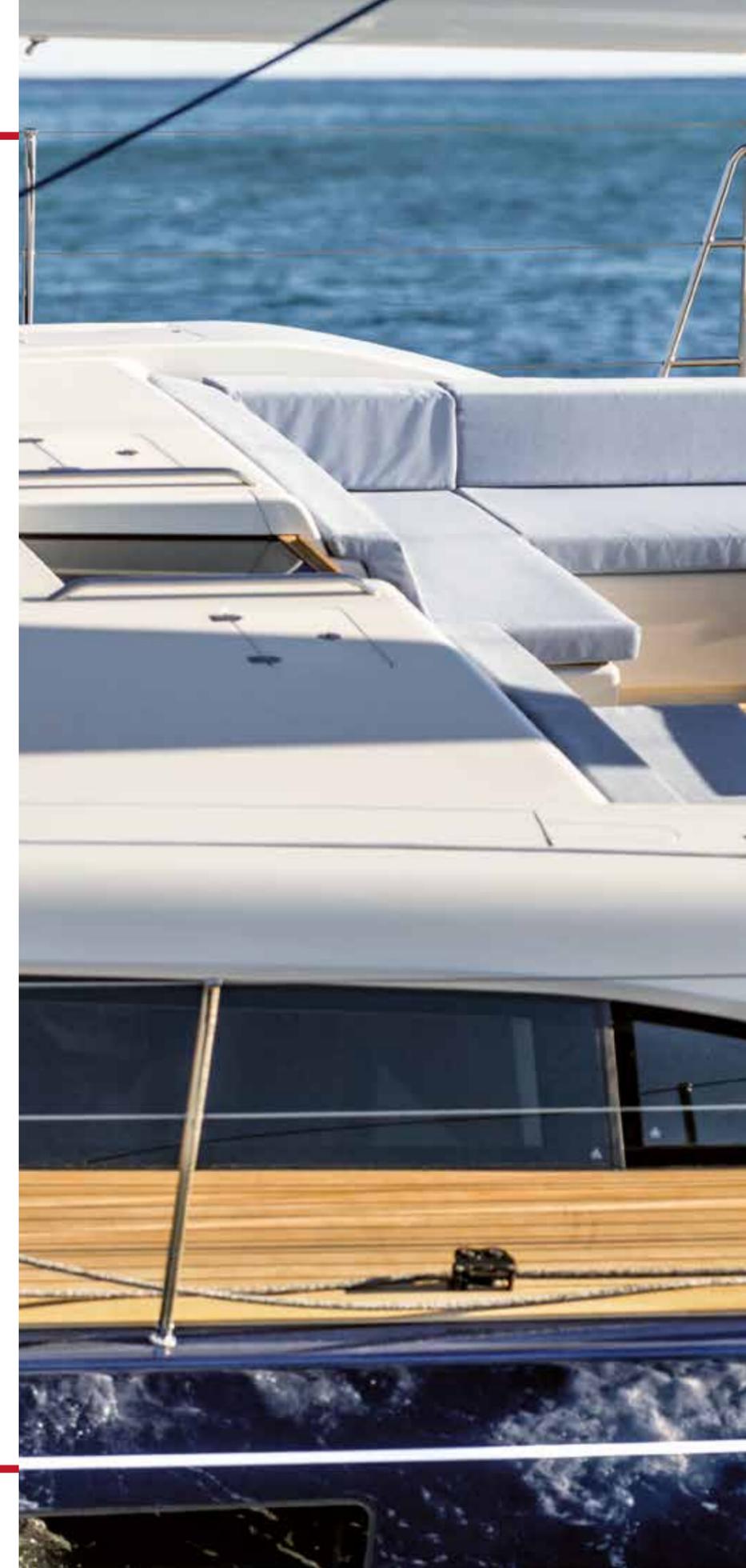
“FARFALLA IS
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two side walkways which actually extended the floor space by 15%.

This greatly increases the perception of space: bright and welcoming it really feels enormous. And speaking of which, light really does play a pivotal role aboard Farfalla. In the saloon, there is 270° glazing as well as hull windows which allow light to flood the darkest part of the space i.e. the part below the walkways, port and starboard, at either end of the hull. This choice also underscores the importance of the relationship between exteriors and interiors. This is something that has been pursued in yacht design for quite some time now and focuses on “opening up” the spaces to the outside, by eliminating as many as possible of the visual barriers that used to make sailing boat interiors feel so dark and enclosed. Another stylistic solution we’re particularly proud of is designing a very clean, functional deck with almost negligible changes in height. The central guest cockpit and sunning area are separated by a long walkway that runs down the centre-line of the yacht. It goes all the way from the end of the stern to the main companionway without any major change in level and so is very easy and convenient to use even underway. The deck hardware is ultra-modern and subtle, thanks in part to the fixed mainsheet which is controlled by a captive winch tucked under the deck.

Massimo Gino and Mario Pedol / Nauta Design

“What? She’s only a 102’? She looks much larger.” This was a comment made about Farfalla by a potential client at the 2014 Monaco Yacht Show. It and its like are what really prove that we did a really successful job. Farfalla is a raised saloon (RS), which means the saloon has virtually all-round views through the spectacularly panoramic, specially designed coachroof glazing as well as the hull windows (there are two on either side in the saloon). The multi-award-winning SW 100 RSs are also part of this family but Farfalla is the first yacht of this size to have a coachroof with a window offering 270-degree views rather than a flush one with just side windows. The result is that from the outside it looks like a deck saloon (DS) but with a very sleek low coachroof that is beautifully proportioned compared to the hull. The profile also looks more aggressive. The heart of the project is the split-level saloon. The upper saloon, enclosed by the coachroof windows, is lower than the DS version (as seen in Farfalla’s sisters Almagores II and Hevea) and so is close by the lower saloon, which was imagined as an office area part of a single open-plan space incorporating the saloon. But that is not the only innovative aspect of the RS concept: as the saloon is on a slightly lower level, we were able to extend it under the



Willy Persico

Farfalla is a modern boat with generous volumes, a shallow displacement and designed to be uncompromising on solidity. All that said, she is very much a bluewater cruiser with simple, powerful sail controls on deck.

She is the first RS (Raised Saloon) version of the SW102 offering a larger saloon that is just as bright as the first two SW102s built, Almagores II and Hevea, which were DS (Deck Saloon) versions. There is slightly less of a view outside when for anyone sitting around the table or in the conversation area. If you look at it from the outside, the main difference is in the coachroof: the RS has a lower superstructure and so is more streamlined than the DS.

There are lots of new features and additions. Aside from being particularly lovely and streamlined, the interior layout also has a slightly different, more opulent master cabin concept which now includes a walk-in closet. The plant has been optimised too because perfection is ever the goal at Southern Wind Shipyard. The yacht is easier to handle too with sail controls simplified thanks to captive winches. Like every yacht that comes out of our yard, Farfalla is all about innovation yet with strong links to tradition: the lamination is now even better to reduce weight and furniture is built in sturdy yet lightweight honeycomb sandwich,

veneered with natural teak with open grain finish. The result is that this 103' yacht's displacement is shallower than that of the SW100 (99'): so it's longer, lighter and thus faster too.

I can't but be satisfied with this project, which, as was the case with Farfalla's two sisters, focuses on superb comfort both on deck and in the interior, not just for the owner and his guests but also the crew. Robustness and reliability in all weather conditions and excellent handling even at high speeds were the other focuses. An authentic bluewater yacht, in other words.

"SHE'S AN EXCELLENT
CRUISING YACHT,
COMBINING EXCEPTIONAL
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GIOVANNI MALGARINI