

going ashore in style

THE Southerly 110 is unmistakably a Rob Humphrey's designed deck, interior and performance hull shape, but the yacht lines guru broke his own mould by sticking twin rudders on the latest swing keeler to emerge from Northshore Yacht's unique yacht building complex on the banks of Itchenor Reach.

And the 110 is unique too. On the face of it, it's a pricey 36ft cruiser, but you have to look below the surface of the spacious deck and gigantic cockpit. And you have to look even lower than the cavernous saloon with its 'fitted kitchen' style galley, isolated nav station and seven seater dining area.

It's the pedestal between the galley and the diner which offers the clue - Northshore's famous swing keel mechanism which in itself is worth £7,500 - but that's only a monetary value. Let's talk tangible!

Suddenly we're into a new sailing idiom; harnessing the ability to launch the east coast of Scotland and northern England into a new potential of serious cruiser sailing attraction.

As and from now, horizons are defined by the limit of imagination linked with on the Southerly 110.

You can now sail into the Amble, to your mooring in Granton or negotiate the bay at Findhorn much, much lower on the tide than ever before thanks to your new found ability to come in with a 2ft 4in draft and as the tide further recedes, you simply sit on the bottom, throw out a few loose kedges and if the drying out sand surface will permit, simply walk ashore. Conversely, you can get in more sailing outside a tidal marina base.

Sounds great. But how does it work?

Yachting Life in the company of Bill Scollay, boats sales specialist for Northshore's northern distributor Kip Marina, took Southerly 110 No1 on an appraisal cruise which was unique in many ways.

Firstly, it was on 11 August so by mid morning, once we had negotiated our way south down the Itchen, past Hayling Island and out on to the Solent with a bead on Nabs Head, the 110's impressive performance was eclipsed, by the moon, no less.

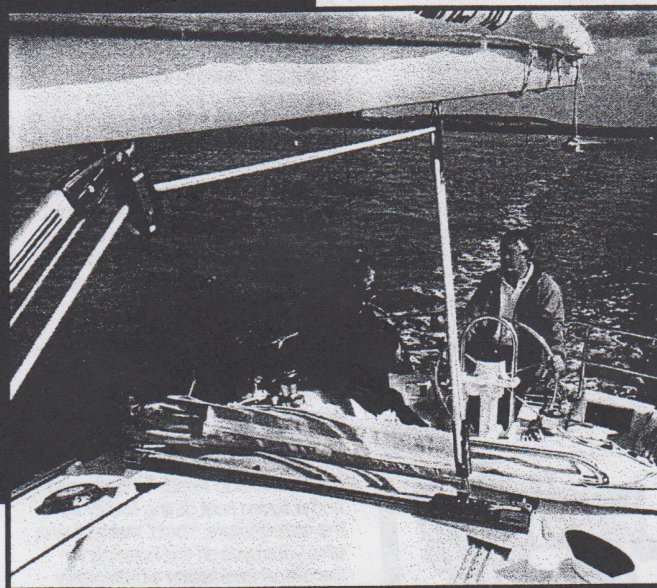
As light dropped, so did the temperature, but the expected increase in wind strength never materialised. Anyway, it was a rare opportunity to test the navigation

Forget dropping the hook in deep water, don't even contemplate launching the tender, just raise the keel by push button power and glide your 36ft cruiser on to the beach. Step ashore, and if it's for a short stay, don't even worry about the tide. Too simplistic? Too futuristic? No, the technology is here and available now on the Southerly 110. Alistair Vallance goes ship to shore on Northshore's state-of-the-art swing-keeler.

lights before lunch!

At this stage, we were broad reaching with the one tonne keel fully down and in 17 knots of wind the speedo was hitting 6 knots. According to Northshore, 7 knots are achievable if the 120% genoa on boat No1 was replaced with a 135% headsail.

Turning back to the river mouth, the Southerly proved she could run freely at much the same speed and the exceptionally high ballast ratio kept her from wallowing. The technique however is to power up whenever possible to achieve the most positive steering. And it was off



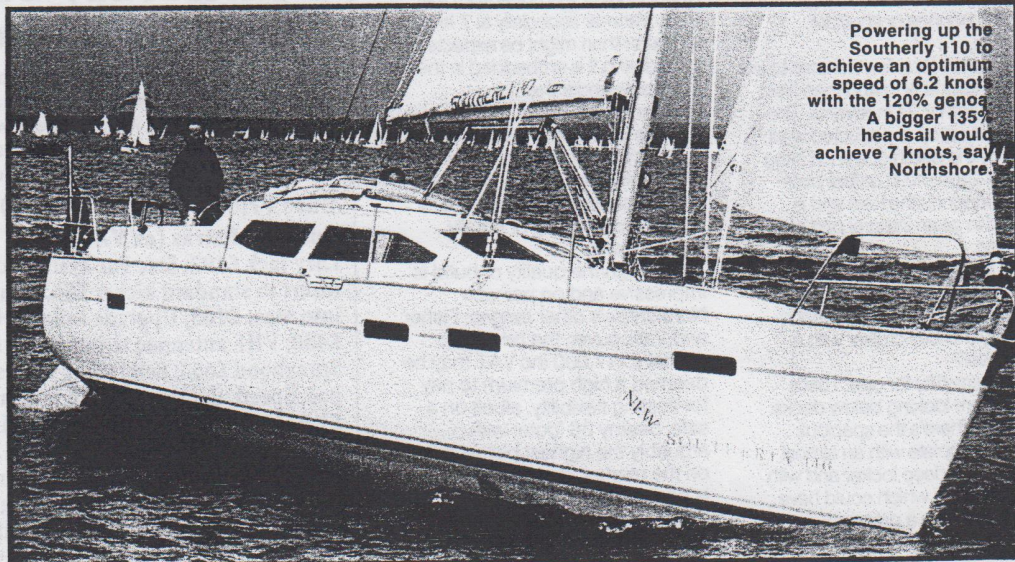
Hayling Island that we saw the advantages and strength of the twin rudder concept. With a reasonable heel, the lee rudder sits vertically in the water and the boat steers itself with none of the load build-up felt on a conventional central rudder.

A bout of quick tacking to avoid a gaggle of SCODs (Nicholson South Coast One Designs, of which 80 were built in the 1950s) really made me appreciate the siting of the mainsheet slide - on top of the

Northshore's Alan Taphouse at the helm with Kip Marina boat sales specialist Bill Scollay in the large cockpit, made more spacious with the siting of the main sheet slide on the coachroof.

coachroof, thus keeping the boom on a safe, predictable trajectory.

Impressed as I was however, the thought of sliding a 6.5 ton cruising yacht bow-to onto a beach went top of the test agenda and the very site beckoned at East Head dunes on



Powering up the Southerly 110 to achieve an optimum speed of 6.2 knots with the 120% genoa. A bigger 135% headsail would achieve 7 knots, say Northshore.

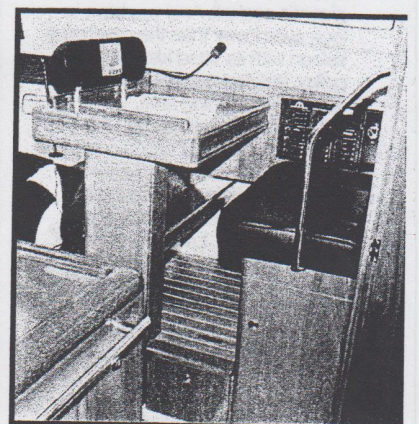
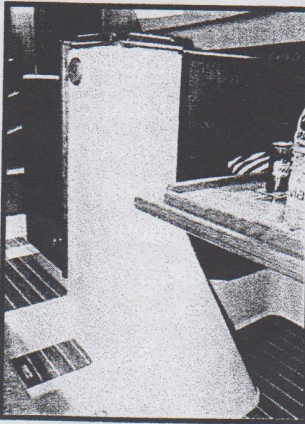
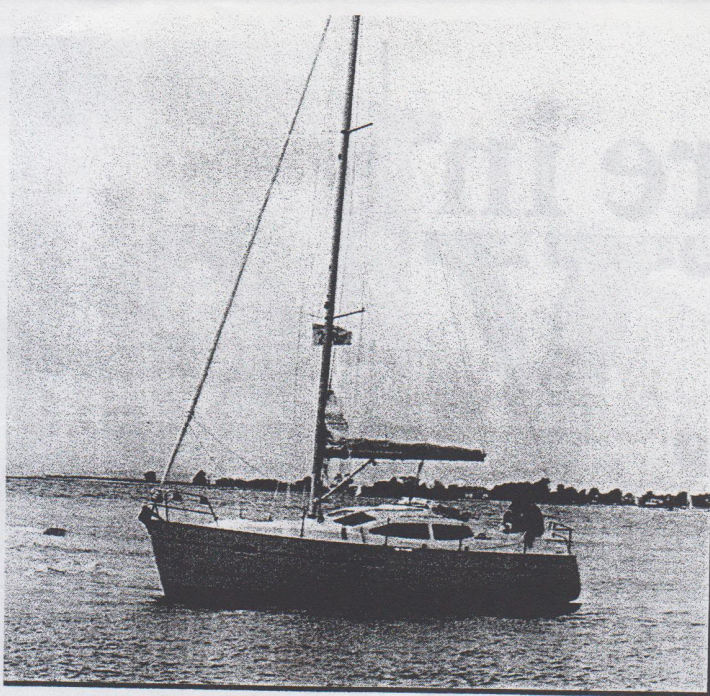
Southerly 110 Specification

Dimensions

Length overall	10.98m	36ft0ins
Length waterline	9.22m	30ft3ins
Beam	3.57m	11ft10ins
Draught Keel up	0.71m	2ft4ins
Draught Keel down	2.17m	7ft2ins
Displacement	6,250kg	13,750lbs
Ballast Weight	2,025kg	4,455lbs
Keel Weight	1,050kg	2,310lbs
Total Ballast	3,075kg	6,765lbs

Sail Areas

Mainsail	22sq m	236sq ft
Furling Genoa	31sq m	334sq ft



Interior scenes: The dining area will comfortably seat seven, served from the adjacent sizeable galley to port of the keel casing (above left). The navigator's station is sparse, devoid of obvious places to site instrumentation, however the external array of dials above the hatch keeps the helmsman happy; particularly the circle of green lights which indicate the percentage of keel raised or lowered.

the west bank.

It was such an awesome undertaking for this west coast 'cruiser' who is depth sounder happy miles offshore, but we aimed for the beach! Only to be buzzed by a swarm of racing dinghies whose helms were enjoying Festival Week at Hayling Island. Millions of 'em.

I ignored them! We were under sail too and in the throws of a 'tricky docking manoeuvre'. But in the end, there was nothing tricky about it.

Commensurate with actual depth, the keel is lifted electronically as shown by a green dot grading on

centrally-sited, accessible liferaft.

All winches and sheets performed as expected and sidedecks are spacious thanks to the shrouds being plated to the coachroof sides. Indeed the decks were a bit featureless and a touch of teak inlay would have made all the difference.

However, wood abounds below deck - cherry in fact, and all built as one unit then placed within the hull before the deck is fitted - a 'first' in boat construction at Northshore's yard.

The interior is standard Rob Humphreys: a forward V berth cabin which can also accommodate a fold down bunk for three snoring kids; an aft cabin with double bed (heads to bow on this occasion) and the saloon with its BIG galley to port, nav station and heads to starboard and a seven seat dining facility as the main feature, 'main' that is, if you take your eyes off the housing for the raised keel facility which nicely separates the galley from the dining area.

All is up to high quality spec, save for the chart table area which is spartan with no real facility to mount instrumentation. A new Northshore designed and built radar pod is under construction.

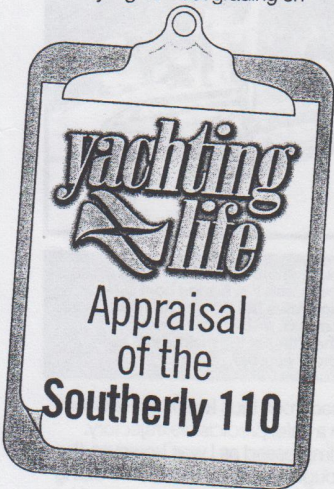
The heads are cruising-adequate, with an open wet locker forward.

Life below decks is fine under sail, with the 110's almost 50% ballast ratio and the high directional stability offering a settled angle of heel.

Under engine, the noise from the 27hp Yanmar especially at 7 knots, is greater than might be expected, considering it is embedded in the cabin sole under the companionway steps.

There is no doubt this 7 tonner is a performer with her keel down, and offers unique cruising options with the lead swung up and pinned for safety, while running or literally going ashore.

Although the quality of build is impressive and on par with Northshore's other ranges: Fisher and Vancouver, the price of almost £117,000 inc VAT may be deemed a high premium to pay for floating flexibility, albeit on a safe, beamy 36 footer with arguably the highest ballast ratio on the market, and no crystal ball is needed to predict that her residual value will over the years remain equally high.



the hatch console until it is fully retracted, then it's a swish and a dead stop at the water's edge. Not a 'scrape', bounce or shudder. Amazing.

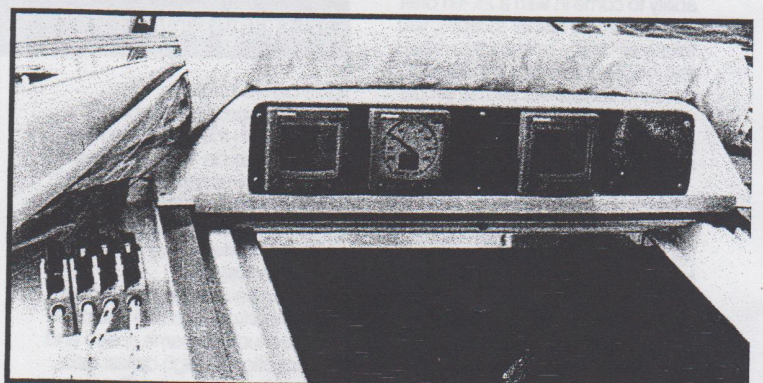
We waited for a few minutes to let it all mentally sink in and then fired up the Yanmar 27 in reverse. The three plate prop is protected at all times by the depth of a short skeg and the 2 ton metal ballast plate which supports the keel and is glassed in as an integral part of the hull base.

First pop and we slid off to head back up to the Northshore yard.

So what do you get for what is arguably a pricey cruiser with a swing keel?

Well, versatility for one. That's even before looking below decks.

Secondly, there's the spacious cockpit complete with an almost dangerously deep locker and with wheel steering which could have been aided with a proper helmsman's seat on top of the



Southerly 110 (Boat No. 01) Standard Features:

Hull built to Northshore's Nordseal hull laminate system, manually operated hydraulic swing keel, Yanmar 27hp diesel engine, 3 bladed propeller, aft cockpit with Whitlock wheel steering, Selden mast, s/s rigging, single line slab reefed mainsail with furling genoa, Lewmar deck hatch, antifouling, tank of fuel, commissioning at Itchenor.

Base Price: ex VAT £99,500 inc VAT £116,912.50

Optional Extras (ex VAT):
 Lazy Jack £197; Stac Pac system for mainsail £185; Gas lift insert to standard kicker £86; Conduit for radar cable fitted into mast £165; Upgrade sails to Hood cross cut polyester £480; VHF antennae to masthead £160; Cockpit table £320; Sprayhood £663; Self tailing mainsheet winch £71; ST60 Nav pac: Speed, depth and wind indicators plus multi at chart table £1,923; Electric keel lift fitted in lieu of manual £914; Yanmar 40hp engine in lieu of standard £1,370; Additional door to heads compartment to make en suite facility, double berth conversion to forward cabin £540; Curtains and curtain tracks to lower accommodation, roller blind on forward hatch £664.