



Dolphin Yachts

INTERNATIONAL YACHT BROKERS

Dolphin Yachts S.L.

Club de Mar

07015 Palma de Mallorca

Spain

info@dolphin-yachts.com



Southern Wind 110 RS

Fabricant:	Southern Wind	Longueur hors tout:	33.60m (110'2")
Modèle:	110 RS	Largeur:	7.30m (24'0")
Année:	2010	Tirant d'eau:	4.20m (13'8")
Matériau de la coque:	Composite	Carburant:	5.600 Litres
Aménagement:	9 berths in 4 cabins	Eau:	3.000 Litres
Architecte:	Bruce Farr / Nauta Design	Moteurs:	1 x 405hp Cummins
Déplacement:	86000 kg	Quille:	Fin-and-bulb

5.900.000 € TVA payée



MOTEURS:

1 x 405hp Cummins QSL 9-405 MCD

Nombre d'heures: 6000 aprox.

CAPACITÉ DES RESERVOIRS:

Carburant: 5600 Litres

Eau: 3000 Litres

ÉQUIPEMENTS MÉCANIQUES:

Main engine is a Cummins QSL 9-405 MCD 405 hp @ 2100 rpm [approx. 6,000 hours September 2020]

Maretron engine monitoring with display at helm and nav station

ZF 305-2A gear box

Brunton 4-blade folding propeller mounted on 75mm stainless steel shaft

MaxPower retract R450 bow thruster

Fuel System

Two 2800 litre stainless steel fuel tanks, total fuel capacity 5,600 litres

Four interchangeable RACOR 20-20 fuel filter/water separators

San Giorgio Sein level monitoring system

Plumbing Systems

Pressurized hot/cold freshwater system supplied by 2x G&R Ecojet pumps

Two 1,500 litre freshwater storage tanks, total capacity approx. 3,000 litres

San Giorgio Sein level monitoring system

Two 80-liter hot water heaters

2 freshwater pump Gianneschi 2B (one new 2018)

1 G&R Ecojet Gianneschi 1B seawater (or fresh water) pump for deck wash

Fire pump in the engine room Gianneschi ACB 431 B 24V with intake in the starboard lazarette. Can be backed-up by a diesel pump Gianneschi MBMA40 3,7KW 3000RPM located in starboard lazarette. can be used as bilge pump.

Cathelco active cathodic protection for main sea water manifold

HEM 25/1600 water maker in port lazarette

Spectra Newport 1000 MkII water maker 24V in engine room

Ventilation System

Frigomar centralized Air Conditioning with 120,000 total BTU

Fan coils and controls in all cabins, saloon and galley

Electronic climate controls with LCD digital displays and temperature probes are installed in each cabin.

12v Hella fans in crew area

Refrigeration Systems

4x Frigomar refrigeration compressors, sea water cooled, can be operated on 24vDC or 220vAC

Drainage System

All marine WC by Tecma, can be operated on fresh or seawater system

Two composite blackwater tanks, total capacity 1,400 litres

G&R macerator pumps connected to each black water tank

Tecnicomar Mod.ECOmar wastewater treatment

Two composite grey water tanks, total capacity 1,200 litres

Grey water pump out via G&R pumps

50mm deck waste pump out fittings, one for each tank (each pump can be used for the other tank)

Six individual bilge areas may be pumped out via manifold

2x G&R 24v pumps connected to bilge manifold

Two Johnson pumps permanently connected to main bilge and engine room bilge



Hydraulic Systems

The powered hydraulic system is supplied by:

- 2x Power Take Off (PTO) units fitted on the generators
- One DC power pack with twin 14Kw electric motors

Powered hydraulic functions:

Forward group:

Genoa Furler

Windlass Maxwell

Sanguinetti Retractable Capstan

Bow Thruster Max Power

Anchor arm launcher

Amidships group:

Main sail sheet captive winch

4x Halyards Winches

Aft group:

Traveller system

2x Primary Winches

2x Secondary Winches

Opening Transom Door

Bamar rigging hydraulic system: supplied by dedicated power pack and/or manual pump

Hydraulic functions: Backstay, Vang, Outhaul, Inner forestay, jib halyard tensioner, Staysail halyard tensioner.

ELECTRICAL SYSTEM

General

Electric system is installed in conduits, alongside the hull, with junction boxes provided and secondary distribution panels. Wiring numbered on both ends and laid down to be accessible for checking and servicing.

DC System

Service Batteries: two (2) battery packs, each made of Sonnenschein Dry Fit units 2V 500 Ah each, for a total of 2000 Ah 24V. (All new 2019)

Navigation Batteries: One (1) battery pack, with two (2) batteries Sonnenschein Dry Fit, 200Ah 12V connected in series. + 2 emergency batteries located in port lazarette

Engine & Genset start: one (1) battery pack, with two (2) batteries Sonnenschein Dry Fit, 200 Ah 12 volts connected in series.

AC System

Shore power system – 2x watertight sockets on lazarette with 2x 25m shore power cables

Port Genset - Onan OD 27kw 50 Hz, mounted into a sound insulation box

Starboard Genset - Onan OSD 27kw 50 Hz, mounted into a sound insulation box

Chargers/Inverters

220-amp alternator on main engine

3x Victron 100-amp battery charger for service batteries

1x Victron 50-amp battery charger for navigation batteries

Victron 50-amp charger for navigation batteries

Three Victron inverters 4000W

Engine and genset batteries charged via dedicated alternators on each engine

Insulated ER with sound and vibration dampening materials

Extraction and ventilation fans, G&R 24v (one new 2020)

Video cameras in ER connected to a screen located at the electrical control panel



AMÉNAGEMENT:

Berths: 9

Cabins: 4

Head: 4

Crew Berths: 6

Crew Cabins: 3

Double master cabin forward with office and large separate dressing room (air-conditioned) - no less than 44 hidden drawers (mainly hidden behind lightweight panels) combined with superbly appointed ensuite bathroom with moulded carbon-fibre surrounds for two stylish china sinks, a hidden tap for the bath and a rectangular shower head with cleverly directed lighting that colour-tints the water.

Double VIP cabin with en-suite toilet and separate shower with the same chromotherapy lighting

Twin guest cabin en-suite

Twin guest cabin with extra Pullman (retractable flush)

Large saloon dining area

Smaller open-plan saloon for entertainment next to dining area

One small crew double cabin en-suite with toilet/shower

Two crew cabins with upper/lower bunk beds with toilet/shower

EQUIPMENTS D'AMÉNAGEMENT:

Saloon upholstery – white leather with beige cotton crew covers

Carbon fibre countertops in guest heads, Corian countertops in crew heads & galley

Honeycomb floorboards with teak veneer

Entertainment Systems

Apple TV system with networked hard drive provides content to onboard television and hi-fi systems

KVH Tracvision M7 satellite TV antenna on spreader, linked to decoders in saloon

Saloon/Lounge

40" Samsung TV connected to Denon amplifier and Sonance surround sound system

Blue ray disc player

Master Cabin

32" Samsung TV linked to satellite decoder and Sonance speakers

VIP Cabin

32" Samsung TV linked to satellite decoder and Sonance speakers

Crew Area

22" Sony Bravia TV Sonance speakers

Large hard drive for entertainment

CARRÉ:

L-shaped Corian finished work surfaces forward and outboard

Inboard island with double stainless-steel sinks

1x 90cm SMEG electric oven with Alpes Inox 7-burner gas stove

Microwave oven

1x SMEG 90cm wide dishwasher for 12x standard table settings (new 2020)

2x Nespresso coffee machines

Baraldi extraction hood

U-line icemaker in lazarette

Irinox blast chiller

3x Frigomar refrigerators in galley



2x refrigerators in saloon
2x refrigerators in cockpit
2x Frigomar 100 litre freezers
Bosch washing machine (2019)
Siemens dryer (2019)
Gas alarm Vetus with sensor in the galley, with solenoid switch.

NAVIGATION:

Navigation Instruments

Sailing instruments by Brooks and Gatehouse H3000 System including processor, mast head unit (wind speed/direction) echo sounder, and speed log sensor
Graphic Functional Displays (GFD) located at nav station and port helm
5x 20/20 displays in aft cockpit
2x 40/40 displays in mast below gooseneck on custom carbon bracket (one is damaged)

SIMRAD AP24 autopilot system with display at port helm
Continuous running hydraulic pump with one custom hydraulic cylinder

Zeus 11" chart plotter display on starboard helm (new 2017)
Simrad Mx510 GPS with display at nav station
Furuno NavNet 2 36Nm radar system, connected to black box system at nav station

Computer Systems

1x communications computer by Shuttle
1x Navigation computer by HP
Computers are linked to 2x monitors at nav station

Communications Systems

Icom Marine VHF GMDSS IC-GM651
Icom Marine MF/HF radio IC-M801GMDSS
KVH Fleet 500BB
Thrane and Thrane Inmarsat – C
GPRS Ericsson 4-band UMTS
AIS system, receives and transmits

PONT:

Steering Systems

Twin composite steering pedestals fitted in cockpit with roller bearings and flush mounted consoles, accommodating steering compasses and other instruments
Two 1200mm diameter Solimar wheels in carbon fibre.
Steering cables run over sheaves with high load bearings fixed on aluminium brackets.
Steering cable ends linked to a stainless-steel chain and a light alloy steering quadrant.

Transom

3m custom carbon fibre passarelle with manual retraction into dedicated storage on transom/lazarette
Hydraulic folding swim platform, 2x pistons
Hot/cold shower and storage lockers

Deck Construction

The deck is built on a female mould using the infusion method with SP System Epoxy resin and vacuum bagging. Both inner and outer skins are carbon fibre and core 20-38 mm Corecell. Vacuum bagged to obtain maximum bonding. Pilot house superstructure is also built in carbon fibre laminate

Deck Finish

Deck is painted in Matterhorn white Awlcraft
Teak laid on side and aft decks, foredeck, coach roof, cockpit floors and seats.
Original deck thickness 13mm



Deck Lockers

Anchor locker with access to chain storage
Forepeak locker with storage for sails, rigging and equipment
Lazarette locker aft with access to transom door and storage for spare tender
Life raft lockers on either side of center cockpit
A gas locker for gas bottles with ventilation is fitted in the lazarette.
Gas alarm Vetus with sensor in the galley, with solenoid switch.

Deck Equipment

Stainless steel opening bow pulpit with integrated fairleads and teak seat
Twenty-four tapered stanchions with triple wire lifelines
Stainless steel side gates on both sides
Removable foot stands at each helm position
2x extendable and openable teak finished tables in centre cockpit

Anchoring & Mooring

Main anchor Ultra stainless steel 240lb with 150m of 14mm chain. Anchor chain new 2020
Spare anchor 37Kg Fortress FX 125 with 20m of chain and 100m rode, mounted in forepeak
Hydraulic retractable aluminium anchor arm, folds away flush inside the anchor locker
Maxwell 4500 model hydraulic anchor windlass
Sanguinetti hydraulic vertical retractable capstan
Eight (8) custom retractable cleats (2x bow, 4x stern 4x midships)
Fenders and mooring lines

Deck Canvas

Removable sprayhood in center cockpit (new 2019)
Bimini over centre cockpit with side curtains (new 2019)
Deck awning that connects to boom
Mainsail cover (new 2019)
1x set of winch covers
Steering pedestal and wheel covers
Cockpit table covers
Cockpit cushions with back rests (2019)
2x sun loungers on bridge deck (2019)

Four underwater lights aft

2x extendable and openable teak finished tables in centre cockpit

VOILES:

MAST & RIGGING Nordic Mast 4-spreader mast is built in hi-modulus carbon fibre Nordic Mast carbon fibre park avenue boom Discontinuous diagonal side rigging by ECSix (2015) Vertical side rigging by Carbo-Link (2019) Mast, boom and rigging were controlled by NDT in 2019 Extensive running rigging inventory SAILS MAINSAILS Mainsail - 2019 -Incidence - Full batten, 3-reefs, DFI aramid/Dyneema UPWIND Furling genoa - 2010 - North Sails - 3DL Marathon with UV protection Staysail 2019 - Incidence - DFI aramid/Dyneema with Facnor manual furler Staysail 2010 - North Sails - 3DL Marathon, soft hanks on inner forestay Storm jib - 2010 - North Sails - Dacron Furling Genoa - 2010 - North Sails - Spectra, white DOWNWIND A2 - 2010 - North Sails - 900m2 with sock and bucket A4 - 2010 - North Sails -Smaller and heavier than A2, with sock and bucket Winches: 2 x Primary Harken - 1130.3 STA - three speed, Hydraulic 1 x Main sail sheet Captive BAMAR - BCWH 5 Small 2 x Secondary Harken 1130.3 STA - three speed, Hydraulic 1 x Traveller BAMAR system BCPTB - 40 4 x Halyard Harken 990.3 STA- three speed, Hydraulic All blocks, tracks and travellers by Ronstan Puffer switches by Antal Jammers and clutches by Spinlock

SÉCURITÉ:

In accordance with MCA LY2 short range requirements

CANOTS/JOUETS:

Novurania 4.3m rigid inflatable tender with Yamaha 60Hp 4-stroke outboard



Mounted on foredeck in custom stainless steel cradles
Bombard Commander inflatable tender with Yamaha 30Hp 4-stroke outboard

HISTOIRE SERVICE ET CONSTRUCTION:

Advance composite sandwich construction (Carbon - Kevlar - Epoxy resin - Corcell - Klegecell)
The hull is built on a female mould, using infusion technology, with SP SYSTEM epoxy resin.
External skin: woven roving (0°/90°), unidirectional (0°) and biaxial (+45°/-45°) fabrics of glass and Kevlar.
Core: Corecell 50-65 mm, linear structural foam, vacuum bagged to obtain maximum bonding.
Inner skin: woven roving (0°/90°), unidirectional (0°) and biaxial (+45°/-45°) carbon.
Carbon fibre chain plates

COMMENTAIRE DU COURTIER:

Thalima was built under Germanischer Lloyd with the experience of the owner's previous Southern Wind and Captain who supervised the whole construction down to the smallest detail improving her in every aspect making her probably the best ever built.
Designed for exhilarating performance this Southern Wind 110 RS with her sleek, timeless lines and breath-taking flush decks is a real head-turner. A bright minimalistic light-wood interior and a super silent construction creates a very relaxing interior down below which incorporates a large luminous salon with dining for 10 guests, a separate cosy TV/reading area, four guest cabins including master cabin with bath tub!, quality crew galley area for up to 6 plus an excellent large accessible super insulated engine room. With 114 gross tonnage she has almost 40% more volume than the 100 series.
EU VAT paid she represents one of the best buys on the market at a fraction of the cost of a new build. Currently RINA C and MCA Large Yachts LY2 in Class. Great charter potential- a unique opportunity for a European Buyer to acquire such an amazing yacht

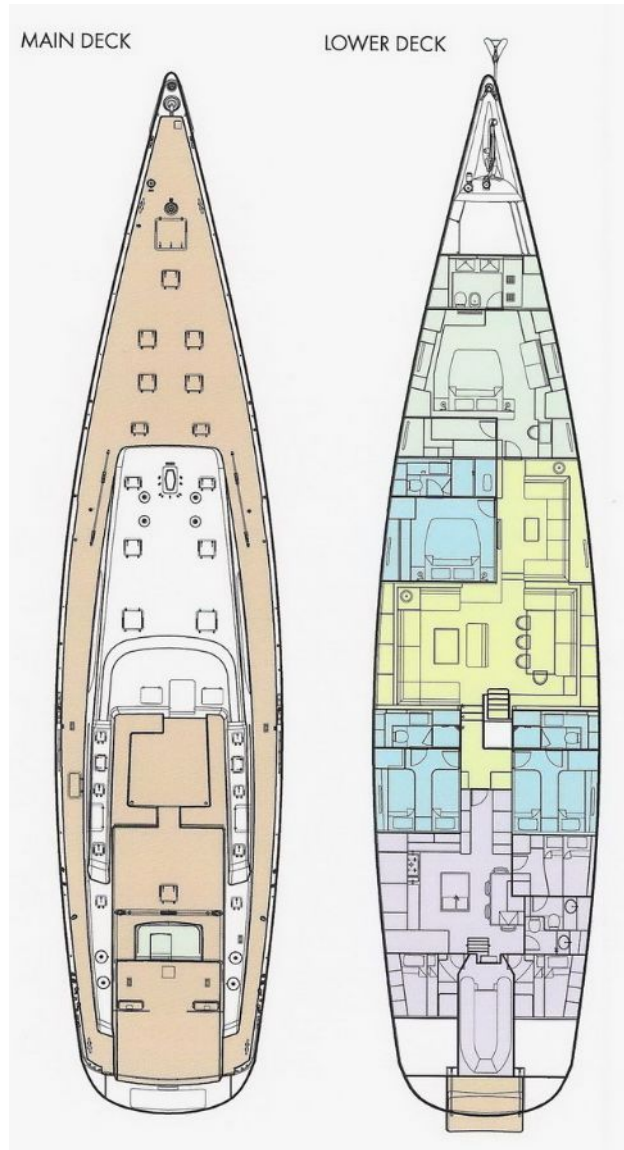
EMPLACEMENT:

Spain





Distribution



Les informations présentées dans cette brochure sont probablement correctes mais leur exactitude n'est pas garantie et ne pourra pas être utilisée pour un contrat. Une expertise Independent est toujours recommandée. Ce bateau peut être retiré de la vente sans préavis.