

CAPE DOCTOR — SOUTHERN CROSS



Builder: SOUTHERN CROSS

Year Built: 1984

Model: Cruising Sailboat

Price: PRICE ON APPLICATION

Location: United States

LOA: 35' 0" (10.67m)

Beam: 11' 5" (3.48m)

Max Draft: 5' 0" (1.52m)

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **CAPE DOCTOR — SOUTHERN CROSS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **CAPE DOCTOR — SOUTHERN CROSS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

FACTORY FINISHED--WIND VANE STEERING--WIND GEN--GARMIN CHART PLOTTERS--AIS--DINGHY--MUCH MORE!!

Built by the renowned by CE Ryder Corporation of Bristol, RI, the Southern Cross 35 is a true blue water voyager. A Tom Gillmer design, this canoe-stern cutter rig has a classic elegance to her. Mr. Gillmer's Southern Cross designs are not just beautiful to look at. They are dry, extremely sturdy, fast and have a comfortable sea motion. With her rod rigging, wide decks, Airex cored hull, skeg hung rudder, sweeping shear and a cutaway forefoot, the Southern Cross 35 is just meant to go to sea. There were only 95 of these hulls made, many of which were made for owner build-out of the interior. This particular vessel was one that was factory finished, resulting in a higher quality yacht.

Mr. Gillmer, who wrote the standard textbook "Modern Ship Design" (1970), began designing ships while he was teaching marine engineering at the U.S. Naval Academy. His 1961 design of Seawind, a 30-foot, 6-inch ketch, was the first fiberglass boat to circumnavigate the globe. Mister Gillmer also designed both of the Pride of Baltimore tall ships.

The Southern Cross 35' Cutter is a well-known, proven, blue water cruiser that will take you anywhere you want to go. They are rugged sea-going boats that are spacious below and are perfect vessels for a cruising couple or for live-aboards.

These boats don't tend to stay on the market for long. Contact the listing broker and schedule an appointment to come see her today!

Basic Information

Category: Cruising Sailboat

Sub Category: Cutter

Model Year: 1984

Year Built: 1984

Country: United States

Coast Guard #: 674212

Vessel Top: Bimini Top

Dimensions

LOA: 35' 0" (10.67m)

LWL: 28' 0" (8.53m)

Beam: 11' 5" (3.48m)

Max Draft: 5' 0" (1.52m)

Clearance: 49' 0" (14.94m)

Speed, Capacities and Weight

Displacement: 17710 Pounds

Water Capacity: 90 Gallons

Holding Tank: 25 Gallons

Fuel Capacity: 35 Gallons

Accommodations

Total Cabins: 1

Total Berths: 3

Sleeps: 4

Total Heads: 1

Hull and Deck Information

Hull Material: Composite

Hull Configuration: Moderate Long Fin & Skeg

Hull Designer: Thomas Gillmer

Engine Information

Engines: 1

Manufacturer: Yanmar

Model: 3JH2E

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Features

Accommodations

Forward stateroom: Starting at the bow, there is access to the anchor locker forward. Teak staving lines the hull sides between the deck and the berth. Shelving along each side runs the length of the berth, with gorgeous radius solid teak fiddles. The berth is a comfortable 6'4" long, 7'4" wide at the shoulders and has drawer storage beneath it. On starboard there is a cedar lined hanging locker with a changing seat in front of it. The cabin has 6'1" headroom and has an overhead hatch and a porthole for ventilation; additional lighting comes from an overhead light and a pair of reading lights.

Head: The head compartment is just aft of the forward cabin on port, with the head itself to the right and aft facing. A molded liner helps make for easy cleaning. The sink is directly in front of you as you enter the space and has a shower wand on a diverter valve. To the right of the sink is a lid with a hamper below. Below the countertop there is a door beneath the sink and a molded shelf with fiddles to the right of that for shower toiletries. Above the counter are shelves, with sliding doors to close them off and keep things tidy looking. There is a teak framed oval mirror and a hatch and opening port for ventilation.

Saloon: The spacious saloon features lots of richly finished teak, from the tambour doored shelving to the staving that lines the hullsides wherever the hull would be exposed. The headroom is 6'1" and there is plenty of ventilation and light, with six opening ports, an overhead hatch and two dorade vents. In addition, there are five overhead lights and four reading lights.

Just aft of the forward stateroom on starboard is a stack of drawers with a bureau type fiddled countertop above them. Above that is another locker, set back further. Continuing aft into the rest of the saloon, a teak centerline drop-leaf table is the focal point of the space. When both leaves are up you can easily sit six and there is a storage bin in the top of the table for napkins, silverware or whatever.

On either side are opposing 6'4" long settees. Each is radiused at the forward end, has a lee cloth and storage behind the seat backs. Above them are shelving units, with Southern Cross' signature tambour doors that can close them completely if you wish. The port settee can slide out to convert to a larger berth if desired.

Nav station: Aft of the port settee is a deep cedar lined hanging locker, with a large fiddled countertop above. This separates the aft-facing nav station from the rest of the space. Teak staving lines the hull side and there is a long, deep open shelf along the hull for mounting equipment. A large cubby is located at the back of the hanging locker and behind your right elbow when seated. There is storage beneath the nav seat and an unusually large chart table (47" wide and around 30" deep) with storage beneath it. Electrical panels are above and within easy reach.

Galley: The galley is located at the base of the companionway on starboard and is U-shaped. The deep double sinks are oriented facing forward and have storage directly beneath them and a unique swing-out pantry cabinet on the end of the peninsula. A three burner stove is oriented along the hull and has shelf storage with sliding doors and dish organizer shelving above that. Back along the aft end is a large top-access icebox. Overall, there's a quite generous amount of counter space and your spacing is such that you can either clip in or brace easily- this is designed as a true seagoing galley.

- Teak and holly cabin sole
- Teak staving on the hull sides
- Tambour saloon locker doors rebuilt ('15)

Galley

- Deep double stainless steel sink
- H/C pressure water
- Fresh water foot pump
- Salt water foot pump (can be switched for ice box pump out)
- Hillerange 3 burner LPG stove w/oven
- Stove safety bar with harness
- Two 10# aluminum LPG tanks
- Seaward LPG control

Head

- Molded liner for easy wipe-down
- Single stainless steel sink
- H/C pressure water mixer w/diverter valve and shower wand
- Fresh water foot pump
- Hamper
- Groco HF manual head
- All sanitation hoses replaced ('15)
- Y-diverter valve for overboard discharge
- Manual overboard holding tank pump out ('15)
- Teak framed mirror

Water Systems

- 6 gallon water heater
- PAR fresh water pump ('11)
- All foot pumps replaced ('09)
- Relocated water tank vent pickups to top center of tank to eliminate surge pumping of tanks ('11)
- Manual bilge pump at helm

- Electric bilge pump

Hull and Deck

The Southern Cross hull is hand laid fiberglass, with a core of semi-rigid Airex foam sandwiched between the inner and outer hulls. Besides its excellent sound and thermal insulative properties, Airex also provides a hull that is thicker and stiff, able to absorb local impacts more forgivingly than a solid hull.

- Factory finished construction- not all of these are...
- Airex cored hull above the waterline
- Fin keel
- Skeg-hung rudder with the prop protected in an aperture
- Four of five below waterline bronze sea cocks and thru-hulls replaced ('09)
- Fifth below waterline bronze sea cocks and thru-hulls replaced ('13)
- Plastic above waterline thru-hulls replaced with bronze ('14)
- Cockpit sole re-cored with Divinycell, new nonskid ('12)
- 35# CQR anchor w/220' of 3/8" chain
- Danforth anchor w/20' of 3/8" chain and 125' of nylon rode
- Double anchor roller
- Stainless steel chain stopper
- Simpson Lawrence electric windlass w/up & down foot switches
- Windlass up/down remote switch at helm
- Windlass circuit breaker replaced ('15)
- Stainless steel bow and stern rails
- 27" high double wire lifelines ('13)
- Port and starboard lifeline gates
- Teak dorade boxes w/cowls
- Bowmar cast aluminum hatches w/hatch covers (3)
- Bowmar cast aluminum ports with screens (8)
- Dodger w/side grab bars- Pacific Blue ('14)
- Bimini- Pacific Blue ('16)
- Teak cockpit grate
- Bottom painted w/CSC Micron ('17)

Sails and Rigging

The stainless steel rod rigging is anchored to solid beams integral to the hull. The keel stepped mast has internal halyards for reduced windage. Inboard chain plates provide excellent maneuverability on deck and create a narrower sheeting angle, improving windward performance.

- Harken roller furling ('10)
- Spinnaker halyard
- Hank-on staysail on self-tending boom

- Harken traveler for staysail ('09)
- Staysail sheet ('09)
- Keel stepped aluminum mast and boom
- Spars Awlgripped ('10)
- Rod rigging inspected and replaced or re-headed as required ('10)
- 1x19 wire forestays replaced ('10)
- Dutchman sail management system with Dyneema lines- no monofilament to break!
- Hardware installed for third reef on main ('14)
- Mast mounted track and car for spinnaker or whisker pole
- Forespar aluminum whisker pole
- All lines are led aft to the cockpit
- Harken mainsheet traveler in cockpit ('11)
- Mainsheet replaced ('11)
- Spinlock line clutches (8)
- Lewmar 2SPCH40ST winches on housetop (2)
- Lewmar 2SPCH46ST primary winches (2)
- Line organizers
- Quantum full batten main (good)
- Quantum Genoa (fair)
- Quantum staysail (good)
- Storm staysail from Bacon Sails (good) ('13)
- Hood asymmetrical spinnaker w/sock (good)

Engine and Machinery

- Yanmar 3JH2E 38HP engine w/1676 hours ('99)
- Kanzaki transmission rebuilt at Mack Boring ('12)
- Repacked stuffing box ('12)
- Cutlass bearing ('12)
- 3 blade bronze prop
- Racor 500 fuel/water separator w/vacuum gauge ('12)
- Fuel lines replaced ('12)
- Fuel line shutoff ('12)
- Fuel tank gauge
- Injectors tested ('14)
- Dealer 1000 hour service performed ('14)
- Remote engine starter kit ('12)
- Starter motor replaced ('14)
- Raw water pump replaced ('14)
- Teak engine instrument panel surround fabricated ('15)
- Edson steering pedestal with dual lever engine controls
- Steering system overhauled ('12)
- Taller pedestal grab bar installed ('12)
- Stainless steel destroyer wheel with leather wheel cover

- Ritchie compass

Electrical

- 30A shore power connection w/50' shore power cord
- 110V electrical panel
- 110V receptacles throughout
- 12v electrical panel
- Mastervolt 12/35/3 35A three stage battery charger ('13)
- Group 24 AGM starting battery ('13)
- Two Group 31 AGM house and windlass batteries ('13)
- Victron Energy battery monitor
- Silent Wind 400 wind vane ('14)
- Silent Wind 600 charge controller ('14)
- Electromax 100A alternator ('12)
- Electromax charge regulator ('12)
- Yanmar 55A alternator (spare)
- Mast rewired ('10)
- Masthead LED anchor/tricolor light ('10)
- Under counter red/white LED lights ('09)
- West marine 400W inverter

Electronics

- Simrad AP24 autopilot ('14)
- Simrad hydraulic autopilot drive ('14)
- Garmin 541S color chart plotter at helm ('13)
- AIS receiver connected to helm chart plotter ('11)
- Garmin 540 color chart plotter at nav ('09)
- McMurdo 406 MHz EPIRP w/hydrostatic release
- Datamarine depth
- ICOM IC-M424 VHF radio w/DSC ('14)
- ICOM Command Mic RAM ('14)
- Copper counterpoise and ground plate installed for future SSB installation ('10)
- Smart Radio VHF antenna splitter
- West Marine VHF155 floating handheld VHF radio
- Boss Audio Marine MR752UAB CD/USB/SD/MP3 Bluetooth stereo ('15)
- Stereo speakers in saloon
- Stereo speakers in cockpit ('15)

Other Equipment

- Monitor wind vane overhauled with new bearings and blocks ('16)
- Monitor emergency rudder kit

- Givens 4 person life raft in SS cradle (as-is; needs recertification)
- Achilles 8'8" inflatable dinghy ('05)
- Lifesling
- Jim Buoy life ring w/strobe
- MOB pole
- Safety attachment pad eyes in cockpit (3)
- Stainless steel swim ladder
- Tri-lens radar reflector ('10)
- Courtesy flag halyards
- Diesel jerry can storage in custom SS mounts on deck (2)
- Clinometer
- Danforth compass at nav
- Trident brass ship's clock
- Trident brass chronometer
- Victory pressure kerosene cabin heater (uncertain of operation)
- Brass oil lamps (2)
- Fire extinguishers ('09)
- Dock lines and fenders

Exclusions

Owner's personal effects and any items not specified in this listing

Exclusions

Owner's personal belongings.

Disclaimer

The Company offers the details of this vessel or yacht in good faith but cannot guarantee or warrant the accuracy of this information nor warrant the condition of the vessel. A buyer should instruct his representatives, agents, or his surveyors, to investigate such details as the buyer desires validated. This vessel or yacht is offered subject to prior sale, price change, or withdrawal without notice.

PHOTOS

A true ocean going cockpit



Looking forward



Looking aft- great galley and nav spaces



The chart table is huge



"Cape Doctor" at rest during her travels



Port side deck looking forward



Looking forward; note the self-tending staysail



Lines are led aft to the cockpit



Six person life raft



Foredeck with double bow rollers. Note the dedicated Danforth locker on port



Looking aft. Note the wide, clear side decks



Whisker pole on the mast



The mainsheet is within easy reach of the skipper



Coming back into the cockpit. Note the radiused seats on each side of the helm



Simrad autopilot, Garmin chart plotter and a Monitor windvane



Nice, clean double door entry to below



Looking forward on starboard



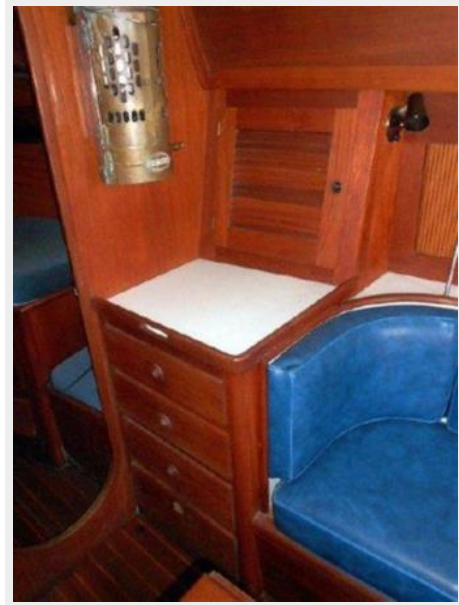
...and on port. Note the big hanging locker



On port with one table leaf up



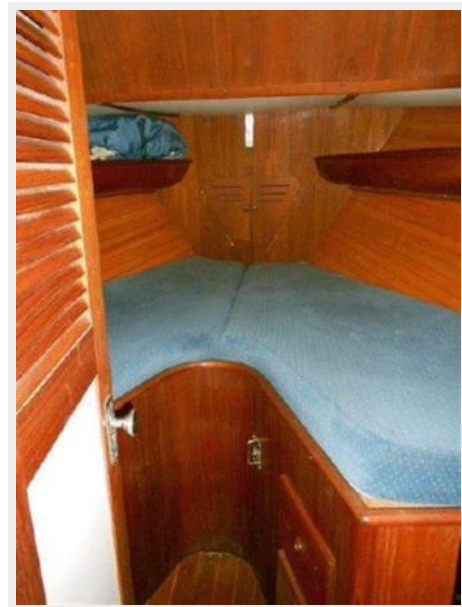
Storage forward on starboard



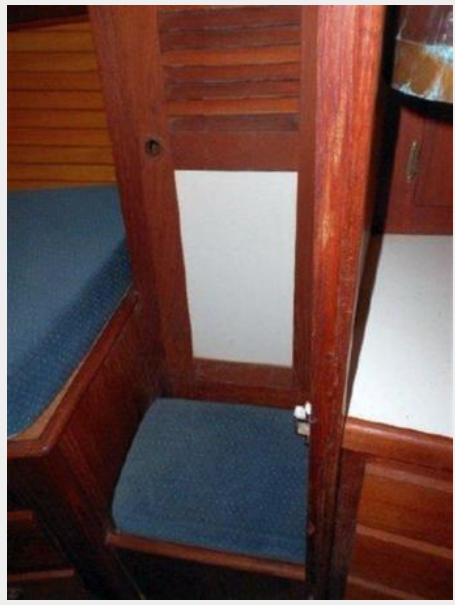
Looking into the forward stateroom



The V berth has unique solid teak radiused shelves along either hull side



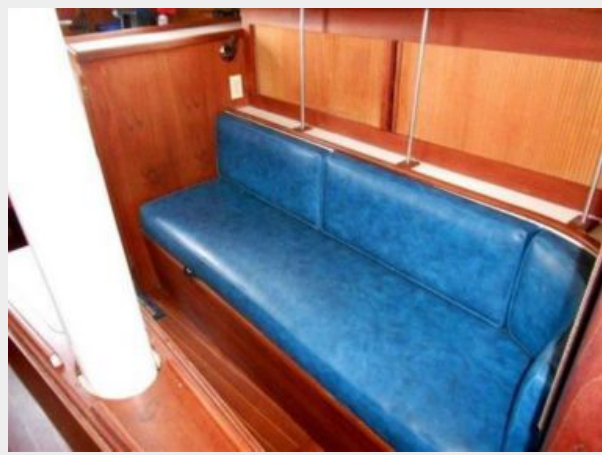
Cedar lined hanging locker and changing seat



Looking aft on starboard. Note the tambour doors above the settee



and on port. Settees are 6'4" long and have lee clothes

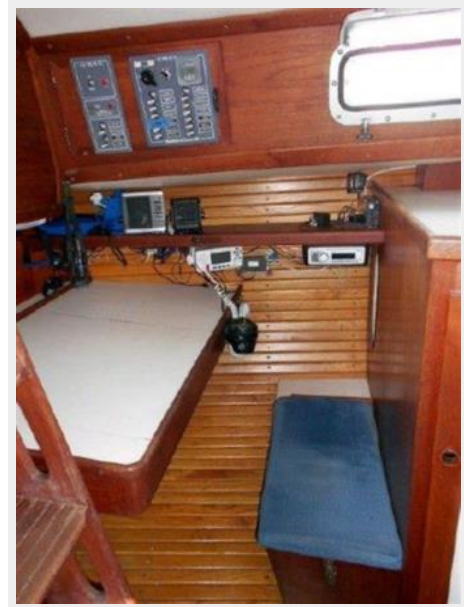
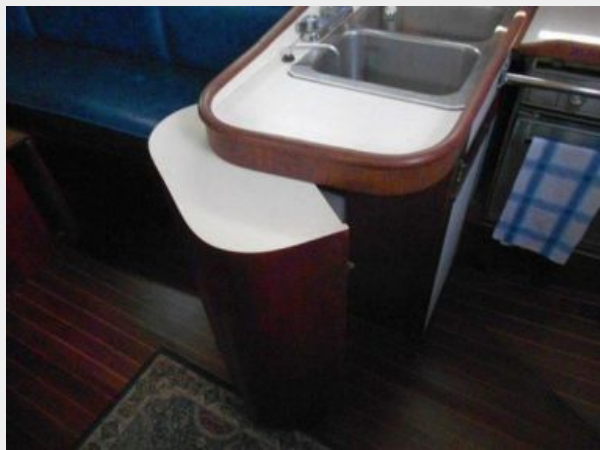


A great ocean going galley



You can seat two at the nav station

"The pantry"



Looking straight into the head. The lid to the right is for the hamper

The head is to the right and aft-facing. No getting launched out the head door from here!



A trusty Yanmar engine. The boat was repowered in 1999



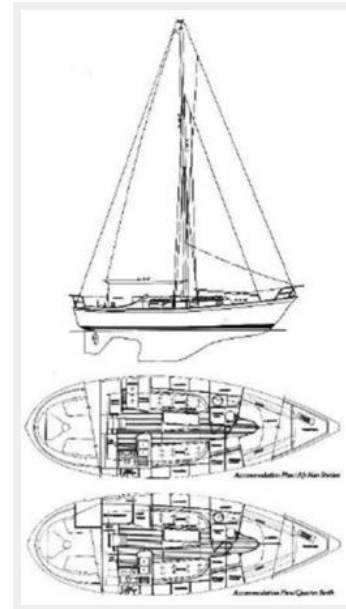
The instrument panel was replaced as well



1649 hours



Southern Cross 35 sail and floor plans



This is what it's all about!



Experience you can trust



CONTACTS

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