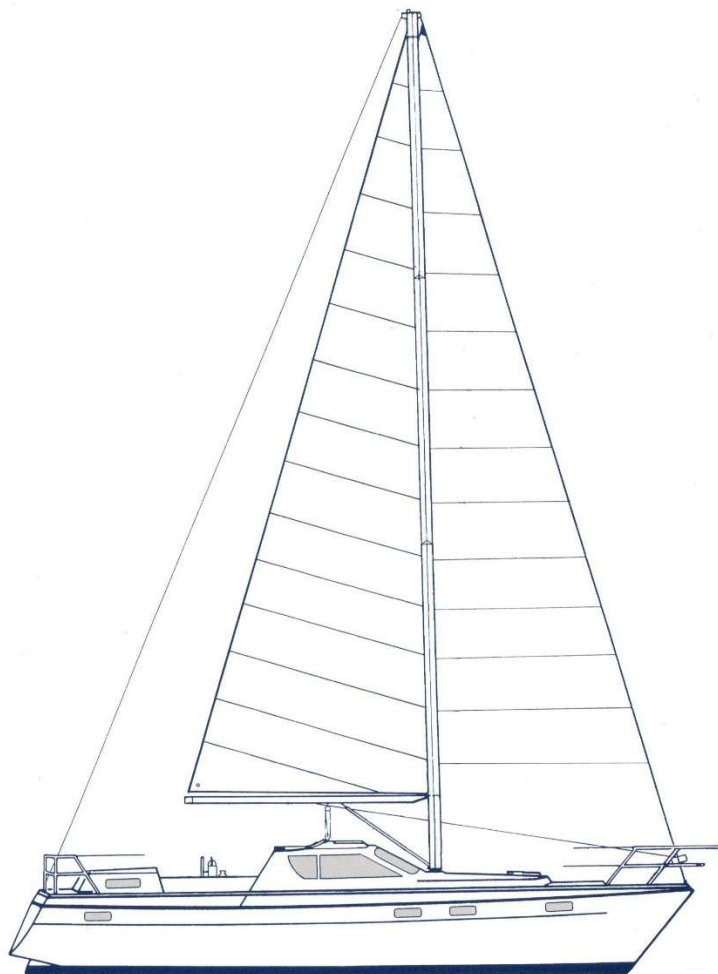


Southerly 115, series II



Vessel Name: WANDERING STAR II

Price: £85,000.00 inc VAT

Year of Build: 1993

Builders:

Northshore Yacht Yards Ltd, Itchenor, Chichester, West Sussex PO20 7AY

Designer:

Dick Carter & Northshore in-house design team.

Description:

“WANDERING STAR II” is a prime example of the Southerly 115 series II, built by the renowned Northshore Yachts at the shipyard in Itchenor. Purchased by the current owners in 2002, she has been meticulously maintained and regularly updated by them to ensure that she maintains the ability to be called one of the best variable draft sailing yachts available. The build quality shines through on this yacht, and we highly recommend viewing.

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
HOLDING TANK	?	?

Owners comments:

During our ownership we have spent five to 10 years happily cruising the East Coast of the UK and the Netherlands. We then took the boat to the Baltic, and based the yacht in Denmark for 15 years, cruising around Denmark and the West Coast of Sweden. During the winters the mast was unstopped and stored indoors along with the yacht.

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

Underwater hull sandblasted in 2022, keel and ballast plate epoxied and all re-antifouled

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 Humpreys 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. The keel was dropped and serviced in 2015 with new keel pennants fitted.

Engine:

Beta Marine Beta 50 4-cylinder 4 stroke marine fresh water-cooled diesel fitted (new in 2015) with reduction/reverse gearbox is fitted. A marine electrical system with a 55amp

alternator is fitted with the 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 Brunton Autoprop three bladed feathering propellor. Tek Tanks polyethylene plastic fuel tank with a capacity of approx. 40 gallons, contents gauge and fuel line filter. Bronze water inlet with strainer. Sound insulation in engine compartment. Single lever engine control mounted on steering pedestal. Extractor fan in engine compartment.

Bow thruster:

Lewmar 185TT bow thruster fitted, with control at 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. Harken genoa furler reefing is fitted with Kemp Furlin' in mast mainsail reefing. Running rigging is in polyester rope. Cruising chute and gennaker boom: spinnaker pole. 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,(new in 2015) both with UV protection strips are provided. (Original sails are available, but worn)

Windows and Hatches:

Lewmar hinged acrylic opening deck hatch forward. Main companionway hatch in acrylic on slides with garage. Lewmar hinged acrylic opening hatch in aft cabin on stern deck. 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. Saloon windows were replaced circa 2015.

Cockpit:

Cave lockers in coamings. Large cockpit locker with access to drained gas bottle stowage, containing 2 x 6kg propane cylinders. 30" stainless steel destroyer wheel on pedestal with binnacle compass. Single lever engine control. Teak Laid cockpit seats, coamings and aft deck. Teak grating on cockpit sole. 2 cockpit drains with 2" bore pipes. Full cockpit canopy, extending to aft cabin top.

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.

Electrics:

Five heavy duty 12-volt batteries fitted with independent isolating switches, 4 for domestic services, 1 for engine starting. The batteries are stowed in a purpose made vented box under the cabin sole. Charging is via the engine alternator. Victron inverter/battery charger fitted. Full accommodation and navigation lights. Combined flood light and steaming light on mast and combined tricolour 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 stern tube. Galvanic isolator. Rutland 913 wind generator/charger.

Deck Fittings:

Genoa sheet tracks with roller fairleads. 2 speed Lewmar 44 sheet winches and cleats on cockpit coaming. Lewmar 8 winches on coach roof with stoppers. Adjustable mainsheet traveller and mainsheet rope clutch on coach roof. SL Anchorman windlass. Delta Anchor. Fairleads. Fore, aft, and mid-ship mooring cleats. Stanchions and double lifelines. Gates in lifelines port and starboard. Stainless steel pulpit and split pushpit with large instrument arch above. Bow roller incorporating stowage for anchor. Harken furling headsail gear. Teak bathing platform with stainless steel transom boarding ladder. Stainless steel folding davit system for dinghy storage mounted on transom. Canvas dodgers, canvas covers for windscreen and side windows. $\frac{3}{4}$ overall winter cover.

Electronics & Navigation:

Steering compass mounted on pedestal. Raymarine instruments (fitted 2014) C95 Plotter, Raydome mounted on mast, Autopilot, wind, speed and depth instruments mounted in pod above companionway hatch. Raymarine Class B AIS transponder and VHF splitter. Raymarine i70 multi display and VHF by chart table, with VHF Command mike in cockpit. GRP pod in cockpit, mounted on steering pedestal, with plotter, keel and bow thruster controls. Cylindrical radar reflector mounted on mast. Seame radar reflector mounted at stern goalpost. Echopilot FLS forward looking sonar sounder. Stereo radio/CD and speakers.

Engineering:

Webasto diesel powered hot air heating system

Inventory:

15Kg Delta anchor with chain and warp. 2 mooring warps. 3 fenders, Fire extinguisher. Ensign staff and ensign. Boathook. Sprayhood.

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 ply deck with non-slip varnish and carpet under the table.

Galley

Located to Port in the wheelhouse, the galley has a stainless-steel sink with drainer, supplied with hot and cold pressurised water, a gimballed Plastimo Neptune 2000 gas cooker with fiddles, two burners, grill and oven, with failsafe on all burners. Gas solenoid cut off. A cutlery drawer is fitted, with crockery stowage and cupboards for utensils and food. An Isotherm refrigerator is fitted. The floor is in teak and holly striped ply deck with non-slip varnish. The batteries are fitted in a purpose made ventilated stowage beneath the galley floor. 2 x CO gas alarms fitted.

Navigation Area

Located to starboard in the wheelhouse the chart table has storage under. A console for instruments is fitted outboard aside and above the chart table. A helmsman seat is fitted with a locker with storage under.

Toilet

The toilet compartment is to starboard with a Jabsco electric marine W.C., with a Tek Tanks polyethylene holding tank. 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 incorporates teak drawers and additional stowage. There is access to the engine compartment via two large removeable panels, and doors at either end of the walk through between the galley and the aft cabin. The aft locker contains the holding tank.

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.

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