

## Southernly 110

# Blow the wind Southernly

**The new 110's up-to-the-minute hull design, twin rudders and modern layout has revitalised the Southernly range of lifting-keel cruisers**

In many ways this boat is quite a departure for Northshore Yachts. The Southernly range of swing-keel cruising yachts is now over 20 years old and has a strong following; at the same time it was beginning to appear rather dated. Enter Rob Humphreys, who has long been associated with improvements and modifications to the range. The result is a smart cruiser with all the usual Southernly attributes plus a larger, improved aft cabin.

The 110 has a thoroughly modern hull, with a fine entry and fairly full afterbody, so a single rudder would spend much of its time out of the water when the boat is well heeled. The logical conclusion was to fit twin rudders, canted outwards so they are more efficient when the boat is heeled.

Like other Southernlys, the freeboard is high, which, together with the ballasted keel, contributes to a respectable stability curve which shames many fin keelers. The swing keel mechanism is hydraulically controlled from the cockpit with a manual backup and is the same as that fitted to other boats in the range. A couple of tonnes of cast iron ballast is bolted to the hull to act as a grounding plate, and there's around one tonne in the keel itself.

## Below decks

Because of the demands for headroom in the aft cabin, the companionway is set quite high, the steps are steeply angled and the hatchway is rather short. We quickly learned to go down the steps the good old-fashioned way – backwards. Fitted out in cherry, the split-level interior is bright, welcoming and nicely styled. The galley is impressively large; its counter is almost long enough to sleep on. The moulded fiddle around its edges is not high enough, however.

WORDS : PETER NIELSEN

PHOTOS : GRAHAM SNOOK







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*'Twin rudders make for exceptional directional stability. She virtually steered herself to windward'*



## Southerly 110

Stowage is good, with generous lockerage and a bank of four large drawers beside the two-burner cooker, which needs to be moved inboard a couple of inches to improve the swing on starboard tack. A stainless steel grabrail runs around the edges of the worktop. The cook will need a bumstrap as there are precious few other handholds around the galley.

The chart table has a padded seat which gives the occupant an excellent view. There is little room for instrument repeaters save on a motor boat-style pod mounted ahead of the table. The switch panel is well laid out but is awkwardly located at thigh level, alongside the seat.

The keelbox has been cleverly incorporated into the dinette arrangement and is only noticeable in that it slightly restricts access to the seating. There is room for eight to sit around the extending table, which drops to form a double berth. The seats are comfortably upholstered, but their rounded ends are more stylish than functional. Square corners would transform them into better seaberths.



**The 110 virtually steers herself upwind; an autopilot will have an easy life**

There is good stowage in the saloon, but it's all under the seating and therefore difficult to get at. Apart from a couple of bins outboard of the seats there are no readily-accessible nooks and crannies for those small but essential items which need to be close to hand – nor is there a bookshelf.

The aft cabin is one of the best we've seen on an aft-cockpit boat of this size. There is standing headroom at the head of the vast berth, and plentiful stowage includes a big hanging locker and plenty of shelves. There is even a dressing table, at which you could happily sit and type away on a laptop. We were not keen on the location of the battery switches at floor level just inside the door, vulnerable to careless feet and young fingers.

The forecabin is nowhere near as roomy as the aft cabin, but has plenty

of headroom and stowage and feels bright and airy. Up-and-under twin single bunks are standard but the test boat had the optional double berth, which is rather awkwardly placed to one side, with a sliding extension at its head to make it into a double.

And so to the heads. There is plenty of shoulder room for showering, with a fold-down shower seat above the inboard-facing toilet, and good stowage above and below the moulded handbasin. Shower waste drains into a teak-topped tray which has its own pump. There is no wet locker, but a substantial row of hooks should hold most of the crew's oilies. The door into the aft cabin is an option.

Overall, there is a lot to like about the layout, but some things could be improved. There are not enough handholds above waist level. Ventilation, too, is sadly lacking. Apart from the large forehatch, and two opening ports in the aft cabin, there are no opening hatches or portlights, and with the sun streaming through the large expanses of smoked glass, things

will soon get pretty warm. The heads only has a mushroom ventilator, and badly needs a small opening hatch or port; the same goes for the galley.

### On deck

The side decks are quite narrow, and there is one area forward of the forehatch with no moulded non-slip at all – an accident waiting to happen. The stainless steel coachroof grabrails end abaft the mast, but within easy reach of the shrouds. The foredeck is very clean; the anchor chain is fed through a navel pipe and access to the chain locker is via a hatch in the forecabin. A single, centrally-mounted cleat provides a strong point for the chain with a good lead to the single bow roller in which the Bruce anchor lives. In the absence of a double bow roller we'd have liked to see bigger fairleads at the bows, as well as a pair of bow cleats. Spring cleats are recessed into the solid, teak-capped bulwark.

Cockpit coamings are high and well angled, and there is plenty of room to tend the Lewmar 16 halyard winches on the coachroof. There is no helmsman's seat as such, with the gap in the open transom being filled by the liferaft. A teak-topped, stainless steel and teak frame fits over the liferaft, and it makes a very comfortable seat. It's also heavy, and awkward to stow. We feel a moulded GRP seat would be better. And having the liferaft block access to the boarding platform rather negates the idea of a walk-through transom.

There is a small locker to starboard and a vast one to port which should take all the cruising gear that could reasonably be required. The gas bottles are located within the echoing depths of this locker; it holds two bottles, but changing them over, or even switching the gas on and off, will be a pain.

### Under sail

Twin rudders make for exceptional directional stability. She virtually steered herself to windward, and on a beam reach the wheel only needed the odd touch to keep her on track. The Whitlock steering system operates both rudders via a torque tube and rod linkage. There was little weight in the wheel even when the wind increased to 17 knots apparent. The boat felt very well balanced. She could be pinched to less than 30° but felt much happier at 35-40° when, in 13 knots apparent, she hovered between 5.2 and 5.6 knots and tacked through 80°.

In the light airs she felt a little underpowered. The rig is fairly short and the 120% genoa is on the small side. As the wind increased to around 11-12 knots true, she showed signs of wanting to get up and go, hitting 7 knots on a fetch. Downwind, with the keel up, she tracked well.

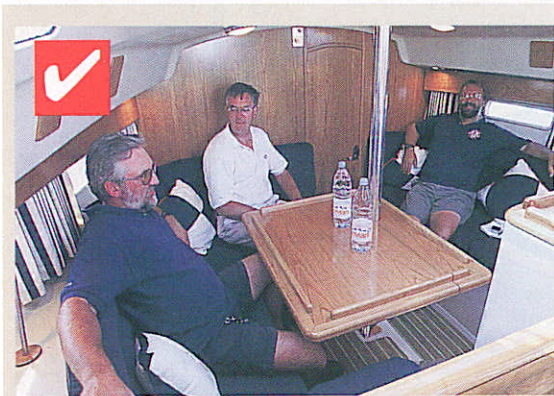
A rod kicker is standard, as is single



**With no anchor well and a single, central cleat, the foredeck is uncluttered**



## Southerly 110



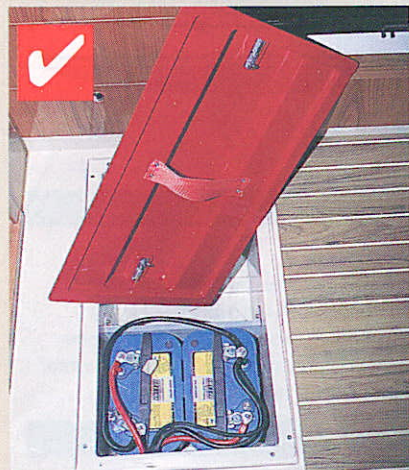
Looking down from the galley into the saloon; hull ports provide a good view of the surroundings



There's plenty of stowage in the galley, though the Nordstone counter needs deeper fiddles



The heads is roomy and reasonably well laid out



Batteries are located under the galley sole and there's room for more



The ability to take the ground is the Southerly range's main selling point and the 110 is as versatile as the rest



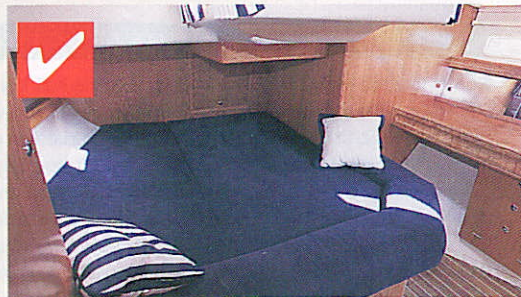
Shrouds are taken to the coachroof sides



The sunken engine makes it difficult to get to the service points



Chart table with a view – but where do the plotter or radar displays go?



The aft cabin is a winner – the berth is almost as wide as it is long, and there's plenty of stowage

line reefing and a Furler furling gear. The sail bag and lazyjacks are options, as is a fully-battened mainsail. The boom is set very high, nearly 7ft above the cockpit sole. The coachroof-mounted mainsheet track does make the cockpit a safer place but it is not possible to dump the sheet in a hurry, and in all but the lightest of breezes the loadings are high enough to require a winch to be used to sheet in the main.

### Under power

Access to the 110's 27hp Yanmar diesel is fairly tight. The engine is recessed into the cabin sole, which is well over a foot above the hull floor. The engine installation is quite noisy, possibly amplified by the open spaces under the cabin sole. At full pelt the engine propels the boat at nearly

8 knots in flat water; a more kindly 2,500rpm gives her a cruising speed of around 6.5 knots.

Close-quarters manoeuvring takes a little more thought than usual. With no centreline rudder for water to flow over, short sharp bursts of throttle have little effect on steering. Combine this with the windage from her high topsides, and it's not difficult to imagine the odd fraught moment until you've learnt her ways. Look on it as a trade-off for her exceptional directional stability under sail. ▲

See next month's *Yachting Monthly* for a special feature on shoal-draught cruising and drying-out

Specifications & technical data overleaf

### VERDICT

#### Southerly 110

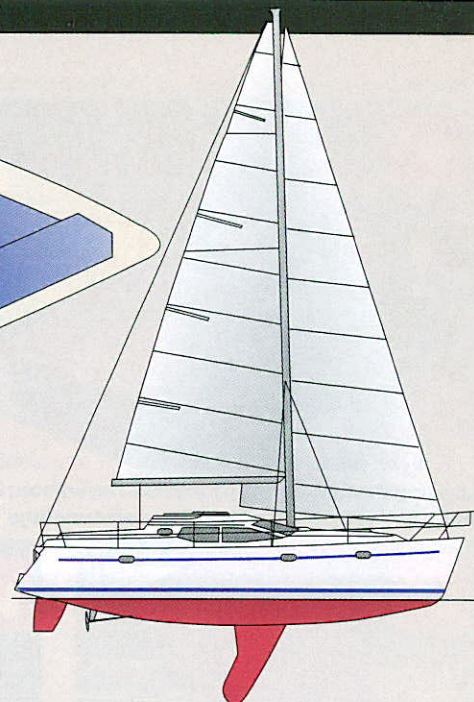
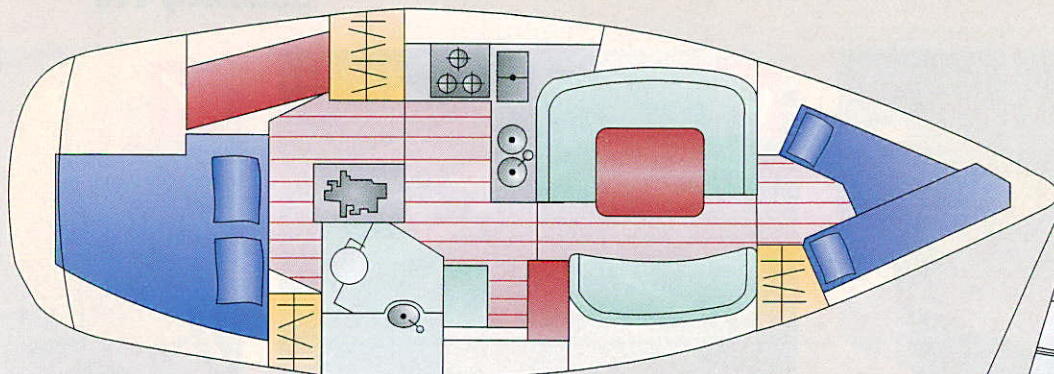
This boat is a breath of fresh air for the popular but dated Southerly range. Her hull design and rudder configuration is state of the shoal-draught art. She is well built and the standard of fit-out is high. She sails well and is exceptionally stable; we feel she is easily capable of extended offshore cruising. She is not a mainstream boat, but could well come to dominate this niche market.

- For**
- Directional stability ✓
  - Aft cabin ✓
  - Versatility ✓
- Against**
- Lacks ventilation ✗
  - Engine access ✗
  - Companionway ✗

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## TECHNICAL SPECIFICATIONS



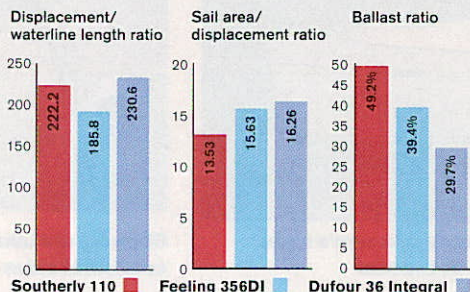
### Dimensions

**Headroom:** Saloon 1.87m (6ft 2in). Aft cabin 2.08m (6ft 10in). Forecabin 1.87m (6ft 2in).  
**Berths** Aft double 1.93m (6ft 4in) x 1.88m (6ft 2in). Forward double 2.08m (6ft 10in) x 1.16m (3ft 10in).  
**Chart table:** 0.80m (2ft 7 1/2in) x 0.50m (1ft 8in)

### Specifications

**Fuel** 182 lit (40gal). **Water** 205 lit (45gal). **Engine** Yanmar 3GM30 27hp diesel driving three-bladed propeller through conventional sterngear. **Batteries** 2 x 60Ah.  
**Designer** Rob Humphreys. **Builder** Northshore Yachts, Itchenor, West Sussex  
 PO20 7AY. Tel: 01243 512611; Fax: 01243 511473

## PERFORMANCE DATA

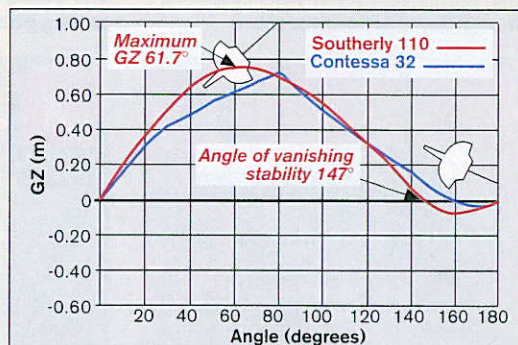


### What the figures mean

This is a good example of figures not telling the whole story. The Southernly, on the basis of her D/L and SA/D ratios, looks like an underpowered heavyweight. But although she could certainly use a little more sail, this is not the case. She will come into her own as the wind builds and will inspire confidence in a blow. The Dufour, too, is more conservative than the Feeling, which is a livelier boat all round.

## STABILITY CURVE

Southerly 110 Category A (Ocean)



## CONSTRUCTION

Northshore has broken with its traditions with this hull. It is a composite moulding, with balsa core used in the topsides for stiffness and weight saving, while the hull bottom is a solid laminate. A web of floors and stringers along the hull floor provides strength and support for the keelbox and ground plate. Both hull and deck mouldings use E-glass and polyester laminates, with isophthalic resin. The patented Nordseal anti-osmosis barrier layer is incorporated. This is the first boat on which the yard has used a full-length inner moulding, which carries the interior joinery. It is bonded directly to the hull in way of the bulkheads. Chainplate loadings are taken directly by the coachroof and side decks. The rudder assemblies and the hull reinforcement around them look very strong.

## GROUP COMPARISON



**Southerly 110**  
**LOA** 10.98m (36ft)  
**LWL** 9.22m (30ft 4in)  
**Beam** 3.57m (11ft 10in)  
**Draught** 0.70/2.17m (2ft 4in/7ft 2in)  
**Displacement** 6,250kg (13,750 lb)  
**Ballast** 3,075kg (6779 lb)  
**Sail area** 45m<sup>2</sup> (484.4sq ft)  
**Berths** 6/7  
**Engine** 27hp  
**Price** £116,912



**Feeling 356DI**  
**LOA** 10.70m (35ft 1in)  
**LWL** 8.90m (29ft 2in)  
**Beam** 3.50m (11ft 8in)  
**Draught** 0.75/2.10m (2ft 2in/7ft 0in)  
**Displacement** 4,700kg (10,362 lb)  
**Ballast** 1,850kg (4,078 lb)  
**Sail area** 43m<sup>2</sup> (462.9sq ft)  
**Berths** 6  
**Engine** 28hp  
**Price** £76,997



**Dufour 36 Integral**  
**LOA** 11.08m (36ft 4in)  
**LWL** 9.18m (30ft 1in)  
**Beam** 3.77m (12ft 4in)  
**Draught** 0.70/2.33m (2ft 4in/7ft 7in)  
**Displacement** 6,400kg (14,100 lb)  
**Ballast** 1,900kg (4,200 lb)  
**Sail area** 54.9m<sup>2</sup> (591sq ft)  
**Berths** 7/8  
**Engine** 28hp  
**Price** £81,905