

36 ft 1997 Southerly 115 Series 2, WEATHERGAGE  
£75,000 Tax: Paid, United Kingdom  
Itchenor, West Sussex, United Kingdom

**SOUTHERLY**  
**BROKERAGE**



## Boat Details

Make:	<b>Southerly</b>	Class:	<b>Cruiser</b>	Guest Heads:	<b>1</b>
Model:	<b>115 Series 2</b>	Hull Material:	<b>Fiberglass</b>	Fuel Type:	<b>Diesel</b>
Year:	<b>1997</b>	Drive Type:	<b>Shaft Drive</b>	Max Draft:	<b>8 ft 1 in</b>
Length:	<b>36 ft 10 in</b>	Beam:	<b>11 ft 11 in</b>		
Price:	<b>£75,000</b>	Boat Location:	<b>Itchenor, West Sussex, United Kingdom</b>		
Condition:	<b>Used</b>	Name:	<b>WEATHERGAGE</b>		

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## Description

The Southerly 115 offers comfortable accommodation and good performance, with the advantage of both blue water and the shallow draft capabilities afforded by Southerly Swing Keel. The series 2 benefits from a redeveloped keel shape and redesigned rudder blade offering better handling and manoeuvrability, with direct glazed windows replacing the original aluminium frames from the earlier version of the Southerly 115

## Information & Features

### 1997 Yanmar 3JH2 (Engine 1)

Type:	<b>Inboard</b>	Power:	<b>38 hp</b>
Fuel Type:	<b>Diesel</b>	Propeller Type:	<b>3 Blade</b>
Drive Type:	<b>Shaft Drive</b>	Propeller Material:	<b>Bronze</b>

### Dimensions

LOA:	<b>36 ft 10 in</b>	Min Draft:	<b>2 ft 3 in</b>
LWL:	<b>27 ft 6 in</b>	Max Draft:	<b>8 ft 1 in</b>
Beam:	<b>11 ft 11 in</b>		

### Weights

Ballast:	<b>4,962 lb</b>
Displacement:	<b>15,215 lb</b>

### Tanks

Fuel:	<b>1 x 40 gal-uk</b>
Fresh Water:	<b>1 x 50 gal-uk</b>

### Accommodations

Guest Heads:	<b>1</b>
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### Other

Flag Of Registry:	<b>United Kingdom</b>
Designer:	<b>Dick Carter/Northshore</b>
Builder:	<b>Northshore Yachts Ltd</b>

## Dimensions

LOA	36'10"	11.25M
LWL	27'6"	8.38M
BEAM	11'11"	3.62M
DRAFT (Keel Up)	2'3"	0.69M
DRAFT (Keel Down)	8'1"	2.46M
DISPLACEMENT	15,215lbs	6,900Kg
BALLAST WEIGHT	4,962lbs	2,250Kg
KEEL WEIGHT	2,635lbs	1,195Kg
FUEL TANK	40 Gallon	180 Litre
WATER TANK	50 Gallon	227 Litre

## Construction

Hull and superstructure are heavy duty hand lay-up GRP mouldings. In the hull, woven rovings and chopped strand mats are used in combination, with thickness increasing progressively towards the keel area. There is a balsa core in the topsides that stops just above the waterline. The deck is of sandwich type construction using balsa core stiffening, with plywood in high stress areas where fittings are positioned. Bulkheads are glassed in, and the entire deck is bonded to the hull, resulting in a strong and integrated unit. A teak rubbing strake is fitted externally. The interior joinery is of teak faced plywood, with solid teak trims built onto GRP base modules which are also "glassed" into the hull.

Hull colour: Off White

Deck colour: Off White

Boot-top and style lines: Blue

## Swing Keel

The cast iron grounding plate is bolted into a recess in the hull using stainless steel bolts. It acts as transverse stiffening in way of the keel slot and protects the hull when taking the ground. The aerofoil swing keel, a Rob Humphreys design, is cast iron with a stainless steel pivot fitting into a substantial boss at the forward end of the grounding plate. The swing keel is raised by an electrically operated hydraulic ram with manual backup, which is attached to the swing keel by a pulley system. It can be operated from either the cockpit or from the chart area. A keel lock down and lock up pin is provided.

## Engine

Yanmar 3JH2 38Hp 3 cylinder 4 stroke marine fresh water cooled diesel fitted with reduction/reverse gearbox is fitted. A marine electrical system with a 55amp alternator is fitted with the Yanmar B2 instrument panel fitted on the pedestal. Hot water is heated from the engine via a calorifier tank. Other fittings include bronze stern tube with water lubricated stern gland and a bronze three bladed propeller. Stainless steel fuel tank with a capacity of approx. 40 gallons, with sediment trap, gauge and line filter. Bronze water inlet with strainer. Sound insulation in engine compartment. Single lever engine control both in the cockpit and in the wheelhouse. Extractor fan in engine compartment.

## **Bowthruster**

Electrically operated bowthruster fitted, with joystick control mounted at cockpit steering pedestal.

## **Steering Gear**

The cockpit wheel is pedestal mounted; a Whitlock torque tube system connects the wheel to the steering arm. The rudder is a GRP moulding protected by a shoe to facilitate beaching or sailing in shallow water. The rudder is fitted with an end plate. An emergency tiller is supplied.

## **Spars and Rigging**

The mast and boom by Kemp are in anodised aluminium alloy with stainless steel and alloy fittings, and a rod vang. Standard rigging is of 1 x 19 stainless steel wire with swaged end fittings and stainless steel rigging screws (Renewed 2017). Furler headsail reefing is fitted with Kemp Furlin' in mast mainsail reefing. Running rigging is in polyester rope (Renewed 2017). The main and genoa halyards are controlled from the mast with 2 Lewmar 8 halyard winches. The mainsail inhaul and outhaul lead aft to the cockpit with the mainsheet on the starboard side and the kicking strap and topping lift on the port side, Appropriate rope clutches and winches are fitted.

## **Sails**

A furling mainsail and furling genoa, both with UV protection strips are provided, with storm jib and cruising chute.

## **Windows and Hatches**

Lewmar hinged acrylic opening deck hatch forward with roller blind and flyscreen. Main companionway hatch in acrylic on slides with garage. Lewmar hinged acrylic opening hatch in aft cabin on stern deck with roller blind and flyscreen. Opening windows in aft cabin and aft toilet. Dorade vent over saloon. Ventilators in toilet and galley. Two small Lewmar opening hatches over galley and chart table. All other windows are fixed tinted polycarbonate and acrylic panels, except for the forward facing wheelhouse windows which are toughened glass. The hull and wheelhouse windows are recessed into the GRP and have bezels on the inside to help prevent condensation.

## **Cockpit**

Cave lockers in coamings. Large cockpit locker with access to drained gas bottle stowage. 30" stainless steel destroyer wheel on pedestal with binnacle compass. Dual engine controls with second set adjacent to the inboard steering position. Teak Laid cockpit seats, coamings and aft deck. Teak grating on cockpit sole. 2 cockpit drains with 2" bore pipes.

## **Freshwater**

A stainless steel tank with deck filler of 50 gallons approx. is situated under the port settee. An electric pressure system pumps hot and cold water to galley and washbasins.

## **Bilge Pump**

A manual bilge pump is fitted in the cockpit, piped from the bilge sump to hull discharge. An electrically operated bilge pump is also fitted.

## Electrics

Four heavy duty 12 volt batteries, 3 x 160Ah for domestic services and 1 x 60Ah for engine starting, fitted with independent isolating switches. The batteries are stowed in a purpose made vented box under the cabin sole, Charging is via the engine alternator. Full accommodation and navigation lights. Combined flood light and steaming light on mast and combined tri-colour all round white light at masthead. Battery state meter. Switch panel at chart table with switch circuit breakers to protect systems. A sacrificial anode on hull is connected to engine and sterntube. A 240 volt ring main system with 3 double outlet sockets is fitted, with earth leakage circuit breaker and shore power connection cable.

## Deck Fittings

Genoa sheet tracks with roller fairleads. 2 speed Lewmar 44 sheet winches and cleats on cockpit coaming. Lewmar 8 winches on coachroof with stoppers. Adjustable mainsheet traveller and mainsheet rope clutch on coachroof. A Lewmar electrically operated anchor windlass. Fairleads. Fore, aft, and mid-ship mooring cleats. Stanchions and double lifelines. Gates in lifelines port and starboard. Stainless steel pulpit and split pushpit. Bow roller fairleads incorporating stowage for anchor. Roller furling headsail gear. Stainless steel transom boarding ladder. Outboard bracket fitted to pushpit.

## Electronics and Navigation

Plastimo steering compass mounted on pedestal. Silva handheld steering compass. Autohelm ST50+ log, echo sounder and wind instruments in GRP pod over companionway with multi-unit at chart table. Autohelm autopilot with mamba rotary drive with twin station 6000+ displays mounted in pilothouse and cockpit. Autohelm radar. Raymarine Hybridtouch chartplotter. NASA Marine Target Navtex. NASA Meteoman. Nasa Marine SX35 DSC VHF radio with aerial. AIS. Autohelm GPS. Pioneer CD/Radio. Brass clock and barometer.

## Engineering

Eberspacher D3L diesel powered hot air heating system with three outlets.

## Inventory

15Kg Bruce anchor with 10M chain and 30M warp. 2 mooring warps. 3 fenders, Fire blanket & fire extinguishers. Ensign staff and ensign. Boathook. Sprayhood. Avon 4 man liferaft. EPIRB. MOB Lifesling 2. Horseshoe lifebuoy.

## Accommodation

### Fore Cabin

There are two full size overlapped berths with stowage under and access to the chain locker forward. Above is stowage for the table extension and saloon double berth infill. On the port side is a shelf running above the berth. An opening Lewmar hatch giving access to foredeck, and two ports, with teak rails and curtains, are fitted in the hull. There is a folding door between the cabin and the main saloon.

### Saloon

An adjustable height table, which converts the dinette to a double berth, is fitted on the port side; the table will extend to starboard to maximise seating. There are lockers under the dinette with a shelf and bottle stowage behind. A settee/berth is opposite the dinette with a bookshelf behind. Teak shelves run both sides of the saloon above the four hull ports. The floor covering is teak and holly striped plydeck with non slip varnish and carpet under the table. Blinds fitted to coachroof windows.

### Galley

Located to Port in the wheelhouse, the galley has a stainless steel sink with drainer, supplied with hot and cold pressurised water, a gimbaled gas cooker with fiddles, two burners, grill and oven, with failsafe on all burners and an icebox with space for optional refrigerator. A cutlery drawer is fitted, with crockery stowage and cupboards for utensils and food. The floor is in teak and holly striped plydeck with non-slip varnish. The batteries are fitted in a purpose made ventilated stowage beneath the galley floor. Stainless steel galley crash bar is fitted.

### Navigation Area

Located to starboard in the wheelhouse the chart table has storage under and hinged extension piece. A console for instruments is fitted across the front of the chart table and outboard. The inside steering position has a removeable stainless steel wheel. A helmsman seat is fitted with a stainless steel grabrail and large hanging locker under. A windscreen wiper is fitted for the inside steering position.

### Toilet

The toilet compartment is to starboard with a manual marine W.C. There is a shower and washbasin with pressurised hot and cold water. Stowage lockers, mirror, and glass holder. Shower grating on floor. Separately switched electric shower pump to drain shower tray. An oilskin hanging space is adjacent to the toilet compartment.

### Walk Through

The passageway to the aft cabin with hanging space aft. There is access to the engine compartment via two large removeable panels and doors at either of the walk through between the galley and the aft cabin.

### Aft Cabin

There is a large double berth with three overhead lockers aft; a hanging locker to starboard with drawers and vanity table. An upholstered seat is to port with lockers under. An opening hatch giving access to aft deck and the opening coaming windows and hull port are fitted with curtains. The floor is finished in carpet with access to the stern gear under.

## Disclaimer

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