

SOUTHERLY 35RS

" We clocked some impressive speeds
... surfing down waves was child's play
thanks to the power of the twin rudders"

James Jermain, Yachting Monthly



The established features of the Southerly sets very high standards of performance and comfort which appeals to family and cruising yachtsmen alike. The plumb bow and fast lines of the Rob Humphrey's hull, combined with the twin rudder configuration, provides powerful windward performance, and makes the Southerly 35RS a fun and easy yacht to sail.

The best possible sailing characteristics

The Southerly 35RS boasts an impressive sail plan; the fractional rig combines a self tacking furling jib and a large powerful mainsail with single line reefing. This ensures the yacht can be easily sailed by two people. For off wind sailing in light airs, an optional gennaker can be flown from a short, removable stainless steel bowsprit.

The aft cockpit has been designed for maximum efficiency, safety and comfort, allowing the helmsman to make full use of the large 48" wheel for precise control of the light and responsive steering. Comfortable outboard seating, each side of the helm, provides a clear view forward from either tack. The main sheet track is positioned across the cockpit, within easy reach of the helmsman.

The forward part of the cockpit is deep, well protected and has comfortable seats, positioned at the correct width to brace yourself in a heavy sea. Laid teak to cockpit seats and cockpit sole are standard.

On deck, the raised bulwarks, teak capping and uncluttered walkways provide safe and secure footing.



Self tacking jib for leisurely sailing ...



Linear galley with good headroom



Raised chart table with good views



Raised saloon interior, beautifully finished in Am...

SOUTHERLY 35RS AT A GLANCE

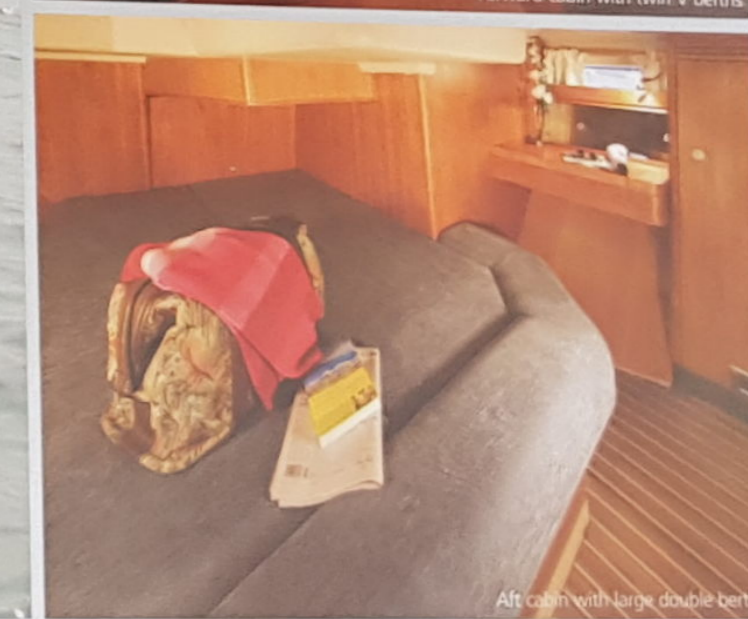
- 35'6" family cruiser
- Fractional rig
- Single line reefing
- Self tacking furling jib
- Rob Humphreys/Northshore design
- Accommodates 5
- Raised saloon
- Safe and secure aft cockpit
- Large 48" wheel
- Boarding platform/ bathing ladder
- Swing Keel, variable draft 7'7"-2'4"
- Twin rudders
- Able to dry upright
- Protected propeller



Raised saloon seating for great views



Forward cabin with twin V berths



Aft cabin with large double berth

GENERAL

The Southerly 35RS 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
- Access to chain locker from foredeck

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

- Telescopic stern boarding ladder
- Large cockpit locker to port
- Gas bottle storage in cockpit locker to starboard
- 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

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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 forward 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 48" 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 fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Backstay with manual tensioner
- Self tacking jib
- Furlex headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Main halyard
- Topping lift
- Kicker, main halyard, topping lift, outhaul, jib sheet 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

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
- Laid teak to cockpit seats
- Laid teak to cockpit sole
- Good access aft for boarding through transom
- Telescopic stern boarding ladder
- Large cockpit locker to port
- Gas bottle storage in cockpit locker to starboard
- Cave locker in starboard cockpit coaming
- Perspex main hatch with washboard
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DECK FITTINGS & LOOSE GEAR

- Cleats forward and aft raised
- Spring cleats amidships with stainless steel chafe guard
- Stainless steel stemhead fitting with twin bow roller
- GRP foredeck anchor locker with reinforced shelf to take optional anchor windlass
- Mooring bollard
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires, with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Turning blocks to take reefing lines
- Mainsheet track with control lines in cockpit
- Three rope clutches to port, four to starboard, for running rigging
- Two Lewmar 40ST winches
- 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 00 opening hatches to galley and heads, two size 20 opening hatches to saloon and navigation area
- Two size 1 glazed opening ports in cockpit to serve aft cabin
- Two dorade ventilators on deck serving saloon and navigation area
- Fixed ventilator to heads
- 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 five berths with two in the forecabin, two in the aft cabin and one in the saloon.

GALLEY

- Galley area forward to starboard
- Twin stainless steel sinks
- Hot and cold pressurised water
- Corian type worktop, Aspen Glacier
- Front loading stainless steel refrigerator
- Stainless steel grab rail to cooker
- Fully gimbaled gas cooker with two burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Pan stowage
- Large opening locker
- Two drawers
- Waste bin in dedicated locker
- Two overhead lights
- Opening hatch
- Fixed hull port

RAISED SALOON

- Raised seating arrangement to port
- Excellent vision
- Stowage under
- Stowage outboard
- Folding pedestal table
- Overhead lights
- Opening hatch
- Concertina blinds to pilot house windows at additional cost

NAVIGATION AIDS

- Chart table to starboard with excellent visibility
- Instrument console forward of chart table
- Chart storage under hinged lid
- Book stowage below
- Seat
- Large stowage under seat
- Chart light
- Main switch panel
- Overhead deck light
- Opening hatch
- Wet hanging locker aft

AFT CABIN

- Large double berth offset to starboard
- Large hanging locker to port
- Large vanity unit to port with angled Perspex doors, stowage under and outboard
- Shelf
- Three drawers
- Hanging locker to starboard
- Stowage drawer under forward end of double berth
- Two reading lights
- Two overhead lights
- Two fixed hull ports
- Two opening ports to cockpit
- Access aft through bulkhead to steering gear
- Service access to port
- Curtains

HEADS

- Heads compartment forward and to port
- Marine w.c.
- Hinged seat to cover marine toilet
- Washbasin with GRP surround
- 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 portlight
- Opening hatch
- Waterproof toilet roll holder
- Fixed ventilator

FORECABIN

- 'V' berth, two long single berths
- Infill to convert to a double at additional cost
- Large hanging locker
- Large shelved locker
- Two full length shelves
- Storage below berths
- Two fixed hull ports
- Opening hatch
- Curtains

RECOMMENDED OPTIONS

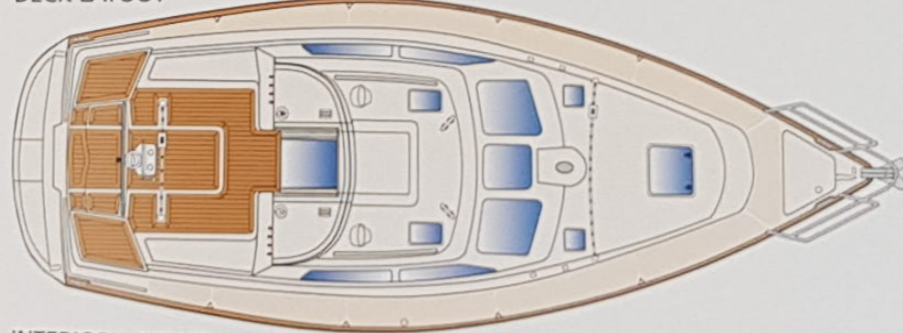
- Raymarine ST60 wind, speed and depth instruments
- Stainless steel removable bowsprit
- Sprayhood
- Bowthruster

ON THE WATER

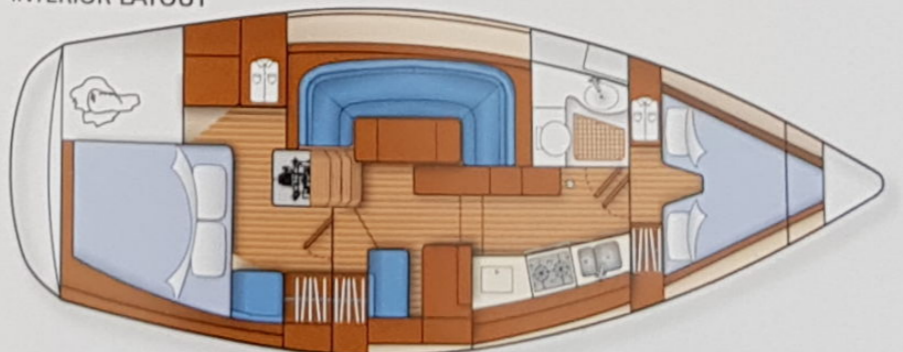
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Two drawers
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Full tank of diesel
- Antifoul
- 3 Fenders
- 2 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle



DECK LAYOUT

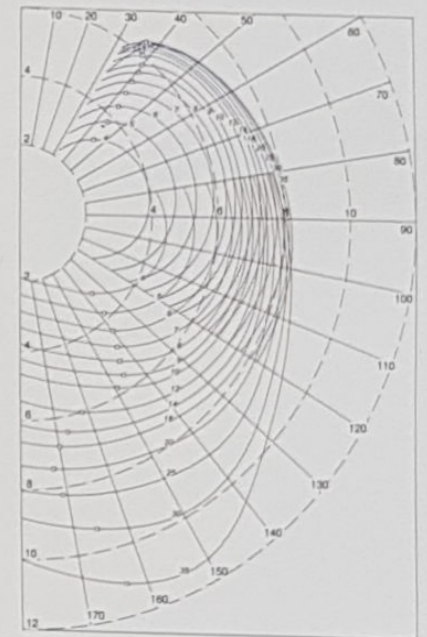
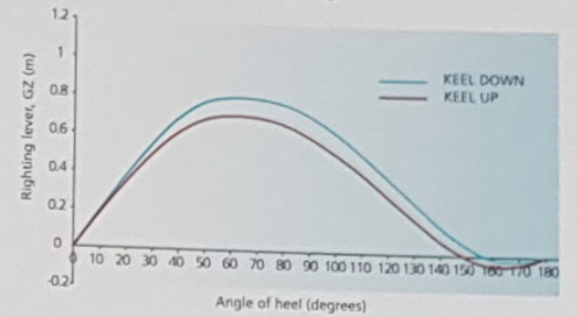


INTERIOR LAYOUT



GZ CURVES

Source: Stability booklet dated 24/12/04
MIN. OPERATING CONDITION - 7991 kg



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 | 16.50 m | 54 ft 2 ins |

SAIL AREAS:

| | | |
|--------------------------|------------|-----------|
| 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 |

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.