



NYM

Cruising Yachts Specialists

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Suite 302, Level 3, 304-318 Kingsway Caringbah NSW 2229



Southerly 135

US\$395,000 NEG.



Specifications

Boat Details

Price	US\$395,000 NEG.	Boat Brand	Southerly
Model	135	Length	13.72
Year	2012	Category	Cruising Yachts
Hull Style	Single	Hull Type	GRP
Power Type	Sail	Stock Number	#SOUTH4519
Condition	Used	State	International
Suburb	Fiji	Engine Make	

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Description

SOUTHERLY YACHTS - Great Sailing Blue Water Boats Capable of sailing in a Very Shallow Bay or Around the World

"VIKING" - THE LAST OF THE ICONIC S135

One owner since new

Variable draft from 2'9" to 9'" at the push of a button.

Boat fully stable on her bottom thanks to her extra strong twin rudders.

Boat commissioned with extraordinary list of extras in preparation for cruising around the world.

Purchase price new with additions and reinforcements to the design is over twice the current asking price.

This boat has been kept dry docked several months / year.

Kevlar reinforced bow and water tight bulkhead fwd commissioned by owner at the time of build.

Selden in-mast Furling Main

Upgraded sails: Spectra Main and Genoa invert good condition. Kept stowed below for several months a year when the boat is in dry dock.

Power halyard winch

Next Gen Generator USA 2016

Reverse Cycle Heat/ Cool air conditioning

Separate hot air ducted heating system

Raymarine electronics including 2 chartplotters

Bow Thruster

Electric Windlass

LED lights

Large stern rail seats

Solar panels

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Hydrovane

Washing machine

Separate workroom complete with tools and numerous spares.

Boat to cover the whole boat for storage

All new batteries June 2019

Alloy RIB with two outboard engines (one big one small)

Too many features to list here.... read the full list in 'Description'

The Southerly name needs no word of introduction.

The internet abounds with glowing reviews for the Southerly 135s including from big names such as 'Sail Magazine' and 'Cruising World', commenting on the Southerly's extraordinary quality of build and the genius of Rob Humphreys' design. (Please note that the Southerlys are built by Northshore Yachts UK, not Northshore yachts Australia, who manufacture light weights cruiser / racers and are diametrically different yacht manufacturers).

When Viking's owner decided to go sailing around the world, his approach to searching for the perfect boat was methodical. He was looking for the perfect boat: a strong, seaworthy, versatile cruising yacht built to the highest standards and packed with all the features that would truly open the ocean to him, unlimited and able to cope in every situation. After setting his heart on the Southerly 135s, he then became involved throughout the building process and worked with the designer and manufacturer to further improve the specs to create what after 20 years of working in the cruising industry as a shipwright, skipper and specialised yacht broker, I can without hesitation call the most perfect 45' blue-water cruising yacht I have ever seen.

Why did he choose Southerly in the first place? The UK is well known for bringing to the world some of the best quality cruising yachts, and if they are expensive, it is for good reasons. If the French does the mass-produced boat well, the British focus on a smaller output, admittedly with a much higher price range, but use techniques that involve less machine and more hand-build techniques that are no longer profitable to large production lines, but result in yachts that are in every way of far better quality. From the lay of the glass to the finishing touches, everything is subject to the most stringent quality control. Everything from the choice of glass mat, gel coat, resin, timber, fittings hardware, machinery, even down to the tiniest hinge, is carefully chosen for strength and durability.

To further increase this already incredibly seaworthy design, the owner then went further with reinforcing the strength of the boat, particularly against collision and requested that the manufacturer use a solid (no core) Kevlar mat, which is virtually indestructible, for a large part of the bow section and added a watertight bulkhead.

The Westerly 135s is already a very comfortable, easy to sailboat that is built for a beautiful motion at seas while keeping a good turn of speed. To make the going even easier the owner turned his attention to the sail handling and commissioned a number of extras, including a bow thruster and a furling main sail (both Genoa and Main sail were

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upgraded to Spectra for better performance and longevity). A primary power winch was added, a cockpit controlled anchor winch with chain counter and all the sheets run aft to the cockpit. The boat is effectively set up for solo-handling or short-handed passages.

Next, comfort was further improved by adding air conditioning (14000 BUT) with an additional separate hot air ducted system throughout the boat, a washing machine, and a separate fully set-up work area complete with all the tools needed and of course dedicated storage for everything needed to repaired and maintain everything on board.

Regarding power, the boat is fully equipped to be self-sufficient with solar panels, a 3.4kva generator (2016) and a full set of brand new batteries (2019).

Down below the interior is practical and extremely well thought-off. The huge aft cabin with private ensuite rivals much larger boats. It is a veritable owner's stateroom, private from the rest of the boat and comfortable to use in any weather. The raised salon is really what it is, a beautiful area to relax, dine or entertain with a panoramic view of the outside and with direct access to the cockpit. The keel box does not impede on the lower interior, which is divided into a bunk cabin to port with a settee to starboard and a V berth forward.

The galley is substantial and well designed for safe use at sea. (Please read the accommodation and galley description on the next page for more details).

The important demands for storage capacity for a blue-water cruising yacht are well met. If these are increasingly reduced in modern production boats that favour emphasising open spaces ill-suited to long term travels and live-aboard, the Southerly 135s provides an abundant storage capacity for both everyday items and stores which must be able to be organised and readily accessible, as well as heavier equipment, machinery, etc. There is ample space for everything in intelligently located storage areas.

Going back to the general design, the flexibility of the retractable keel is an extraordinary asset for cruisers. Designed for use in the extreme tidal areas of the UK, the boat is perfectly stable on its bottom with the keel retracted and its two strong rudders acting as stabilisers. This feature is perfect for cruising amongst low-lying reefs or when wanting to tuck yourself in away from storm surge in adverse weather. With the keel fully retracted, the profile depth is only 2'9" at its deepest. You can beach the boat to clean her or to access tidal areas. The possibilities are limitless.

When at sea, a simple push of a button will extend your draft to a high performance 9'9".

Of course you are also able to chose any other drafts in between depending where you are and wish to go and everything just at the touch of a button positioned next to the helm.

To recap, the wonderful Southerly 135s is at home anywhere in the world, in the canals of France as much as in the South Pacific and strong enough to handle as well as equipped to explore the high latitudes and more challenging oceans in the world. She is powerful, sea kindly, reasonably fast and in every way the perfect cruising yacht.

'Viking' is a one owner boat that was not only the latest 135s built, she is also the best one thanks to her owner's improvements both at the time of build and throughout his years of ownership. She has never been chartered, been kept in dry storage several months a year, presents in beautiful condition and is ready to go with you anywhere in the world at a moment's notice.

Please contact Anna at Nautilus Yacht Management for more info. We would be delighted to tell you more about this

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magnificent boat and to organise an inspection for you. The boat is currently at Vuda Marina, Fiji, which is about 20mn drive from Nadi International Airport.

VESSEL WALK-THROUGH:

"Viking" has 3 cabins and 2 heads and will sleep 8 people comfortably. Mahogany joinery throughout in beautiful condition.

Numerous deck salon windows provide panoramic views and give you an instant feeling of space. In addition there are many ports and hatches which provide excellent lighting and ventilation. There is even a dedicated work/storage area.

Main Salon:The popular raised salon is a wonderful place to sit comfortably with generous seating for 6 people. Large salon windows provide great visibility and allow you to see what is going on around you. This area is very comfortable either underway or when entertaining. The salon table folds to provide a smaller coffee table or expands to make a dining table. The table also lowers to make an additional sleeping area when required. Storage is found under the seating and outboard in lockers. Concertina blinds can be drawn partially or completely over the salon windows for additional privacy.

There is a separate seating alcove on the starboard side forward of the main salon. This provides a pleasant area away from the main salon for some quiet reading or for the kids to play a game. The table here folds down out of the way when not required. There is also an infill to convert this to a berth. Nice sized windows provide plenty of light and are suitably placed to see outside while seated.

Nav:Opposite the salon, on the starboard side is the nav area. For additional details see [Nav](#) and [Electronics](#) below.

Galley:The galley is amidships to starboard in a lower position for greatest comfort at sea. For further details see [Galley](#) below.

Owners Stateroom:The large master stateroom is very comfortable with plenty of light, good headroom and lots of room to move around. There is a large centerline berth with seating on either side, convenient outboard shelves, and a private ensuite head. The berth is split for a lee cloth. Opposite the berth is a bookshelf with drawers below. With 4 opening ports and a large hatch there is very good light and ventilation. In addition, there are numerous overhead lights and reading lights. Additional storage is provided by a large hanging locker and another outboard locker with shelves.

Forward Cabin:The forward cabin has a long v-berth with a filler and private access to the "day" head. Plenty of light and ventilation is provided by a large hatch overhead, 2 opening ports and 2 additional ports. Curtains cover the ports for privacy and there is screen/shade to cover the hatch. There is lots of storage throughout this area; enclosed locker forward, shelves outboard, drawers, hanging locker, and more under the berth.

Third Cabin:Forward of the salon on the port side is a third cabin with upper and lower berths. There are lee cloths for both berths. There is storage inboard (2 large lockers) and an L-shaped counter.

Two Heads:Both have been upgraded to Johnson Aqua-T electric heads. The guest or day head is located just forward

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of the third cabin on the port side. Features include; nice sized basin, large mirror, opening port, outboard lockers and a comfortable seat which covers the head allowing you to sit when showering. There are 2 doors; 1 private from the guest ahead and the other opposite the third cabin.

The aft head is ensuite to the master stateroom and has an extractor fan with a two way switch, large basin, mirror, opening port, and outboard lockers as well. There is another door through this head that leads to a separate work area.

Work Room: There is a separate stand up work room with a work bench outboard and room for storing some larger items. From this room there is good access to the generator fwd and also additional access to the engine, plumbing, and electronics. In this room is also the washing machine. Access to this room is 2 ways - from the master head and also steps from the cockpit locker above.

ADDITIONAL FEATURES:

- Reverse cycle Heat/Air 16,000BTU
- Hot air programmable heating system with 5 outlets (salon, each cabin and aft head)
- Concertina blinds for deck salon windows
- Screens/shades for all large overhead hatches
- Curtains are available if required
- Gauges for all tanks (fuel, water, holding)
- Radio/CD/MP3 stereo system with 2 speakers
- Remote control for stereo system in cockpit with waterproof speakers
- Upgrade to LED interior lights
- Watermaker: Spectra Catalina 300 MPC 12.5 gph
- Holding tank system for both heads pump to sea or into tank
- Eumenia Single Nova washing machine
- Strong box

GALLEY:

The spacious inline galley is located on the starboard side aft of the salon at a lower level. This location lessens the motion and provides more stability for the cook when at sea. A grab bar runs the length of the galley for added safety. Lots of storage is found outboard in both enclosed lockers and open shelves. Additional counter space, a microwave and more storage is found inboard.

Features include:

- Refrigeration, keel cooled
- Two fridges and separate freezer with 50-60L capacity
- Force 10 3 burner stove w/oven
- SS Microwave
- Saltwater recessed foot pump
- Two sinks
- Aquafilta water filter

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- Garbage bin fitted in galley worktop
- Gas solenoid switch with gas and CO detector

ELECTRONICS AND NAVIGATION:

The nav station is conveniently located at the base of the companionway to stbd and has full outside visibility. A comfortable nav seat has an additional benefit in that it swivels. The nav table is large with storage under. Additional storage is found under the chart table and outboard.

- Raymarine C90W chartplotter at helm
- Raymarine C140W chartplotter at nav

-

Comar AIS Class B receiver and transponder

-

Raymarine 18" scanner fitted on scanstrut

-

Raystar 125 satellite GPS antenna mounted to coachroof

-

Raymarine ST60+: Speed, depth and wind indicators in cockpit with repeater at chart table

-

Raymarine ST6002+ autopilot with controls at the helm & the nav

-

Two satellite phones

-

SSB

-

Raymarine Ray55E VHF radio

-

RayMic hand mike for VHF in cockpit

-

External speaker for VHF

-

Secondary VHF antenna fitted on scanstrut

-

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Scanstrut pole mounted on aft deck

-

Small ground plate for groundplane receiver

-

Insulated backstay for SSB

-

Push button keel control and keel position indicator at helm

SAILS AND RIGGING:

Selden rig is well thought out, the Furlex roller-furling double headsail system is easy to handle, and the placement of sheet leads makes single handling a snap. The steering is finger-touch smooth, and with the keel fully down, the vessel tracks very well. She exhibits neither the quick, jerky motion of a lightweight raceboat nor the bargelike undulations of a full-sectioned heavy-displacement cruiser.

-

Selden inmast furling main. Tall rig.

-

Furling asymmetric G1 gennaker

-

Upgrade to Spectra sails - Main and Genoa, parasailor designed for Viking

-

Furling jib. Upgraded sail to Norlam.

-

Lewmar electric halyard winch

-

Mainsheet track conveniently located just aft of the cockpit providing easy access for the helmsman

-

Rod steering

-

Rodkicker boom vang

-

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Stainless steel bowsprit for Gennaker.

•

Vertical mast stowage for spinnaker pole

•

Hydrovane

ENGINE AND ELECTRICAL:

Yanmar 4JH4 54 HP diesel engine has been well maintained and is very clean. Good access to both engine and generator. There is even a separate work room with a bench and room to store large items.

- Next Gen ex USA 2016 4000S Generator 3.4kw
- Mastervolt Mass Combi 12/2000W - 100A inverter/charger
- Mastervolt Masterview easy battery monitor
- 9 in total (950AH) batteries
- 12v 25amp socket in cockpit
- 240v ring main
- 3 Photovoltaic solar panels on coachroof (195 watts total)
- Max 3 blade feathering prop with rope cutter

HULL AND DECK FEATURES AND EQUIPMENT:

Hull: Hand laid up heavy duty GRP molding, incorporating multi-axial and unidirectional reinforcements for strength and impact resistance. The hull is cored above the water line for insulation and weight reduction and is solid glass below. Thickness increases progressively toward the keel area. The keel box is an integral part of the hull layup. There is a substantial skeg fitted on centerline to protect the propeller and rudders when the yacht is dried out.

Swing Keel: The Swing Keel (this is not a centerboard) can be easily raised and lowered with just the push of a button and stopped anywhere in between. When raised the draft is only 2' 9" - just imagine where you can go? When lowered, the keel is an impressive 9 feet 9 inches, considerably deeper than all other similar sized cruising yachts. The additional draft enhances both performance and stability. The push button control as well as a gauge to show the keel position is fitted at the pedestal.

Deck: The decks are teak. Raised teak capped bulwarks provide extra comfort and safety. Forward is a stainless steel stem head fitting with twin bow rollers and below deck windlass. There is a very nice large aft deck ideal for lounging and sunning yourself. On either side of the pushpit are large stern rail seats.

Cockpit: Comfortable safe center cockpit. Portside cockpit locker has steps leading down to a work area and quick access to the engine and generator. The transom has sugar scoop steps and a SS bathing ladder.

Additional features as follows:

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-
- Kevlar reinforcement to bow section from mast bulkhead ¥ Collision bulkhead to sail locker/fwd cabin
 - Bow thruster
 - Antifoul - copper coating
 - Lewmar electric windlass w/gypsy. Deck switchand remote at helm
 - Teak rubbing strake wiht SS strip
 - Custom extended stem head fitting for Rocna anchor
 - 2 Rocna anchors; 25kg and 34 kg with 70m of chain, 30m rode
 - Fortress anchor
 - Deck wash down with outlet in cockpit and hose long enough to reach the bow ¥ Dodger with suede grab bar
 - Free standing Bimini with custom 1.5" SS supports. Also acts as safety hand rail.
 - Teak cockpit table
 - Cockpit cushions
 - Teak seat to fwd pulpit
 - Large teak stern rail seats
 - Deck shower, hot and cold, on transom platform
 - Suede wheel cover
 - Kedge warp rollers on aft deck edge
 - Liferaft, 6 person
 - EPIRB
 - Dinghy, 9 foot
 - Mercury 9.9 hp outboard and Yamaha 2.5 hp outboard

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