**Nanna SC35-014**

Southern Cross 35' Cutter 1984

Contact: magnus.theo.perman@gmail.com

Designer: Thomas Gillmer

LOA 35' 3'' / 10,75 m

LWL 28'' 0'' / 8,54

Beam 11' 5'' / 3,48

Draft 4' 11''/ 1,50

Headroom 6'4'' / 1,93

Sail area 632 sqft// 61 m2

Lead ballast 5750 lbs / 2610kg

Displacement 15620 lbs/ 7040 kg

Hull Fibreglass/ Airex cored

Engine Universal M-30

Water 90 gln / 342 l

Fuel 35 gln / 133 l

Berths 6 ( 2 double+2single)

Very high quality built, go anywhere yacht with classic lines, just 3 owners, in very good condition, very well maintained and equipped and ready to go to sea with a new owner.

The boat is 'papeetisized' meaning the import tax in French Polynesia is paid, so the boat can be kept in the territory indefinitely.

general info:

The Southern Cross 35 Sailboat : Bluewaterboats.org Southern Cross 35 Sailboat Review | Cruising World Interior

V-berth forward with custom made 10'/25 cm latex mattresses.

Aft of this area to Port is the head, to Starboard a hanging locker and aft of that a stack of drawers with a locker on top.

The saloon has a comfortable settee each side of the solid teak double leafed table. On port side, the settee can slide out easily to convert to a double bed.

Aft, on port side a forward facing nav.station with a big chart table with storage underneath and a stack of drawers. A quarterberth aft of it and a long deep shelf over the navstation for mounting equipment. Electrical panels (2). Opposite, at the base o the companionway, on SB side,a large U-shaped galley. Deep double sinks, 3 burner/oven LPG stove. Behind the sinks facing aft, a counter with a large refrigerator.

White oak staving lines the hull, floor boards are solid mahogany through-out. Lots of useful storage!

Deck and rigging

Double SS bow rollers, deck wash

36# 36# Bruce w. 200' chain(3/8'' galvanized -nov12) and 200' nylon rode Foldable bronze fisherman anchor w. 30' chain and 200' rode 25# Danforth w. 30' 5/16'' chain and nylon rode as stern anchor (port side of cockpit in drained, dedicated compartment Lofran Tigres 1000W windlass with manual backup (new -04, overhauled -14) Pushpit and pulpit SS (pushpit custom made longer to enclose the cockpit) SS lifelines and stanchions with gates SB and port. SS foldable swimladder port side.

Keel stepped aluminum mast with SS mast-steps. Tricolor and anchor light(LED), windex, 316 SS 1x19 5/16'' (8mm) standing rigging (-01) Profurl 42 rollerfurler, removable inner stay (1/4''-new -15)Forespar telescopic whiskerpole Dodger/sprayhood with SS grab bars each side. Bimini covering aft part of cockpit 2 teak dorade boxes with cowls.

Decks repainted with Hempel antiskid ( light gray 2016)

Sails:

Mainsail, w 3 reefs and SC insignia. VG cond. Genoa, high cut 125 % UV strip VG.Yankee, with foam and boltrope. VG Staysail,w one reef,deckbag. VG Storm staysail, VG Storm Trysail with deckbag and dedicated track on mast in VG cond. Assymetrical spinnaker in sock as new. Drifter, older with 2-3 small repairs, GC, both the cloth and the stitching are still strong Engine and machinery:

Universal M-30 3 cyl. 24 hp diesel engine(Kubota!) 4700 hrs with over 2000$ worth of spares and parts. ( including NEW starter, spare alternator, 3 spare injectors, full set of seals and gaskets + 2 head gaskets! Very good low rpm tough Diesel engine.Bronze shaft, 3 blade bronze prop, one extra as spare. Dual Racor fuel filter and a Petro-Pure fuel polishing system Edson steering pedestal(overhauled -14) with dual lever engine controls and SS destroyer wheel with leather cover Ritchie dampened compass on pedestal w. LED light.

Hot water heater 6 gln with engine run and 120V

Electrical:

120V/30 Amp shore power

120V electrical panel and receptacles

12V panel x 2

Battery charger 110V20 Amp(-10)

2 Gel Cell Batteries. (-16)x105 Amphour iin single bank KISS windgenerator high performance(to 35Amp), easy maintenance and QUIET. A set f rotorblades and a control box as spares. high output alternator 100 Amp with NextStep 3-step external regulator (-12) on 110 Amp hot rated engine alternator 55Amp alternator as spare (serviced -11) NAV lights all LED, as most cabinlights Inverter 350 W 12/110 V

4 solar panels (2 x 55 W + 2 x 75 W, Trace C40 30A PV charge controller (-15) Village Mariine Little wonder watermaker 6 gln/23 l per hour @12 V Sony car stereo with CD changer, BOSE speakers + 2 small under dodger Icom AT-130 automatic Tuner and insulated aft stay for HAM/SSB radio. HF antenna splitter for SSB/weather fax unit

Electronics:

Autohelm 6000 autopilot with linear direct drive on rudder post Atoms servo-pendulum wind vane steering with wheel adaptor ACR 406 Epirb, (batteries expired), Datamarine depth sounder Datamarine log Datamarine anemometer; windspeed and direction Icom IC-M80 VHF 25 W with antenna @masthead Furuno weather fax, old but functional Furuno 1623 16 miles radar ( antenna unit not spinning, needs service) Garmin handheld GPS @navstation wired to 12 V mains

Miscellaneous

Toyo 4 person offshore life raft in container, inspected -12 Force 10 pressurized kerosene cabin heater (2500W) Last haul-out, July-17; new PSS dripless stuffing box, also new shaft coupling and shaft checked for straightness.

Manuals to all equipment onboard, with workshop manuals as applicable.

Full service- and maintenance log since 2001!!!!!

Original boat brochure and full set of blueprints from the builder!

&&. Additional comments from the owner:

" Nanna" is a very high quality build, tough, go anywhere boat with nice classical lines. A steady platform at sea and very comfortable at anchor she has been a fine home for us for just over six years. The interior is exceptional with lovely woodwork in 3-4 different woods. Despite being a rather heavy boat she moves under sail in just 3-4 knots of wind!

April to July 2017 Nanna got herself an exterior check-up, in turn resulting in a total make-over from gunwales to keel. Stripped down to bare fibreglass, repairing a few older repairs of unknown age and quality -just in case- before applying 6 coats of epoxy resin, two coats of grey epoxy primer and Antifouling (Pettit Vivid) overall the hull was dry, showing a "blister job" that was at least, as far as my knowledge goes, 18 years ago. Properly done with epoxy, glass and epoxy fillers but time passed I s a fa to so it was due to redo it anyway. I also sanded down the Topsides and faired a zillion of little scratches before applying two coats of epoxy primer and three coats of polyurethane "oyster white" paint. Unfortunately, due to a lack of communication with the yard staff, I was not allowed to spray paint, but could only roll and tip. Well, that shows, but it's glossy ad durable, and "next time over" it's a fairly quick sanding and spray job. Yvan, the yard manager is a skilled spray painter. For myself I have to admit that painting in hot humid weather is not my strong point.

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