

36 ft 2003 Southerly 110, Bifrost
£114,500 Tax: Paid, United Kingdom
Chichester, West Sussex, United Kingdom

SOUTHERLY
BROKERAGE



Boat Details

Make:	Southerly	Class:	Cruiser	Heads:	1
Model:	110	Hull Material:	Fiberglass	Fuel Type:	Diesel
Year:	2003	Drive Type:	Shaft Drive	Max Draft:	7 ft 2 in
Length:	36 ft	Beam:	11 ft 10 in		
Price:	£114,500	Boat Location:	Chichester, West Sussex, United Kingdom		
Condition:	Used	Name:	Bifrost		

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Description

The Southerly 110 sets very high standards of performance, versatility and sheer good looks which appeal to family and cruising yachtsmen alike. Her aft cockpit, plumb bow line and twin rudder configuration, combined with her impressive sail plan makes her a fast and exhilarating yacht to sail.

Information & Features

2003 Yanmar 3GM30 (Engine 1)

Type:	Inboard	Power:	27 hp	Rope Cutter:	true
Fuel Type:	Diesel	Propeller Type:	3 Blade		
Drive Type:	Shaft Drive	Propeller Material:	Bronze		

Dimensions

LOA:	36 ft	Min Draft:	2 ft 4 in
LWL:	30 ft 3 in	Max Draft:	7 ft 2 in
Beam:	11 ft 10 in		

Weights

Ballast:	6,765 lb
Displacement:	13,750 lb

Tanks

Fuel:	1 x 40 gal-uk Stainless Steel
Fresh Water:	1 x 45 gal-uk Stainless Steel
Holding:	1 x 12 gal-uk Stainless Steel

Accommodations

Heads:	1
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Other

Flag Of Registry:	Isle Of Man
Designer:	Rob Humphreys/Northshore
Builder:	Northshore Yachts

Dimensions

Length Overall	10.98M	36ft 0ins
Length Waterline	9.22M	30ft 3ins
Beam	3.57M	11ft 10ins
Draft, Keel up	0.71M	2ft 4ins
Draft, Keel down	2.17M	7ft 2ins
Displacement	6,250Kg	13,750lbs
Ballast weight	2,205Kg	4,455lbs
Keel Weight	1,050Kg	2,310lbs
Total Ballast	3,255kg	6,765lbs
Fuel tank	182L	40gallon
Water tank	205L	45gallon
Holding tank	56L	12.4gallon

Hull Construction

The Hull is a heavy duty GRP moulding, hand laid up to the Nordseal laminating system. Thickness increases progressively towards the keel area. Additional stiffening is provided by a sandwich construction panel which run the entire length of the hull. The keel box is an integral part of the hull lay-up.

Hull gelcoat: Off-White

Underwater gelcoat: Clear

Style lines: Burgundy

Boot-top lines: Burgundy

Deck Construction

The deck is hand laid up GRP and is of sandwich construction. The lay-up commences with two coats of high specification gel followed by one back-up mat and two main lay-up mats. Balsa stiffening is then incorporated in all horizontal areas with plywood infills in way of deck fittings followed by a further two main lay-up mats. Heavily stressed areas are additionally reinforced with unidirectional glass reinforcement. A teak capping rail is fitted to the hull to deck joint upstand.

Deck gelcoat: Off-White

Swing Keel

The fixed ballast is a wide section 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 by means of 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, operated from the cockpit. There is a hand operated back up. All the hydraulics are easily accessible for maintenance. The keel control and a gauge showing the keel position is fitted on the steering pedestal.

Engine

The Yanmar 3GM30 27hp 3-cylinder engine is fitted. This drives the yachts via a three bladed propeller. Ambassador AM10 rope cutter fitted. The batteries are charged from the 55 amp alternator and the hot water is heated from the engine calorifier. The single lever engine controls are fitted at the wheel pedestal in the cockpit. A substantial skeg is fitted on the centreline to protect the propeller and rudders when the yacht is drying out. Hinge up panels at either end of the engine box gives access to the engine. The engine box is sound deadened and can be completely removed for maintenance.

Electrics

A 12 volt system is fitted which incorporates three heavy duty batteries, one for engine starting and two for lighting and other equipment. All batteries have isolating switches and are charged from the engine alternator. Cabin lighting is provided throughout the accommodation areas with reading lights over the bunks and a chart light over the navigation table. The yacht is equipped with a full navigation light system incorporating a combined bow light, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light. All circuits are protected with breakers on the main panel located adjacent to the chart table. One 12V interior socket fitted at chart table. Two exterior 12V sockets, one located in the cockpit and one at the base of mast. 240 Volt ring main with three double outlet sockets, fitted with the earth leak circuit breaker and shore connection cable with plug. 240V 1kW immersion heater fitted in calorifier. 30amp Sterling battery charger

Navigation and Electronics

Firdell radar reflector is fitted on the mast.
Raymarine ST60 wind, speed and depth instruments are fitted above the companionway hatch. Multi repeater fitted at chart table. Raymarine Autopilot with Mamba drive and ST6001+ displays in cockpit and at chart table. VHF aerial with hawk feathers fitted at mast. Raymarine. Raymarine 120LP GPS antenna mounted to pushpit.

Engineering

Eberspacher D3LC heating system with 3 outlets.
Isotherm 3200 ASU fitted in standard cool box.
Holding tank system fitted, Heads pumps to sea or into tank.

Fuel and Water Systems

A pressurised hot and cold water system is fitted. A mixer tap is fitted at the galley sink and in the toilet compartment. Water is heated from the engine via a calorifier tank. The stainless steel water tank is fitted under the aft end of the dinette in the saloon and has a capacity of 205 Litres/45 gallons.
The stainless steel fuel tank is fitted under the cabin sole below the chart table and has a capacity of 182 Litres/40 gallons,
One manual bilge pump is fitted.
Deck wash pump, with outlet in the cockpit.

Steering

The twin rudders are connected to the pedestal mounted cockpit wheel using the Lewmar Whitlock Cobra torque tube and gearbox system. An emergency steering system is supplied.

Bow Thruster

A 4hp bowthruster is fitted with control at the steering pedestal.

Rig

The tall rig spars are anodised aluminium finished in silver. Standing rigging is in 1x19 stainless steel wire with bottle-screw adjustment, For ease of handling, a Furlex headsail reefing system is fitted and single line reefing led aft to the cockpit for the mainsail. The foresail is fitted with a UV Protection strip and the mainsail has four battens, and mast sliders. Stacpack mainsail cover in stone canvas and lazy jacks. . A solid kicker with strong gas lift insert is fitted. Spinnaker pole, telescopic, with topping lift. Downhauls and deck gear c/w vertical mast stowage. A main halyard, genoa halyard and topping lift are fitted together with appropriate sheets. All sail control lines are led aft across the coachroof to a pair of Lewmar winches.

Cockpit

The Southerly 110 is an aft cockpit yacht. Teak laid cockpit seats and sole. The cockpit is self-draining and there is good access for boarding through the transom. A folding stern boarding ladder is fitted to the transom. There are cockpit lockers, a large one to port which contains the drained gas locker and a shallow , drained one to starboard. A cave locker is fitted in the starboard cockpit coaming. The main hatch is acrylic with a single piece washboard. An instrument panel is fitted above the hatchway. Two winch handle pockets fitted. Cockpit dodgers in Stone canvas for guardrails. Lift out GRP door panel fitted to aft cockpit access.

Deck Fittings and Loose Gear

The two Lewmar 44 self-tailing winches on the coaming make sail handling easy. There are cleats forward, aft, and amidships, with failed as appropriate. The foredeck is reinforced for the Anchorman GD manual anchor windlass. Sprayhood in stone canvas. Single bow roller. Deck fillers for fuel and water. Genoa tracks with single car and plunge control stops. Mainsheet track with control lines leading aft to the cockpit to enable the helmsman to have control over the mainsail. Three rope clutches each side, for mainsheet control lines, leading to Lewmar 6 winches. Genoa sheet turning blocks, the port one being a double with jammer to take the Furlex control line. Stainless steel grab handles on either side of the coachroof. 15Kg Bruce anchor with 10 Metres of chain and 30 Metres of Warp. Stainless steel rubbing strip fitted to the bow. Two mooring warps. Three fenders with tails. Two fire extinguishers and one fire blanket. Gas bottle. Boat hook, ensign, and staff. Liferaft, deck mounted on teak battens and quick release straps.

Internal Joinery and Upholstery

Interior joinery in finished in solid timber and faced marine quality plywood built onto a GRP base module. Lining are fabric covered plywood or GRP as appropriate. Cabin soles are teak and holly striped non-slip laminate.

Timber American Cherry

Upholstery:

Main saloon in Ross fabrics Canterbury Chenille SR13178 – Copper

Cabins in Ross fabrics Canterbury Chenille SR13178 – Copper

Portlight curtains in Jane Churchill Sailboard Stripe J129F-05 – Terracotta

Accommodation

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

FORECABIN

The cabin has a single berth to port that converts to a double for sleeping. Single raised berth fitted to starboard. A shelf is fitted the full length of the cabin on the port side with locker aft. A hanging locker is fitted aft of the starboard berth. There is access to the chain locker through the forward bulkhead. Two fixed hull port and an opening deck hatch are fitted. Two overhead lights are fitted. There is a door aft to the saloon.

SALOON

To port is a dinette seating arrangement with curved backrests. There is stowage under and a bin for bottles outboard. The table slides and the stainless steel mast support pole and can drop to convert the area into a double berth. To starboard is a full length single settee with stowage under and front access. Outboard is a bin for bottle stowage. There are recessed lights under the side deck either side and two overhead lights. Four fixed hull port are fitted.

CHART TABLE

The chart table is to starboard and raised. From the seated position good views forward can be obtained. The chart table seat is fitted with a folding armrest. Stowage for charts is provided under the hinged lid of the table. Book stowage is provided below the chart table. There is a large stowage area under the chart table seat. There is a pod forward of the chart table where the instruments are mounted, and the main switch panel is situated in this area. A chart light is fitted and an overhead deck light.

GALLEY

The galley is in the raised area to port. The galley worktop is finished in Formica laminate. Twin stainless steel sinks are recessed into the worktop, and an ice box with top access is fitted outboard. The fully gimballed cooker has two burners, grill and oven and has fail safe devices on all burners. Below the worktop is a rubbish bin, two large opening lockers and four drawers. There is further stowage under the side deck. A stainless steel galley crash bar/grab handle is fitted all around the edge of the galley worktop. An overhead light is fitted above the galley.

HEADS

The toilet compartment is to starboard of the companionway. The hand basin has a Nordstone surround with stainless steel grab handle. There is stowage under and outboard. The outboard stowage has mirrored doors. There is a hinged seat to cover the marine toilet. A showerhead is combined with the mixer tap with a position on the bulkhead to hang the shower. The shower tray floor is covered with a teak grating and is pumped dry with an electric pump. A waterproof toilet roll holder is fitted and there is provision for oilskin stowage through the aft bulkhead. A second door to the aft cabin provides ensuite facilities.

AFT CABIN

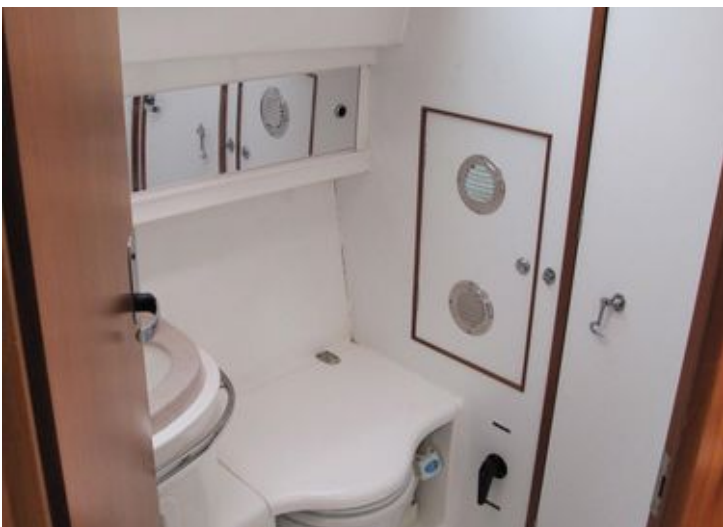
The spacious double berth is offset to starboard. To port is a large vanity unit with stowage under the lift-up lids and stowage outboard with angled mirror doors. Below are two drawers and a locker. Forward of this is a wardrobe with shelves. There is a stowage drawer under the forward end of the double berth. There is access aft through the bulkhead to the steering gear. there are two recessed lights and one overhead light. The fixed hull ports and two opening ports to the cockpit are fitted. Door to ensuite toilet facilities.

Disclaimer

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STANDARD INTERIOR LAYOUT

