

The Southern Cross 35

Built by the C.E. Ryder Corporation, Bristol, Rhode Island



The Southern Cross 35

Design Notes:

The Southern Cross is a bluewater voyager. A canoe sterned, cutter-rigged classic conceived by Tom Gillmer, designer of the first fiberglass boat to sail around the world.

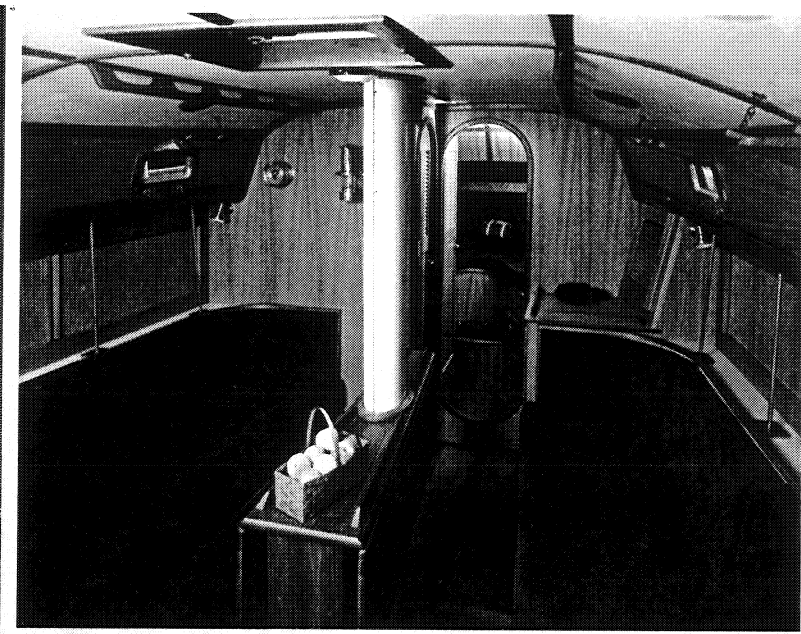
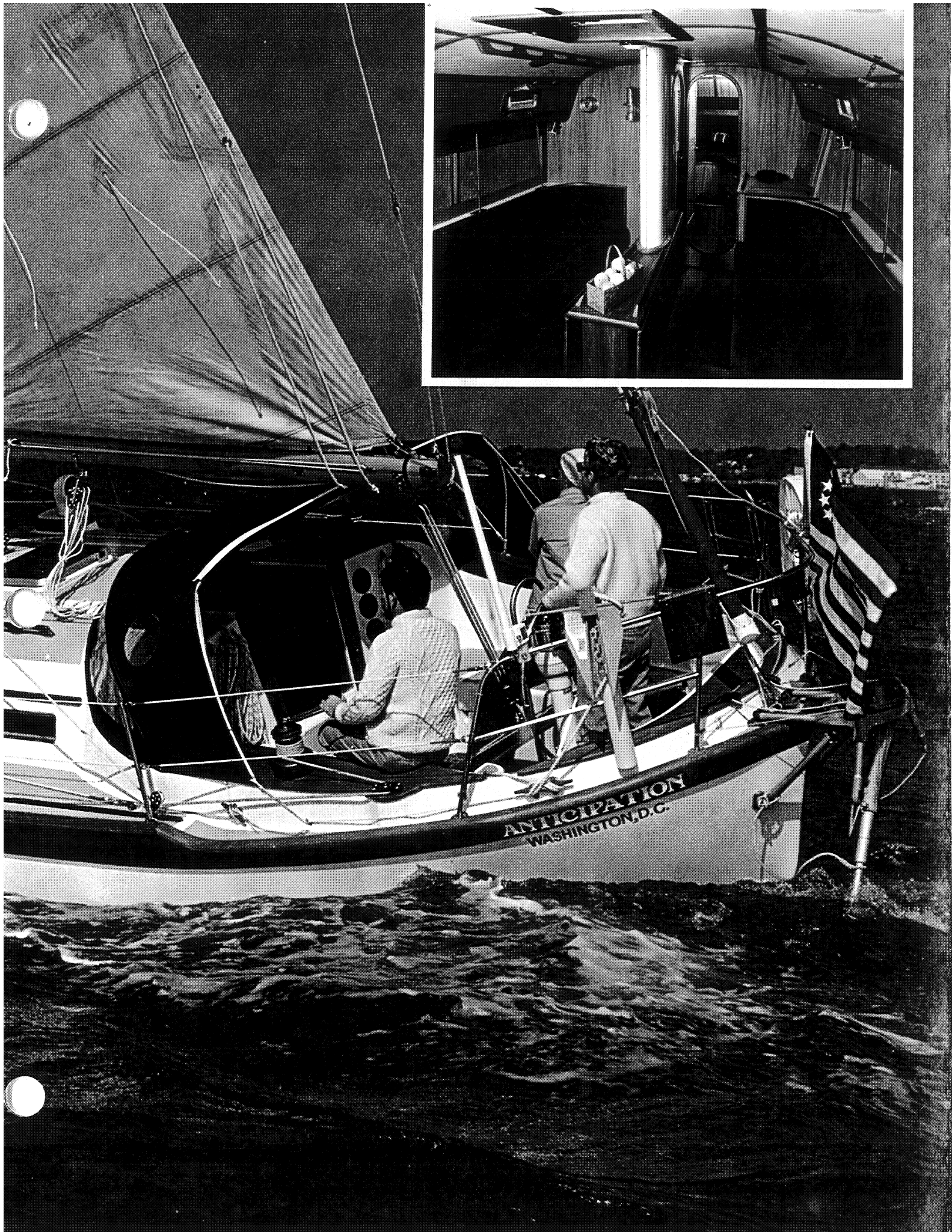
Gillmer's Southern Cross designs are not only beautiful to look at; they are dry, extremely sturdy, and fast.

Her sweeping sheer, cutaway forefoot, skeg-mounted rudder, rod rigging, cored hull, wide walkways, and cutter rig all bespeak a boat that's meant to go to sea.

The Builder:

Clarke Ryder has been building fiberglass yachts in Bristol, Rhode Island since 1965. His firm builds both Sea Sprite and Southern Cross yachts. Through the years, Ryder has worked with many of the country's most successful designers. A "builder's builder," Ryder has also built custom boats for several other well-known companies. Ryder's small crew of dedicated craftsmen has brought nearly a dozen different models to the national market since 1965. Ryder enjoys a growing reputation for excellence, both in the industry and in the marketplace.





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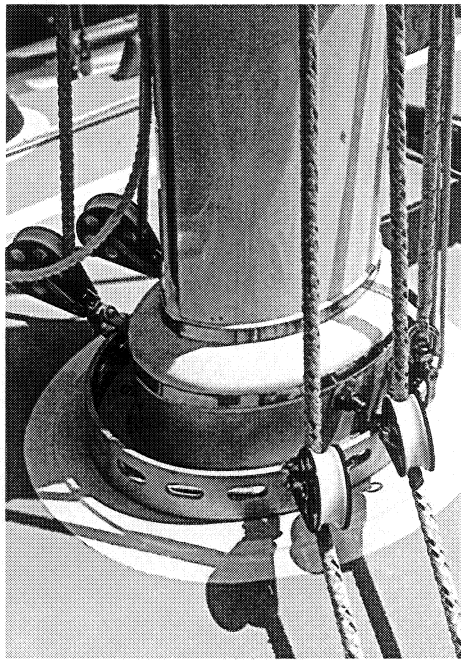
Rugged and Dependable.

The Southern Cross is a study in blue-water sailing. The cutter rig, self-tending staysail, and halyards led aft to the cockpit make her an easy boat to sail, even with a small crew. The winches and traveller are placed well aft, within easy reach of the helmsman. The walkways are wide. The bulwarks are high for safety on deck, and the cockpit is well drained. All are representative of the best in offshore construction.

Interiors.

Below decks, Southern Cross is designed for function, safety and comfort at sea. With a choice of either teak, or white oak trimmed with teak, and a myriad of available fabrics, the interior can be appointed to suit a variety of tastes, from the very traditional to the very modern. Graceful curves and fine joinery unite in a strong feeling of comfort, elegance, and security. Southern Cross sailors enjoy the warmth and coziness of her cabin, no matter how the winds are howling outside.

For safety at sea, all cabinetry and bulkheads have rounded corners. Door jambs and cabinet trim are hand laminated on special molds for strength and beauty. The chart table is full sized for plenty of elbow room and easy use



of full sized charts. The navigator's seat is contoured for comfort and a sense of well-being.

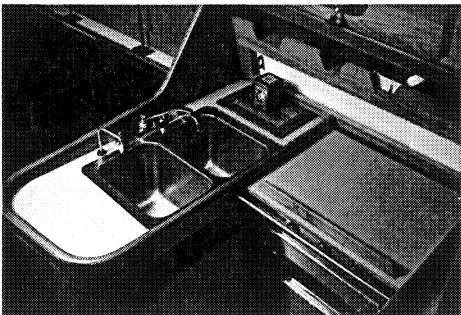
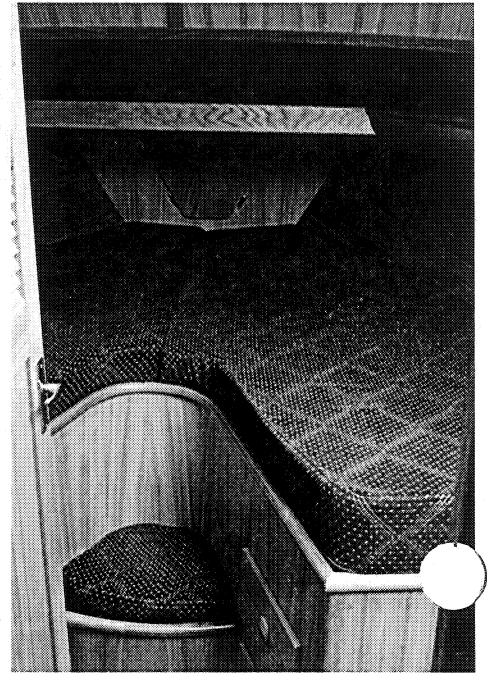
Interior storage space on the Southern Cross is generous, perhaps more than any yacht of similar size. A large hanging locker and convenient drawers are strategically placed. Deep shelves above the berths have excellent access through unique tambour panels which open and close with precision. Curved bins forward provide secure storage which are also easily accessible.

The U-shaped galley (with its deep double sinks) is designed for living aboard as well as cooking underway. There are large food lockers, and dish

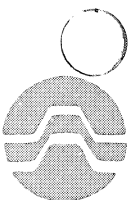
storage is secure. There is a strong stainless steel stove guard rail, and a convenient contoured swingout pantry. All are accented in rich teak.

Beauty.

Should you be fortunate enough to own a sailing yacht, we urge you to invest in one that gives true pride of ownership. Each Southern Cross yacht reflects the good sense and discriminating good taste of her owner.



Southern Cross... The Ideal Bluewater Sailing Yacht



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Hull Construction.

Southern Cross hulls are hand laid fiberglass with alternating layers of mat and woven roving. Sandwiched between these substantial inner and outer fiberglass hulls is a core of semi-rigid Airex® foam. Because the hull is physically thicker, it is stiff, yet resilient. Under local impact, the core "gives" and acts as a shock absorber. The Southern Cross hull will take far more punishment than conventional single skinned boats.

Airex is also a superb thermal and sound insulator, which makes the boat feel quiet (like a wooden boat), warm in the winter, and cool in the summer . . . the perfect combination for a liveboard yacht.

This Airex process is used by only a few custom and semi-custom builders who are willing to spend the extra time and effort to produce a really superior product.

fiberglass and drawn together by stainless steel bolts on 8" centers. The formed angles provide a full length longitudinal stiffener that ties the hull/deck structure together, and reduces the possibility of water leaking into the cabin.

The hull and deck become one, and the interior bulkheads are bonded directly to the hull and deck to produce a structure of tremendous rigidity which will overcome the forces that tend to tear a boat apart in extreme conditions.

The double 90° angle also provides deep bulwarks for more security in a seaway.

Spars and Rigging.

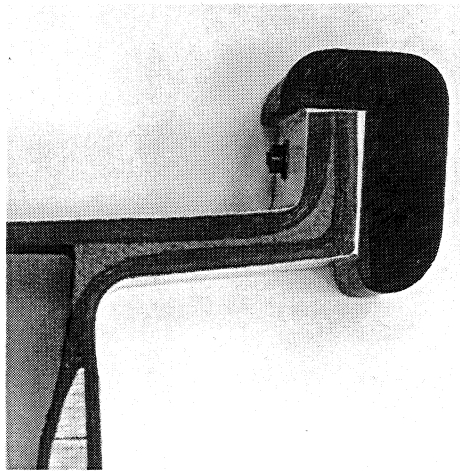
The Southern Cross 35 uses Navtec® stainless steel rod rigging. This is the strongest, most reliable rigging available. Navtec uses cold-formed no swage end fittings and solid rod stays. These are anchored to solid beams integral with the hull. The mast is stepped securely on the keel and has internal halyards for reduced windage. The spars are coated with Awlgrip, for excellent durability and lasting protection.

Performance.

On any point of sail, the Southern Cross is stable, responsive, fast and dry. Her hull is broad shouldered, and she carries her beam well forward and aft of amidships. This gives her not only stiffness and increased control when she is heeling; it also gives her a generous reserve buoyancy in the stern. Following seas pass under her stern, not over it. And when beating into heavy seas her powerful flared bow and graceful sheer keep her dry.

The cutaway keel and skeg-hung rudder of the Southern Cross 35 reduce wetted surface for increased speed and maneuverability.

Inboard chainplates provide a narrow sheeting angle, which gives the Southern Cross superior windward performance.



Decks are cored with extra-thick end-grained balsa coring. The resulting structure is stiff and light, and feels sound underfoot. Non-skid surfaces are integral with the deck and provide excellent traction.

Craftsmanship.

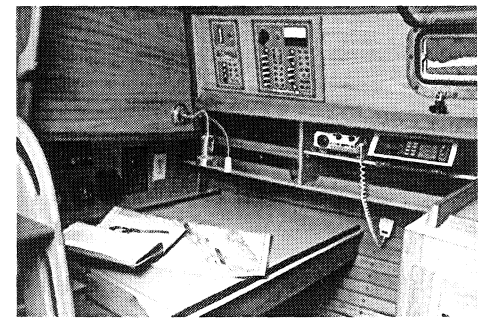
The boatbuilding craftsmen at Ryder have earned a growing reputation for building fine, semi-custom yachts. Their fiberglass work is well-known and respected in the industry. The structural integrity and joinerwork is immediately obvious when you go below.

Portlights and hatches are tested for correct alignment and fit. All mechanical, electrical and plumbing components are checked against exacting standards. From the proven hull/deck bond to the hand laminated cabinet trim, each detail receives the attention which has made each Southern Cross special.



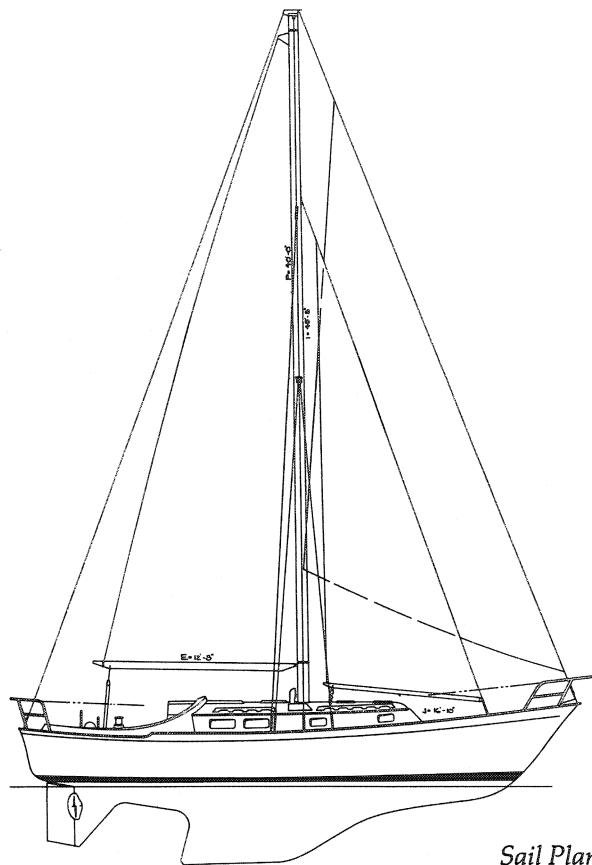
Hull-Deck Joint.

The design of the Southern Cross hull to deck joint enables the deck to interlock with the hull. The hull and deck are mated in a double 90° angle, set in

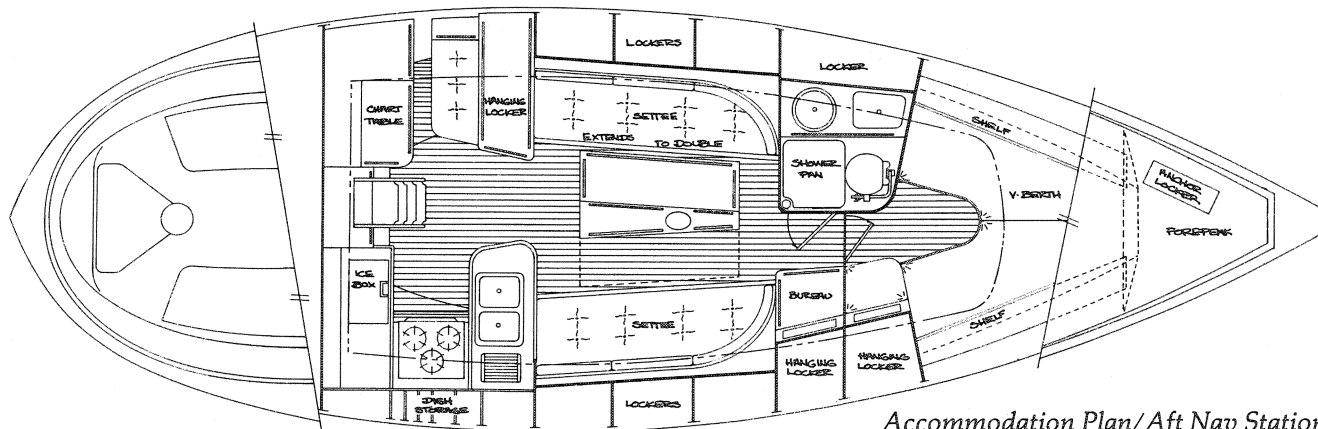


Specifications.

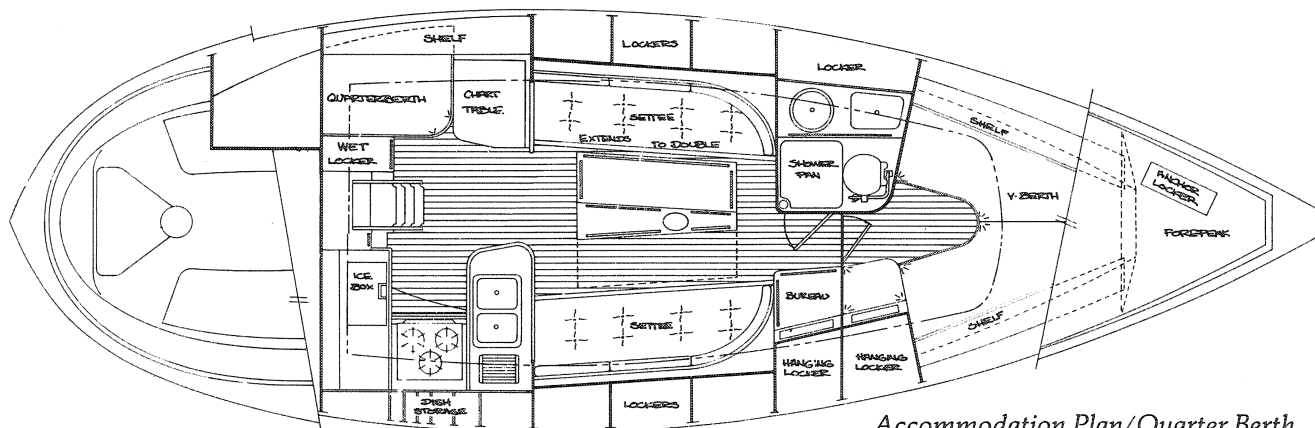
DESIGNER	Thomas Gillmer
LOA	35'3"
LWL	28'0"
BEAM	11'5"
DRAFT	4'11"
HEAD ROOM	6'4"
SAIL AREA	632 sq. ft.
BALLAST	5750 lbs.
DISPLACEMENT	17710 lbs.
HULL	Fiberglass/Airex Cored
AUXILIARY	Universal 30
FRESH WATER CAPACITY	90 Gallons
FUEL CAPACITY	35 Gallons
BERTHS (Quarter Berth)	Sleeps 6
BERTHS (Aft Nav Station)	Sleeps 5



Sail Plan



Accommodation Plan/Aft Nav Station



Accommodation Plan/Quarter Berth