

# SOUTHERLY 110

"A great little mover under sail - the twin rudders come into their own upwind when the Southerly 110 feels as if she sails on rails"

Matthew Sheahan, Yachting World



Excellent sailing performance



5110 'Star Dancer' - class winner in AZAB 2007

Rob Humphreys was commissioned with a brief to embody the established features of the Southerly range, which have proved popular over many years, in a hull and rig incorporating his latest design thinking. The result sets very high standards of performance, versatility and sheer good looks which appeals to family and cruising yachtsmen. Her aft cockpit, plumb bow line and twin rudder configuration, combined with her sail plan, makes her a fun and exhilarating yacht to sail.

Under sail the Southerly 110 really comes into her own. Whitlock direct steering, combined with the twin rudder arrangement gives instantly responsive steering, making helming this yacht a real pleasure. Even when the wind increases and gusts attempt to push her off course, the hull form and Swing Keel (7'2" draft), enable her to stand up to the wind and carry her canvas while the twin rudders give exceptional directional stability and control. In fact, the Southerly 110 is so light on the helm she will sail herself most of the time. Single line mainsail reefing and a furling genoa make sail handling easy - ideal for family or short handed sailing.

The tall fractional rig and self tacking jib (as Southerly 35RS rig) is a popular option, to enjoy your sailing with minimum effort. The self tacking jib means you can tack spontaneously, without effort, allowing you to sail in conditions that a conventional sail plan may not allow, such as in a harbour or congested area.



Photo: Courtesy of Whitepix

Self tacking jib option for easy sailing



Spacious open plan layout

The raised pilot house gives the interior an open and airy feel. As you board the Southerly 110, Northshore's traditional quality of build shines through immediately.

Natural light and good views, durable Corian type work surfaces, stainless steel grab rail and lots of storage space are particular features of the impressive galley. Twin stainless steel sinks, a refrigerated ice box and a fully gimballed cooker with two burners, grill and oven are standard.

The large saloon is very spacious and has generous seating with dinette facilities for six. This can convert to a double and a single berth for additional sleeping, if required.

The chart table is in the raised position to take advantage of the panoramic views.

The spacious aft cabin has a large double berth offset to starboard. There is plenty of storage including a vanity unit. A second door provides ensuite facilities to the spacious heads. The forward cabin is compact, with a wide berth to port that can convert to a small double, and an overlapping bunk berth to starboard.



Open galley with large work surfaces

Refrigerator



Chart table in raised position for good views



Spacious salon that can convert to a double and single berths



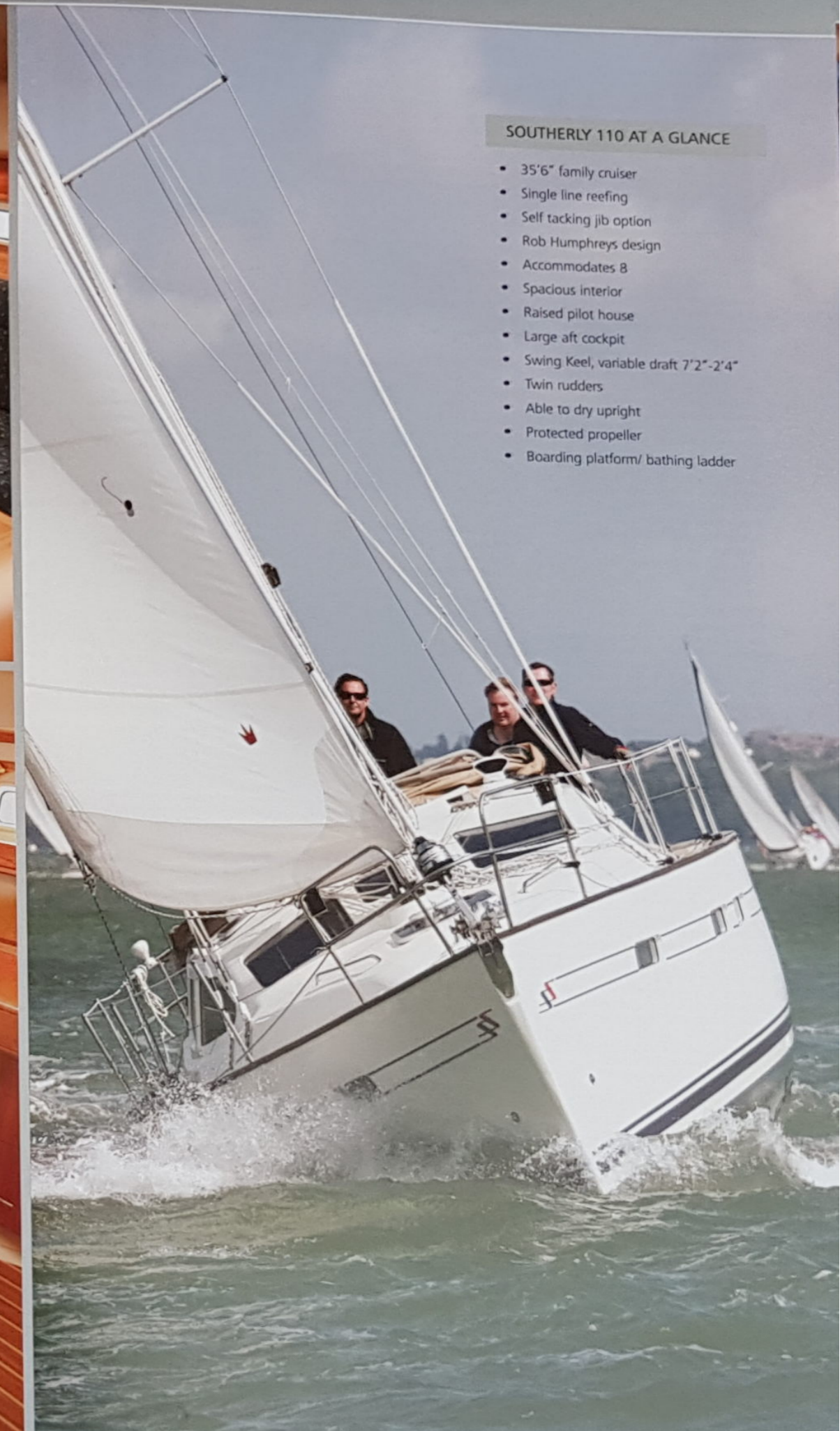
Forward cabin with double berth and overlapping single berth



Large aft cabin

### SOUTHERLY 110 AT A GLANCE

- 35'6" family cruiser
- Single line reefing
- Self tacking jib option
- Rob Humphreys design
- Accommodates 8
- Spacious interior
- Raised pilot house
- Large aft cockpit
- Swing Keel, variable draft 7'2"-2'4"
- Twin rudders
- Able to dry upright
- Protected propeller
- Boarding platform/ bathing ladder



## GENERAL

The Southerly 110 is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

## HULL CONSTRUCTION

Heavy duty GRP moulding, hand laid up to Northshore's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. Thickness increases progressively towards the keel area. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage.

- Ivory White gel coat
- Red & Oxford Blue boot top & style line
- Northshore's patented Nordseal anti-osmosis system
- Clear gel coat below the waterline

## DECK CONSTRUCTION

Hand laid up GRP. Sandwich type construction using balsa core stiffening, with plywood in high stress areas where fittings are positioned. Heavily stressed areas are additionally reinforced with unidirectional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Teak capping rail to hull to deck joint upstand
- Moulded non-slip finish - two tone to ring decks

## SWING KEEL

The fixed ballast is an iron casting which acts as a grounding plate and as transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil Swing Keel is cast iron and incorporates a stainless steel pivot at the leading edge. The Swing Keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Keel control and gauge showing keel position fitted at wheel pedestal
- Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

## ENGINE

- Yanmar 3YM30 29 hp 3 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- Bronze stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Non-metallic fuel tank under cabin sole below chart table - capacity 182 litres/40 gallons, with sediment trap and line filter
- Non-metallic water strainer with removable filter
- 12 volt electric ventilator
- Sound deadening to engine box
- Hinge up panels at either end of engine box for access
- Engine box can be completely removed for maintenance

## ELECTRICS

- 12 volt system
- Two heavy duty batteries, charged from engine alternator; one for engine, one for domestic use
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

## WATER SYSTEM & PUMPS

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartment
- Non-metallic water tank under aft end of dinette - capacity 205 litres/45 gallons
- Hot water provided by engine calorifier unit
- Electric sump pump to shower tray
- One manual bilge pump
- One electric submersible bilge pump

## STEERING

- Semi-balanced twin rudders
- Pedestal mounted 30" stainless steel cockpit wheel
- Whitlock Cobra system
- Single lever engine control
- Emergency steering system
- Compass guard and 6 inch main steering compass

## SPARS & RIGGING

- Selden masthead rig
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Furllex headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Kicker, main halyard, topping lift and 2 reefs lead aft
- Genoa halyard at mast
- Burgee and signal halyards
- Sail controls led aft across pilot house
- Lewmar size 8 winch on mast
- Tall rig option for increased performance at additional cost
- Self tacking jib and tall fractional rig option at additional cost

## SAILS

- Dacron Sails
- UV protection strip to foresail
- Mainsail with four battens and mast sliders
- Mainsail cover
- Upgrade to laminate sails at additional cost
- Fully battened mainsail system with roller bearing cars or in-mast reefing at additional cost

## COCKPIT

- Aft cockpit
- Self draining
- Good access aft for boarding through transom
- Telescopic stern boarding ladder
- Deep lazarette locker to port
- Shallow, drained lazarette locker to starboard
- Gas bottle storage in cockpit locker
- Cave locker in starboard cockpit coaming
- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Steering pedestal
- Two safety harness eyes

## DECK FITTINGS & LOOSE GEAR

- Cleats forward and aft raised
- Spring cleats amidships with stainless steel chafe guard
- Fairleads aft
- Stainless steel stemhead fitting with twin bow roller
- Re-inforced foredeck to take optional anchor windlass
- Mooring bollard
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Genoa tracks with single car and plunger control stops

## DECK FITTINGS (continued)

- Genoa sheet turning blocks (double to port) to take Furllex control line, clutch on side deck
- Mainsheet track with control lines leading aft to cockpit
- Four rope clutches on each side, for running rigging
- Two Lewmar 465T genoa winches on coamings
- Lewmar 16AST winches at companionway
- Stainless steel grab handles on either side of coachroof
- 15kg Bruce anchor
- 10 metres of chain
- 30 metres of warp
- Two fire extinguishers
- One fire blanket

## WINDOWS, HATCHES & VENTILATION

Opening deck hatch, size 60, over forecabin

- Two size 1 glazed opening ports in cockpit to serve aft cabin
- Two dorade ventilators on deck serving heads and galley
- Perspex main companionway hatch
- Pilot house windows and hull ports are partially reflective toughened glass, bonded into recesses in GRP mouldings

## INTERNAL JOINERY & UPHOLSTERY

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Northshore's range.

## ACCOMMODATION

The layout is in accordance with the general arrangement drawing. There are a total of eight berths with three in the forecabin, two in the aft cabin and three in the saloon (a double berth conversion and a single settee).

## GALLEY

- Raised galley to port
- Twin stainless steel sinks
- Hot and cold pressurised water
- Corian type worktop, Aspen Glacier
- Top loading refrigerated ice box (75 litres)
- Stainless steel grab rail to worktop
- Fully gimbaled gas cooker with two burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Waste bin below
- Two large opening lockers
- Four drawers
- Stowage under side deck
- Overhead light

## SALOON

- Dinette seating arrangement to port coaming
- Two lockers forward
- Stainless steel mast support, table slides and can drop to convert areas to double berth
- Full length single settee to starboard
- Stowage under and front access
- Bottle stowage
- Recessed lights under side decks
- Two overhead lights
- Four fixed hull port lights
- Concertina blinds to pilot house windows at additional cost
- Curtains to hull ports

## NAVIGATION AREA

- Chart table to starboard with excellent visibility
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Book stowage below
- Seat with stainless steel grab rail
- Large stowage under seat
- Chart light
- Main switch panel
- Overhead deck light

## AFT CABIN

- Large double berth offset to starboard
- Large vanity unit to port with angled Perspex doors, stowage under and outboard
- Two drawers
- Locker
- Shelved wardrobe
- Stowage drawer under forward end of double berth
- Two reading lights
- Two overhead lights
- Two fixed hull ports
- Two opening ports to cockpit
- Door to en-suite facilities
- Access aft through bulkhead to steering gear
- Curtains to hull ports

## HEADS

- Heads compartment to starboard of companionway
- Marine w.c.
- Hinged seat to cover marine toilet
- Washbasin with Corian type worktop
- Shower head/mixer tap
- Stainless steel grab handle
- Hot and cold pressurised water
- Stowage under and outboard with perspex doors
- Shower fixing
- Electric shower pump
- Grating to shower tray
- Mirror
- Fixed light
- Waterproof toilet roll holder
- Oilskin stowage

## FORECABIN

- Single berth to port that converts to a double for sleeping
- Overlapping berth to starboard
- Full length shelf to port
- Locker aft
- Hanging locker to starboard
- Access to chain locker through forward bulkhead
- Two fixed hull ports
- Opening deck hatch
- Two overhead lights
- Curtains to hull ports

## RECOMMENDED OPTIONS

- Raymarine ST60 wind, speed and depth instruments
- Stainless steel removable bowsprit
- Sprayhood
- Bowthruster

## ON THE WATER

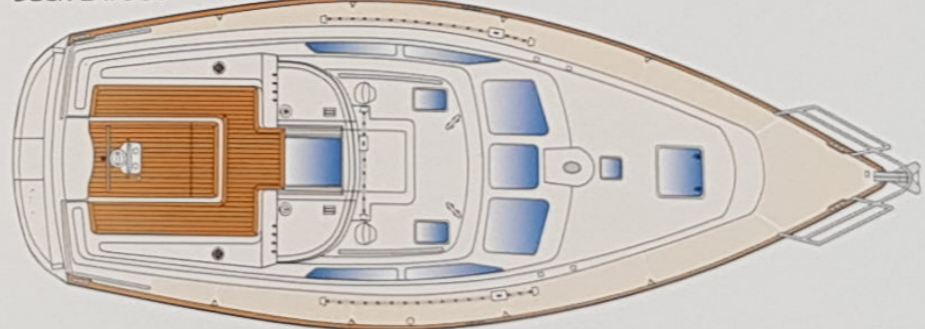
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Full tank of diesel
- Antifoul
- 3 Fenders
- 2 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

## USA SPECIFICATION

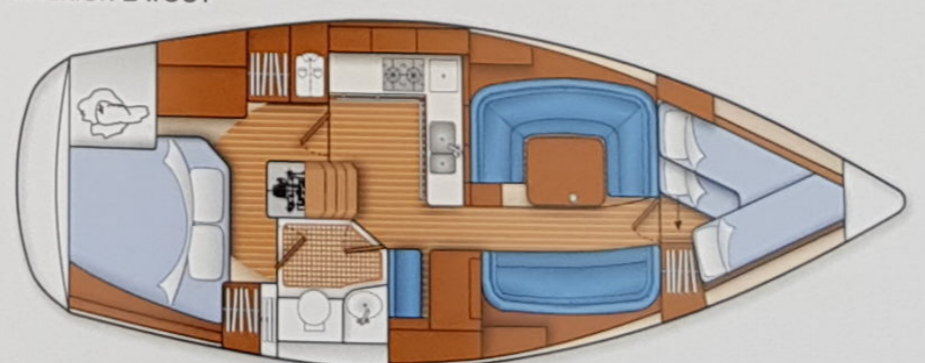
Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and 12 volt DC cable.



## DECK LAYOUT

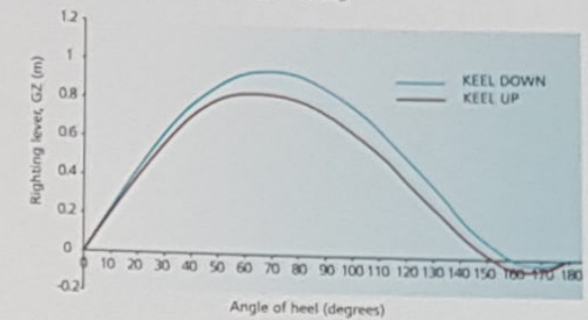


## INTERIOR LAYOUT

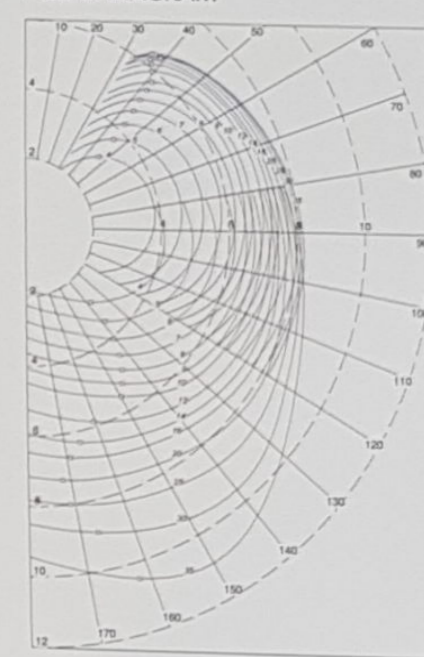


## GZ CURVES

Source: Stability booklet dated 7/5/02  
MINI OPERATING CONDITION - 7054kg



## POLAR DIAGRAM



## DIMENSIONS

|                  |                    |              |
|------------------|--------------------|--------------|
| Length overall   | 10.82 m            | 35 ft 6 ins  |
| Length waterline | 9.22 m             | 30 ft 3 ins  |
| Beam             | 3.57 m             | 11 ft 10 ins |
| Draft Keel up    | 0.72 m             | 2 ft 4 ins   |
| Draft Keel down  | 2.18 m             | 7 ft 2 ins   |
| Displacement     | 6,980 kg           | 15,388 lbs   |
| Ballast Weight   | 2,205 kg           | 4,455 lbs    |
| Keel Weight      | 1,050 kg           | 2,310 lbs    |
| Total Ballast    | 3,255 kg           | 6,765 lbs    |
| Engine:          | Yanmar 3YM30 29 hp |              |
| Tanks: Fuel      | 182 litres         | 40 gallons   |
| Tanks: Water     | 205 litres         | 45 gallons   |
| Air draft        | 14.00 m            | 45 ft 11 ins |

## SAIL AREAS:

|               |            |           |
|---------------|------------|-----------|
| Mainsail      | 22.53 sq m | 242 sq ft |
| Furling Genoa | 31.01 sq m | 334 sq ft |

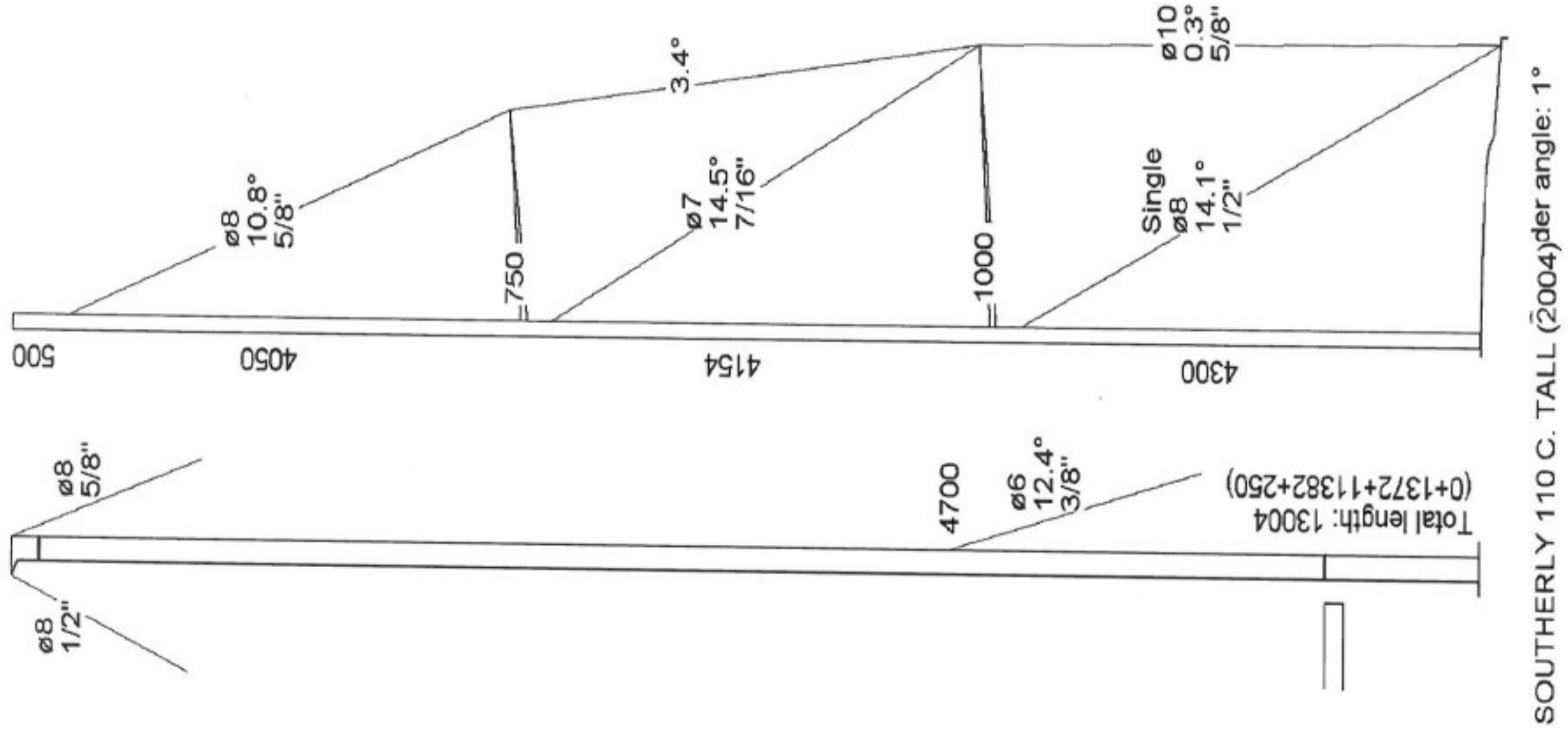
## TALL RIG OPTION:

|               |            |           |
|---------------|------------|-----------|
| Mainsail      | 27.00 sq m | 290 sq ft |
| Furling Genoa | 29.40 sq m | 316 sq ft |

## SELF TACKING JIB OPTION:

|                          |            |           |
|--------------------------|------------|-----------|
| Mainsail                 | 33.01 sq m | 355 sq ft |
| Furling Self Tacking Jib | 21.36 sq m | 230 sq ft |
| Gennaker (optional)      | 49.00 sq m | 527 sq ft |

# Option Tall Rig



Option Self Tacking Jib see RS35 documentation