

ROAD TAKEN - SOUTHERN WIND SHIPYARDS



Builder: [SOUTHERN WIND SHIPYARDS](#)

Beam: 19' 0" (5.90 m)

Year Built: 2003

Min Draft: 12' 6" (3.80 m)

Model: SW80 Deck Saloon

Max Draft: 12' 6" (3.80 m)

Price: \$2,889,872.73 USD Subject to change.

[See full listing on our website](#)

Location: Cogolin, France

LOA: 78' 0" (23.99 m)

TABLE OF CONTENTS

OVERVIEW	3
SPECIFICATIONS	4
Basic Information	4
Dimensions	4
Speed, Capacities and Weight	4
Accommodations	4
Hull and Deck Information	5
Engine Information	5
GALLERY	6
DETAILED DESCRIPTION	13
CONTACTS	20

OVERVIEW

Road Taken is a proven bluewater performance sailing yacht, conceived for uncompromising, round the world passages. Graceful yet purposeful, her overarching vision and the polished treatment of both interior and exterior were realized by Nauta Design, while Farr Yacht Design supplied the sophisticated naval architecture — from an optimized sail plan to the precisely engineered appendages. Southern Wind Shipyard brought the elements together, marrying advanced composites and state of the art build techniques with its signature craftsmanship to produce a luxury sailing yacht that excels as a performance cruiser, bluewater yacht, and offshore cruising yacht.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2003

Model Year:
2003

Country:
France

Dimensions

LOA:
78' 0" (23.99 m)

Beam:
19' 0" (5.90 m)

Min Draft:
12' 6" (3.80 m)

Max Draft:
12' 6" (3.80 m)

Speed, Capacities and Weight

Water Capacity:
396.26 Gallons

Fuel Capacity:
660.43 Gallons

Accommodations

Sleeps:
6

Crew Cabin:
2

Total Heads:
3

Crew Berths:
4

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

Farr Yacht Design

Deck Material:

Composite

Interior Designer:

Nauta Design

Hull Configuration:

Monohull

Engine Information

Engines:

1

Fuel Type:

Diesel

Engine Type:

Inboard

GALLERY















DETAILED DESCRIPTION

SW80DS Road Taken

Road Taken is a Southern Wind Shipyard blue water performance cruiser launched in 2003 and transformed by a comprehensive refit in 2020, an elegant collaboration between Nauta Design for concept and styling and Farr Yacht Design for the naval architecture, sail plan and appendages. Built to CE Category A Ocean standard, she presents a purposeful, contemporary presence in grey Awlgrip topsides with red cove and boot stripes and a sleek black International Micron 66 antifouled bottom renewed in June 2025. Her advanced vacuum bagged, post cured epoxy composite sandwich hull and deck over Corecell foam employ a calibrated mix of carbon fibre, Kevlar and E glass, with high density core in load bearing deck areas, yielding an overall length of 23.99 m (78.70 ft), waterline 20.92 m (68.63 ft), beam 5.90 m (19.35 ft) and draft 3.80 m (12.46 ft); light displacement is 39,490 kg (87,060 lbs) with 12,800 kg (28,219 lbs) of ballast arranged to designer specification between a fin and bulb. Her appendage package is rational and seakindly, featuring a carbon rudder stock and blade with new JP3 upper and lower bearings and seals fitted in autumn 2024, a keel structure checked and fastenings inspected in 2024, and a sprocket and chain twin wheel steering system on an alloy quadrant with twin carbon wheels and a Simrad AP26 autopilot driving twin hydraulic cylinders. A folding teak trimmed swim platform with lockers and hot/cold shower unfolds from the opening transom while close quarters handling is made effortless by a hydraulically driven retractable Max Power R300/21 bow thruster tied to the 17 kVA generator PTO.

Decks finished with Flexiteek laid side decks, fore and aft working areas, cockpit soles and seats—installed new in 2020 and saving roughly five hundred kilograms versus natural teak—are framed by Matterhorn White Awlgrip

non skid for safe movement aloft. Hardware is robust and largely by Lewmar with custom Southern Wind fittings and Solimar flush deck hatches with Oceanair mosquito screens and blinds; thoughtfulness is evident in a stainless opening bow pulpit with integrated teak seat, amidships gates in the lifelines, a teak seated pushpit, a centre cockpit table with integrated stowage and an anchoring system built for serious cruising: an aluminium anchor arm with a galvanized Rocna seventy kilogram primary anchor and one hundred fifty metres of twelve millimetre galvanized chain, both replaced in two thousand twenty three, driven by a Lewmar V8 24 V windlass and capstan renewed comprehensively in two thousand twenty two, plus carbon bow protection added in two thousand twenty four and a Fortress spare anchor in reserve. Sail handling is powerful yet refined, centred on a Hall Spars three spreader carbon mast with a Hall carbon V boom in white, Navtec rod standing rigging, Reckmann electric furlers for genoa and staysail and a removable mast jack with manual pump; the mast and boom were unstepped and fully serviced in autumn two thousand twenty four including NDT, and the rod rigging received a comprehensive revision in spring two thousand twenty five. The spar was rewired during the two thousand twenty service with new spreader lights and upgraded antennas, and historical records note a previously fitted Southern Spars carbon mast and Park Avenue boom. Measured rig dimensions read I 39.68 m, P 39.73 m, J 11.56 m and E 13.59 m, and her current sailwardrobe is compelling: a full batten North Sails mainsail with three reefs delivered April two thousand twenty five, a North Sails furling jib in NPL Ultra XC Norlam NLUC 445 from two thousand twenty three, a North Sails furling staysail in the same cloth from two thousand eighteen, a three hundred sixty square metre North Sails gennaker with sock and inflatable bucket from two thousand twenty five, a four hundred twenty square metre North Sails asymmetric with sock and GRP bucket, plus a storm jib and dedicated main try sail. Below decks a satin finished teak interior by Nauta Design is appointed with recessed warm LED lighting and practical details such as berth reading lights,

lee boards at every sea berth, removable vinyl overhead panels and Hella twelve volt ventilation fans in each cabin; new cream leather upholstery refreshed the saloon and owner's cabin in two thousand twenty. The forward owner's suite features a centreline one hundred sixty by two hundred centimetre bed with drawers beneath and nightstands either side, a two person settee to starboard with drawers, hanging lockers fore and aft, port stowage with an aft hanging locker and a forward writing desk, and a private ensuite with separate shower, WC, bidet, washbasin, mirrors and lockers. A forward lounge and bar to starboard provides teak worktops, dedicated glass and tableware stowage, an inboard front loading drinks refrigerator by the mast and a cosy port seating area with twin settees and a folding table convertible to a studio workspace, supported by an icemaker, additional drinks refrigerator and a Nespresso machine. The panoramic deck saloon offers a port dining table for six to eight guests with a facing settee and the signature 270 degree view that defines the SW80DS experience, while the forward facing nav station carries a lift top chart table with flush instruments and displays, flanked by lockers and bookshelves. A watertight engine room door opens aft from the corridor onto a quiet, well insulated machinery space with a port workbench and vice. Two identical aft guest cabins mirror each other, one port with twin singles measuring eighty by one hundred ninety centimetres with lockers beneath and the starboard twin cabin offering the same configuration plus an inboard Pullman berth, each with ensuite facilities. The open plan galley and crew mess is anchored by Corian worktops and an inboard island that doubles as breakfast bar, a pair of stainless front loading cold lockers with about one hundred eighty litres of refrigerator and a two hundred litre freezer beneath, double sinks served by a Quooker hot water tap and premium appliances including a four burner gimballed induction hob, Bosch electric oven, Baraldi illuminated extraction hood, Comenda dishwasher, Miele microwave and combi washer dryer. Underway she is driven by a Yanmar 4LV STE producing two hundred thirty

horsepower at 3,300 rpm, newly installed in two thousand eighteen, transmitting power through a fifty millimetre Aquamet 22 shaft and a ZF800/A2 gearbox at 2.85:1 to a five blade Max Prop folding propeller; engine hours are circa three thousand seven hundred sixty as of March two thousand twenty five. Electrical charging has been strengthened with a PTO driven Delstar two hundred and fifty amp service alternator fitted in two thousand twenty four. Fuel is carried in four stainless tanks plus a stainless day tank revised fully in two thousand twenty four for a total capacity of two thousand five hundred litres, with approximately one hundred litres in the day tank and transfer managed by a new pump and electro valves installed in two thousand twenty three; Racor filter cases have been renewed and a digital monitor at the nav station tracks levels. Fresh water totals one thousand five hundred litres in two stainless tanks with internal baffles and digital monitoring, hot and cold pressurised service is driven by two G&R twenty four volt freshwater pumps added in two thousand twenty three and twin sixty five litre water heaters with the aft heater linked to a main engine calorifier. Two HEM watermakers at 220 V each produce one hundred eighty litres per hour with new membranes fitted in two thousand twenty four and seawater piping in the engine room has been replaced in cupro nickel. Drainage runs through two composite grey water tanks of roughly two hundred litres and two black water tanks totalling three hundred eighteen litres renewed in two thousand twenty four, backed by manual and electric bilge pumps and a fire pump cross plumbed for emergency bilge duty; bilge system valves were renewed in two thousand twenty four.

Her electrical architecture is clearly laid out with numbered wiring, conduit runs, junction boxes and secondary distribution panels for easy inspection. The DC backbone is twenty four volt supported by twelve Sonnenschein AGM service batteries totalling one thousand four hundred Ah at 24 V renewed in two thousand twenty four, navigation power resides in two Mastervolt twelve/200 AGM units providing combined two hundred Ah at 24 V and engine

and generator starting is handled by two independent banks each of two Mastervolt twelve/120. The AC system is single phase 220 V at 50 Hz fed by shore power through a twenty five metre cord and by twin Onan gensets in sound shields—a seven kVA fifty Hz set renewed in two thousand eighteen and a fully rebuilt seventeen kW fifty Hz set with PTO on the starboard side rebuilt in two thousand twenty four—while all 220 V relays and breakers were replaced in two thousand twenty three. Charging and conversion rely on two Mastervolt charger/inverter units providing seventy amps charge and two thousand five hundred watts invert each installed in two thousand twenty three, supplemented by alternators on the main engine and each genset.

Navigation and communications are state of the art with a B&G H5000 ecosystem including processor, Precision 9 compass, masthead wind unit, speed and depth sensors driving GFDs at both helms and the nav desk, Triton multifunction displays in the aft cockpit and a trio of 20/20 repeaters above the aft companionway for the crew; select displays were renewed in two thousand twenty four. Charting and radar are managed by a pair of new for two thousand twenty four Furuno sixteen inch plotter/radar systems at the port steering pedestal and nav desk, augmented by a B&G 4G broadband radar antenna and B&G ZG100 GPS, with autopilot authority provided by B&G and a Marsili hydraulic drive. Shoreside and offshore connectivity flow through Starlink Maritime with a pushpit antenna installed in two thousand twenty three and a 4G Pepwave system with a new antenna in two thousand twenty four, an Iridium PTT 9575 Extreme handset anchors satellite voice, and three Icom handheld VHF's with AIS complete the voice plan. Entertainment comprises a twenty eight inch LCD smart TV with Apple TV in the saloon feeding a Fusion Marine audio system for saloon and cockpits, while San Giorgio Sein provides integrated digital monitoring of fuel and water tanks.

Her equipment inventory is cruise ready with a Joker 4.2 m RIB tender

powered by a Yamaha fifty horsepower four stroke outboard from two thousand twenty two, removable foredeck chocks, swim ladder, water skis, wakeboard and two inflatable paddle boards. Safety is comprehensive with two six person Arimar ISO liferafts renewed in two thousand twenty four and grab bags, twelve inflatable lifejackets with AIS beacons, twelve triple elastic lifelines, EPIRB, two Jonbuoy recovery modules on the pushpit, a full offshore first aid kit, extinguishers in every cabin, FM200 fixed suppression in engine room and galley, a new twenty four volt fire pump and a new twenty metre deck fire hose both added in two thousand twenty four.

Road Taken's maintenance pedigree is exemplary and exhaustively documented: since her two thousand nineteen sale she has cruised principally in the Mediterranean, sailed to Scotland in summer two thousand twenty two and crossed to the Caribbean for winter two thousand twenty four/two thousand twenty five, with a rolling programme of upgrades including spring two thousand twenty five installation of a new North Sails 3Di mainsail and a new North Sails gennaker with sock and inflatable bucket, fresh antifouling in late June, full service of the Navtec hydraulics and comprehensive servicing of main engine and both generators. Autumn two thousand twenty four works at Monaco Marine Cogolin delivered a full mast and rig service with NDT, a Navtex rod rigging revision, full rebuilds of Reckmann furlers, all new halyards and sheets, rudder removal for new JP3 bearings and seals, a new service alternator and PTO on the main engine, a new owner's mattress, haul out with prop service and antifouling, new watermaker membranes, new bilge and firefighting pumps, two new sprayhoods and a new bimini, new satphone handset, new H5000 autopilot display, multiple new B&G GFDs and two new six person liferafts. Other recent works include a complete rebuild of the Onan seventeen kVA genset, new PSS stuffing box, new Aquadrive thrust bearing, twelve new Sonnenschein AGM service batteries, winch electronic cards renewed, replacement hydraulic autopilot system, removal and deep cleaning of fuel tanks, Starlink Maritime installation and new ZF throttle

controls, among many other documented refit items going back to the transformative two thousand twenty refit that replaced teak with Flexiteek, repainted the hull, modernised electronics with B&G H5000, added KVH V3 VSAT, upgraded audio visual equipment and overhauled the hydraulic passerelle.

Fuel and water capacities, electrical parameters and engine/generator hours are displayed at the nav station; DC is twenty four volt and AC service is 220–240 V depending on shore or genset source. The yacht is flagged in Montreal, Canada, currently lying in Cogolin, France, and offered at EUR 2,500,000. Exclusions are personal effects including personal tools, clothing, navigation equipment, books, pictures and works of art. The details of this vessel are offered in good faith but cannot be guaranteed; prospective buyers should instruct their agents or surveyors to verify any particulars they wish to be validated. This specification and inventory form part of a contract only when attached to a signed sales agreement and the vessel is offered subject to prior sale, price change or withdrawal without notice.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

Contact details

Phone: +1(954)274-4435

Email: andrey@shestakovyachtsales.com

Address



1380 Weeping Willow Way, Hollywood,
Florida 33019