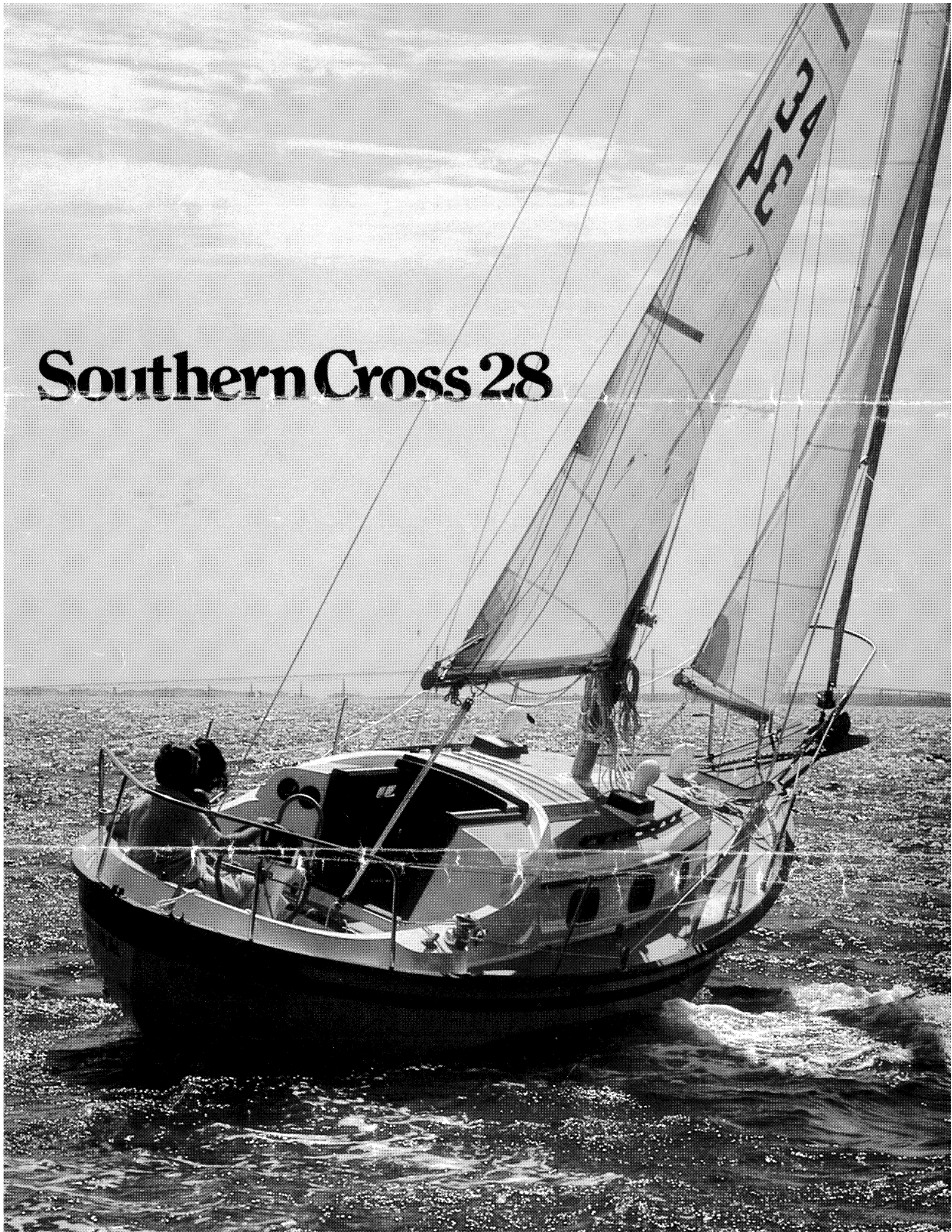


Southern Cross 28





*They that go down to the sea in ships, that
do business in the great waters;
These see the works of the Lord, and his
wonders in the deep.
For he commandeth, and raiseth the
stormy wind, which lifteth up the
waves thereof.
They mount up to the heaven, they go
down again to the depths: their soul
is melted because of trouble.
Then they cry unto the Lord in their
trouble, and he bringeth them out of
their distresses.
He maketh the storm a calm, so that the
waves thereof are still.
Then they are glad because they be quiet,
so he bringeth them unto their
desired haven.*

PSALM 107

There is in each of us that yearning to breathe free, to leave behind, if only for a day, the cares and trappings of the world. There is something in the sound of the sea and the dream of far off places that beckon to us. The pounding of the heart . . . the excitement of letting go all lines, and with a sudden surge as the mainsail fills, the leaving of landsmen behind. The challenge of the sea. The test of man and vessel. Rail down. The balanced helm . . . roaring bow wave and frothy wake. The kinship with sailors past, the common bond with them that go down to the sea in ships. The tempest and the safe haven. This is what sailing is all about . . .

This is what Southern Cross® is all about.

Design

Like her larger sisters, the Southern Cross 28 has been designed by Tom Gillmer, respected by fellow architect and sailor alike. Bob Perry writes of Tom:

Thomas Gillmer has been one of my favorite designers for years, and it is with pleasure that I review this handsome design from his board . . . I can not think of a Gillmer design that I thought was ugly. Southern Cross is certainly a beautiful design . . .

One of our owners writes of his Gillmer designed 31:

Tom Gillmer deserves accolades for the design and (Ryder) the construction. The combination has resulted in just a superb boat. s/s Jack Hunt, 1980 OSTAR racer.

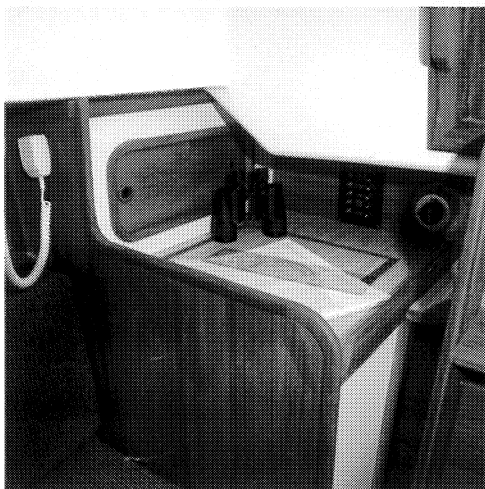
Tom taught naval architecture at the U.S. Naval Academy for years and designed the first fiberglass sailboat to sail 'round the world. He also designed "Pride of Baltimore," replica of the fleet Baltimore Clipper. An architect, historian, author, and professor, Tom lives in Annapolis where he is completing research on a book about Viking ships.

Tom Gillmer's Southern Cross 28 is a canoe sterned, cutter rigged beauty with Scandinavian overtones. She has a modified full keel with an inboard rudder mounted on a substantial skeg. While her 8,500 pound displacement is moderate, she has the feel of a bigger vessel. Her helm is light and beautifully balanced, and she is quick in light air. Her flaring hull forward keeps her dry on deck and the sculptured stern leaves a wake almost undisturbed.

On deck, Southern Cross 28 is very similar in concept and appearance to our 31. Tom placed her wraparound cockpit well aft to maximize living space below and working space forward. The cockpit is snug, comfortable, and visibility is excellent. There is a seahood over the companionway hatch. And the high bulwarks help to keep the sea out and you in. The walkways are wide and make for a good working platform. Her deck is very functional and pleasing to the eye.

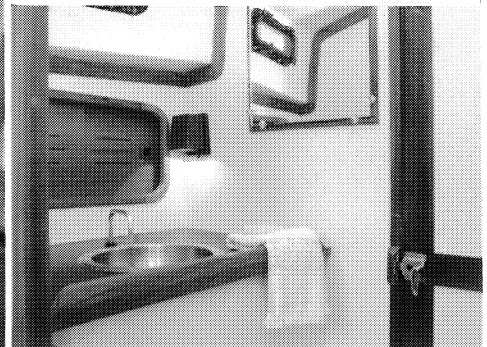
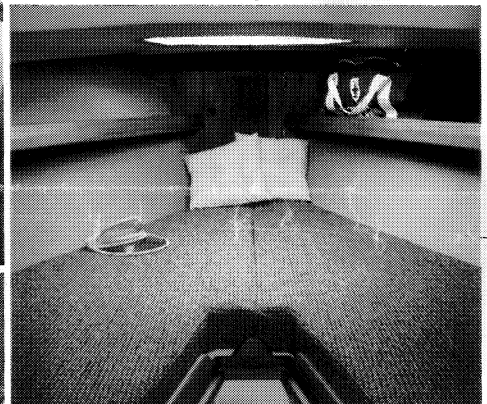
Her cutter rig is large enough to drive her well in light air and small enough to handle easily when it's time to batten down the hatches. And her self-tending staysail takes the work out of tacking out of a crowded harbor.

There is in this little ship a sense of timelessness and a feeling that this design will endure. She looks like a sailboat.



Accommodations

Below decks, Southern Cross 28 is finished in traditional oiled teak. The bulkheads are teak marine plywood and are solidly fiberglassed to hull using our own specially designed Airex fillet. Trim is solid teak. There are fully zippered fabric covers on all berth cushions. Everything is rugged, seaworthy, and functional. There is a hand-held shower with fiberglass pan in the amidship head compartment, plenty of stowage space, a sizeable galley, and a navigation station back aft near the companionway. A sturdy drop-leaf table folds away conveniently against the main cabin bulkhead. All in all, she is a nice place to be when the wind is whistling outside.



Construction

Our Southern Cross 28 is built to take it. Her hull is cored with Airex®, a resilient, semi-rigid foam that provides remarkable stiffness. Because of this construction, she is as quiet on the inside as a wooden boat and is well insulated from the heat in summer and



the cold in winter. The insulating quality of Airex virtually eliminates condensation in the hull and makes those storage lockers under the bunks usable again. The ballast is cast lead. And the boottop and sheer stripe are Awlgripped.

Our Southern Cross hull-deck joint is the best there is. It is thrubolted and set in fiberglass, and provides angle beam rigidity along the entire length of the gunwale.

The deck is cored for lightness and stiffness. There is enough teak on deck to add richness but not enough to add a lot of work when you should be sailing. The bowsprit is solid teak. All deck hardware is stainless steel, epoxy coated, or corrosion resistant synthetics. You may also choose polished bronze hardware, for that real go-to-sea look. A solid bronze Southern Cross insignia plaque is affixed to each boat. All portlights open and are fitted with screens.

Aluminum spars, Dacron® running rigging, and stainless steel shrouds complete the exterior. Turnbuckles are chrome plated forged bronze.

As with every Southern Cross, your 28 will be built with care and close personal attention by New England's finest craftsmen.

Call or write us for an appointment to come aboard!

Discover for Yourself, why Southern Cross is oceans apart from the rest . . .



Southern Cross 28

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