

# SOUTHERLY

WORLD LEADING VARIABLE DRAFT CRUISING YACHTS

Comfort, performance and luxury,  
with the freedom and versatility to sail in almost any waters



57RS · 535 · 47 · 420 · 42RST · 38 · 32





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S47





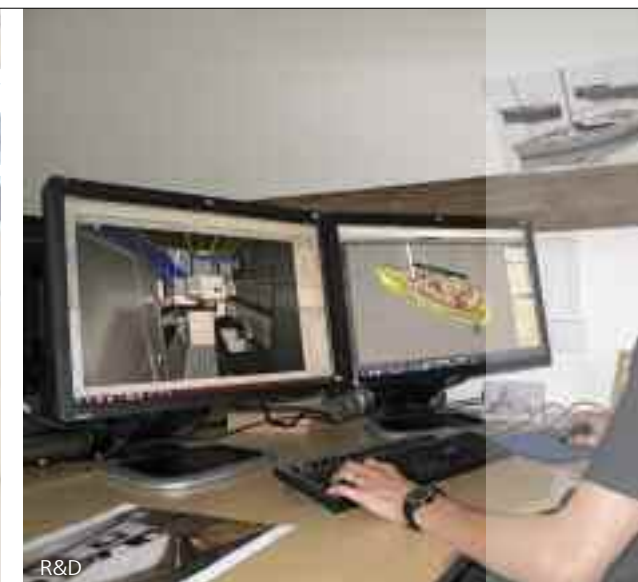
Southerly factory



HRH, factory opening



S57RS



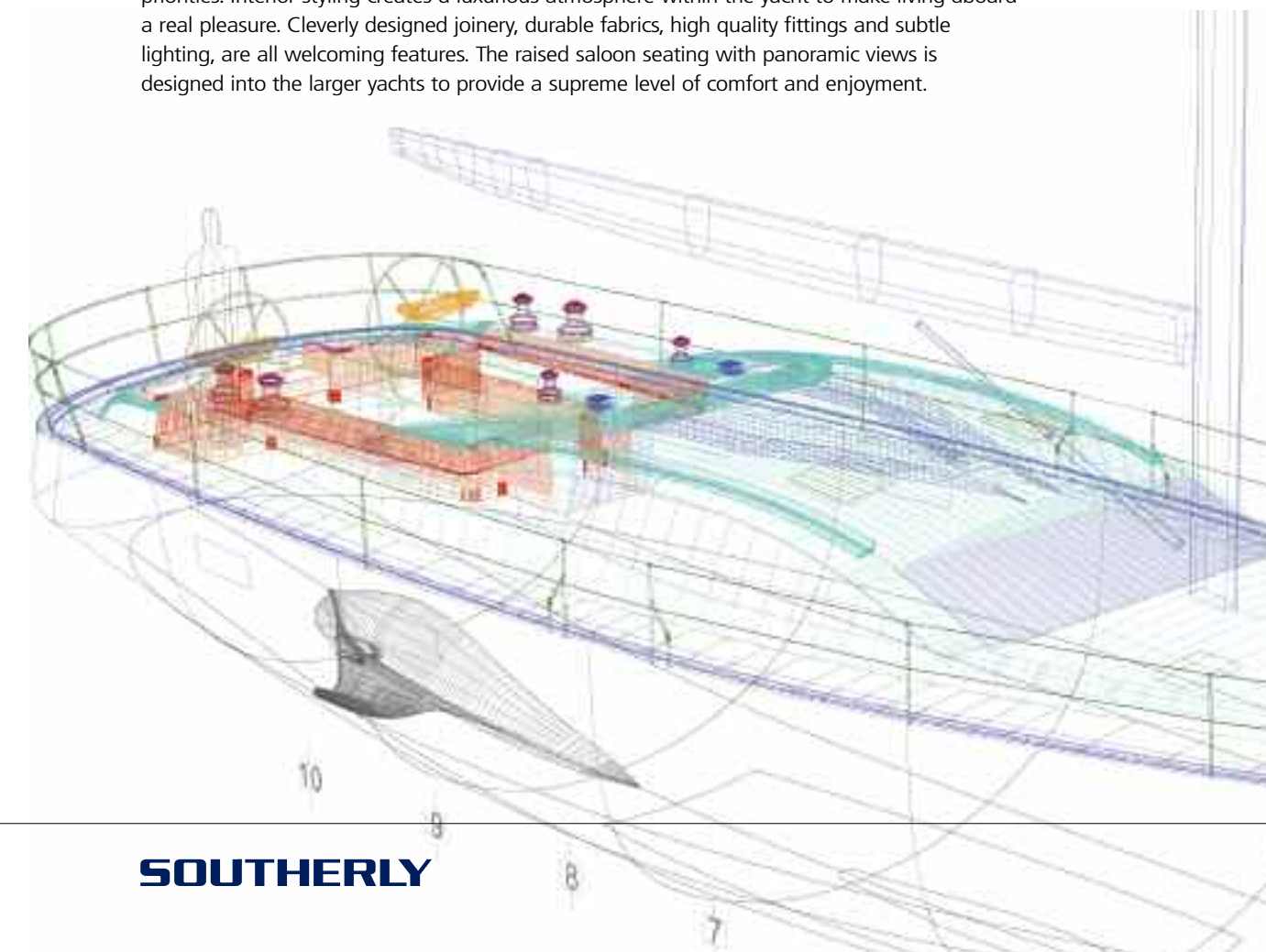
R&D

## World leading variable draft cruising yachts

Continuous research and development is one of the reasons that Southerly has become recognised as world leading variable draft cruising yachts. The in-house design office work alongside commissioned designers, such as Ed Dubois, Rob Humphreys & Stephen Jones to develop new yacht models, combining the qualities of the Southerly pedigree with the latest advancements in technology.

Every detail from the shape and structure of the hull to the deck and sail plan arrangement is designed to achieve the best possible sailing characteristics to make sailing simple and rewarding. State of the art computer software provides the facility to design every detail - machinery, tankage, plumbing and electrical systems are carefully planned into the yacht with special consideration for weight distribution, proper function and easy access.

Interiors are designed for maximum comfort with practicality and safety at sea, being main priorities. Interior styling creates a luxurious atmosphere within the yacht to make living aboard a real pleasure. Cleverly designed joinery, durable fabrics, high quality fittings and subtle lighting, are all welcoming features. The raised saloon seating with panoramic views is designed into the larger yachts to provide a supreme level of comfort and enjoyment.



S420



## Comfort and luxury

With over 900 Southerlys built, the brand has continued to evolve - combining all the traditional cruising qualities of the Southerly with advanced hull structures, spacious cockpits and easy to manage sail plans for greater sailing performance and easy handling.

The tall fractional rig with swept back spreaders, large mainsail and self tacking jib keeps the yacht sailing fast with minimal effort. This provides more time for relaxing and enjoying the complete sailing experience.

Everything on a Southerly is designed for easy handling even when short handed. The winches are big, powerful and self-tailing for less effort. The furling headsail and single line reefing mainsail enables sails to be reduced from the safety of the cockpit.



S420



S47

## Powerful performance

The Southerly is a true world class cruising yacht capable of fast blue water passage. The unique variable draft keel system also provides variable draft to give the versatility to sail in shallow waters and extend cruising grounds.

The deep draft gives greater stability due to the increased righting moment. In practice the boat is stiffer, carries her sail better than other yachts and carves her way efficiently to windward in a seaway (pointing to 30°). Semi balanced twin rudders give instantly responsive steering and superb directional stability for easy handling.

## Semi-customised service

As every Southerly is built to order, we recognise the importance of meeting owner's individual requirements. The tradition of a semi-custom build allows enhancements to suit these needs, including variations to interior layout and optional equipment.

Each owner is given a project manager for the duration of build, to offer advice and guidance with their specification. Owners are encouraged to visit the shipyard to view their yacht in build at key stages of construction and to see the level of attention, given to every detail.

Depending on the type of equipment fitted and preferred choice of sail plan, the yacht can be set up in such a way to suit either serious blue water cruising, performance sailing, or simply coastal cruising.

**SOUTHERLY**





Split hull mould



Vacuum bagged moulding process



S47



5 Axis milling machine



Southernly 57RS hull plug in early stages of construction

## Composite moulding

Over the years there have been many advances in composite construction. One example of this hard won experience is the patented 'Nordseal' laminating system that protects the hull from the threat of osmosis later in life. The three layer system replaces the conventional gelcoat below the waterline.

Hull and decks are heavy duty GRP mouldings, hand laid up to the Nordseal laminate system, with sandwich construction topsides (PVC foam) and a single skin bottom stiffened by foam cored transverse floors and bilge stringer. Bi-axial reinforcements are used with local applications of uni-directionals. The resin system is predominantly DCPD. The composite materials are engineered to produce maximum strength and durability, with minimum weight for high performance.



Southernly Factory

## Craftsmanship

Every aspect of construction reflects the highest standards of British Craftsmanship, from moulding the hulls, fit out of internal joinery, installation of engineering and electrical systems, to finishing, commissioning and launch.

Modern techniques are combined with traditional skills throughout many areas of the construction process. 3 Axis and 5-Axis milling machines provide total precision. Using the latest design software, computerised drawings command the milling machines to sculpture complex design details including hull and deck moulds with complete accuracy.

Another example of this is plugmaking, where laser cut frames are set up to build the hull or deck shape, before conventional methods of fitting stringers, building up layers of diagonal planking, shaping, filling, fairing and finishing, are carried out.



## Tried & tested for over 35 years

The variable draft keel was a unique sailing concept when the first Southerly was launched in 1978, and has remained so ever since. The continuous development of the keel system has established Southerly as the world leaders of lifting keels and made the Southerly range an international benchmark by which shoal draft yachts are judged.

Today, there are over 900 Southerly Owners worldwide who can testify to the remarkable versatility of the keel system which fulfils most people's idea of the perfect yacht: one that has a deep draft for powerful sailing performance and precise directional stability, yet a shallow draft for exploring shallow creeks and inland waterways. Southerlys have covered many thousands of miles, including trans-ocean passages and circumnavigations.

## Deep draft performance

A key benefit of the variable draft keel is not only the shallow draft opportunities but also the enhanced performance from a deep draft keel when fully lowered.

In practice, the boat is stiffer as a result of the improved righting moment, therefore carrying her sail better than other yachts and carving her way efficiently to windward in a seaway. The keel's aerofoil shaped cross section, with weight concentrated at the tip, is optimised for sailing to windward, allowing you to point as high as 30° apparent with minimal leeway.

The variable keel geometry allows the keel to be set at any position between fully raised and lowered, enabling the keel to be set and optimised according to your point of sail. An example of this is having the keel fully raised when sailing downwind. The variable draft keel is moved up or down by a hydraulic system, at the 'touch of a button' at the helm.

## Shallow draft freedom

The variable draft keel system enables the draft to be reduced to as little as 3 ft. With this, the opportunities are endless for accessing remote anchorages, harbours and inland waterways, without the restrictions imposed on most yachts.

Shallow draft capabilities can save precious time when entering or leaving marinas with locks or even crossing a shallow bar in some harbour entrances. When approaching shallow waters, the keel can be raised to avoid grounding, perhaps avoiding waiting many hours for high tide to return.

## Drying out

With the keel fully raised, the Southerly has the capability to dry out completely upright, whilst remaining sitting sturdily on its large cast iron grounding plate. This remarkable capability will extend your boating experiences far beyond the realms of owning a fixed keel yacht. Raising the keel also gives access to many tidal locations and allows you to berth the Southerly, literally on the beach.

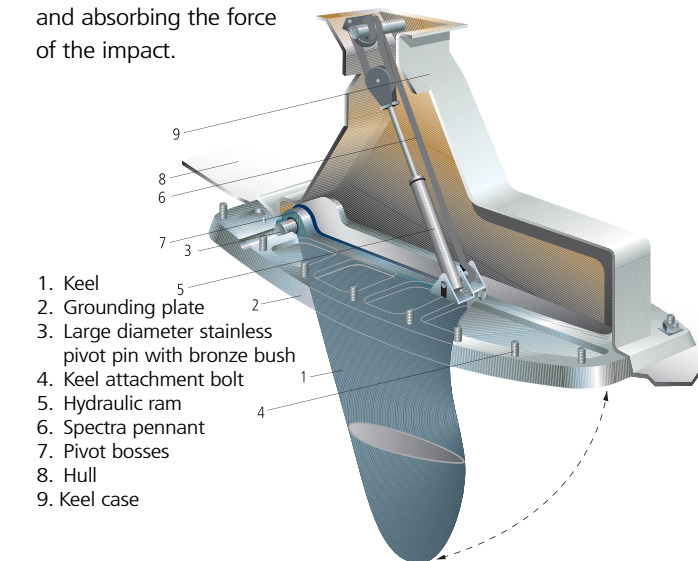


## Keel engineering

The keel is a solid cast iron aerofoil fin, pivoted in the grounding plate and raised by a hydraulic hoist which enables the keel to be fully retracted into the hull. The shape and aerofoil sections have been carefully designed to ensure excellent windward performance whilst keeping the surface area low, for minimum drag in light airs.

The cast iron grounding plate has several functions: primarily, it serves as fixed ballast ensuring a high righting moment, regardless of the keel position. The grounding plate also provides significant transverse stiffening in the keel area, whilst protecting the underside of the hull when drying out, spreading the weight over a large surface area.

The keel itself is raised by a hydraulic ram connected to the trailing edge of the keel by a high tensile strength Spectra pennant. The entire system has been carefully designed and built to ensure simplicity of design, engineering and operation. In the event of grounding or hitting a submerged object when underway, the keel can simply pivot backwards, bringing the yacht to a slow halt and absorbing the force of the impact.





# SOUTHERLY | 57RS

by DUBOIS

“ This ultimate blue water sailing yacht  
offers the very best in cruising design”

Ed Dubois, Designer







Superyacht designers, Dubois Naval Architects were commissioned to create the flagship of the Southernly range.

Innovative design, contemporary styling, powerful sailing performance, superior build quality and luxurious accommodation are all hallmarks of the Southernly 57RS.

This ultimate blue water cruiser offers the very best in cruising yacht design. The hull is characterised by a long waterline, fine entry and beam carried aft to ensure the highest degree of performance, comfort, stability and safety.

The beautifully stylish sleek lines of the raised pilot house coachroof exudes sophistication and elegance, normally only seen on much larger yachts.

The aft cockpit is extremely spacious, yet secure, with comfortable seating and a large cockpit table for entertaining guests in style. The optional arch provides a frame for a bimini, for use in hot climates and a fixed windscreen can provide protection from the elements.

The twin wheeled helm position allows the helmsman to enjoy the powerful performance of the yacht, with dedicated areas for sail controls and sailing short handed. Further seating aft allows for guests to relax in comfort, whilst enjoying all round views.

The Southernly 57RS is primarily designed for easy handling, and can be sailed by just two people. The tall powerful rig with swept back spreaders will keep the yacht sailing fast, with minimum effort. The double headsail is suitable for most wind conditions and sailing environments; the self tacking jib allows you to sail easily on short tacks without any effort - ideal for coastal cruising. The overlapping genoa enhances upwind performance in light airs, and together, the double headsail is perfect for down wind trade wind sailing. The large mainsail has in-boom furling as standard, with the option of slab reefing or in mast furling if required. An asymmetric gennaker, for off wind sailing, can be flown from a hydraulic retractable carbon bowsprit.

The variable draft keel is an essential feature on a yacht of this size. Whilst the deep draft of 10' 9" provides excellent windward performance, stability and good sailing carrying capabilities. At the 'touch of a button' the keel can be raised to give a shallow draft of just 3'6" - perfect for coastlines, low tides and shallow waters.







Raised saloon seating in American Cherry, classic styling



Snug in American Cherry, classic styling



Navigation area in American Cherry, classic styling

Rhodes Young were commissioned to create a seamless interior. Careful space planning, extended diagonal sight lines and views beyond the cabin boundaries create an illusion of space which leaves the interior feeling light and airy. The overriding impression is of space with connection between inside and out through extensive windows to the sides and forward, affording commanding views when relaxing in the raised saloon. Opening hatches provide cross ventilation.

The dominant feature is of a split level saloon, with the galley forward down a couple of steps. This has the benefit of making best possible use of the interior volume as well as the feeling of a much larger yacht, with the enlarged headroom under the sleek windscreen. Indeed this type of layout has really only been seen on much larger yachts. The galley naturally includes all the appliances and fixtures one would expect of a yacht of this calibre with large surfaces and a well considered layout.

The interior style of the Southerly 57RS is traditional in its practicality. The contemporary styling creates a fresh and modern feel throughout the yacht. As an attractive joinery option, 'classic styling' can add a traditional mood to the interior.

Attention to furniture detailing, very importantly ensures the design is well founded and of a pedigree that derives from being born in the traditions of yacht design. Every corner, junction and unused volume is re-worked, re-evaluated and re-engineered until the most efficient and aesthetically pleasing solution is found.





Custom galley in American Cherry, classic styling

Every practical detail has been examined and designed to fit seamlessly into the interior, from the big items such as air-conditioning to the smaller details of hinges, light switches and self closing cupboards. The fact that these are unnoticed, is the success of a well co-ordinated design team. It is however, only through this process that you can create an interior that will age well and continue to satisfy the owners as he notices all the smaller details over time.

The standard three cabin layout boasts a supremely spacious aft master stateroom. A large forward double cabin and midships cabin provide excellent accommodation for guests and crew.





Galley in Teak



Forward cabin in Teak



Master aft cabin in Teak



As an alternative to the standard three cabin layout, a jet rib garage can be incorporated into the design, with a double and twin aft cabin, in lieu of the master cabin.

The transom door is operated by a hydraulic ram, which folds down to become a bathing platform. This discreetly hides the garage, designed specifically for a Williams Turbojet 285. A roller system enables easy deployment and powered recovery.







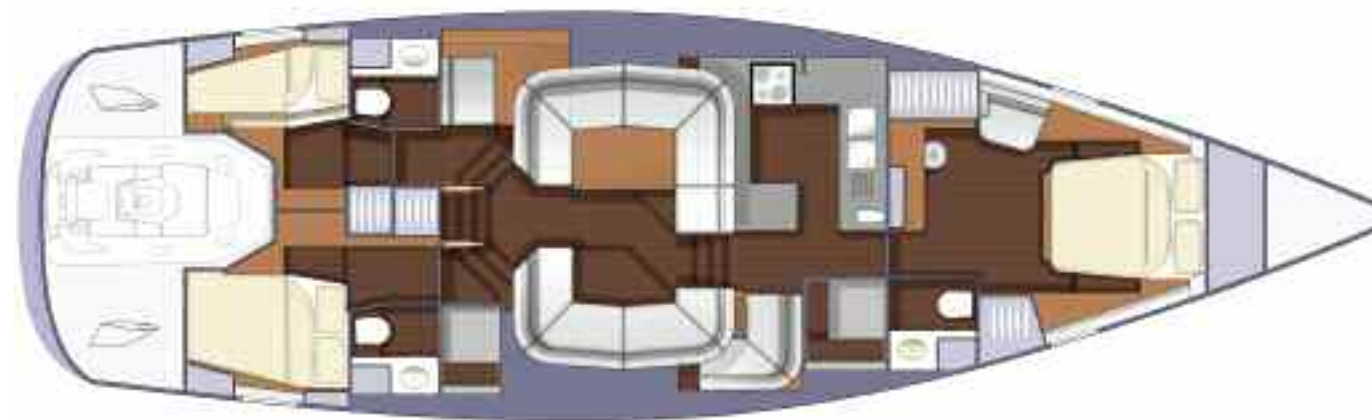
**SOUTHERLY 57RS AT A GLANCE**

- 58'2" Blue water cruiser
- High specification
- Double masthead rig
- Self tacking jib
- Overlapping genoa
- In boom furling
- Ed Dubois design
- Accommodates 6 (3 cabin layout)
- Spacious interior, 3 cabins, 2 heads
- Raised saloon
- 3 or 4 cabin layout with garaging for Williams 285 TurboJet
- Aft cockpit - twin helm stations
- Dinghy stowage / Bathing platform
- Variable draft 10'9" - 3'6"
- Fixed keel option
- Able to dry upright
- Protected propeller
- Twin rudders

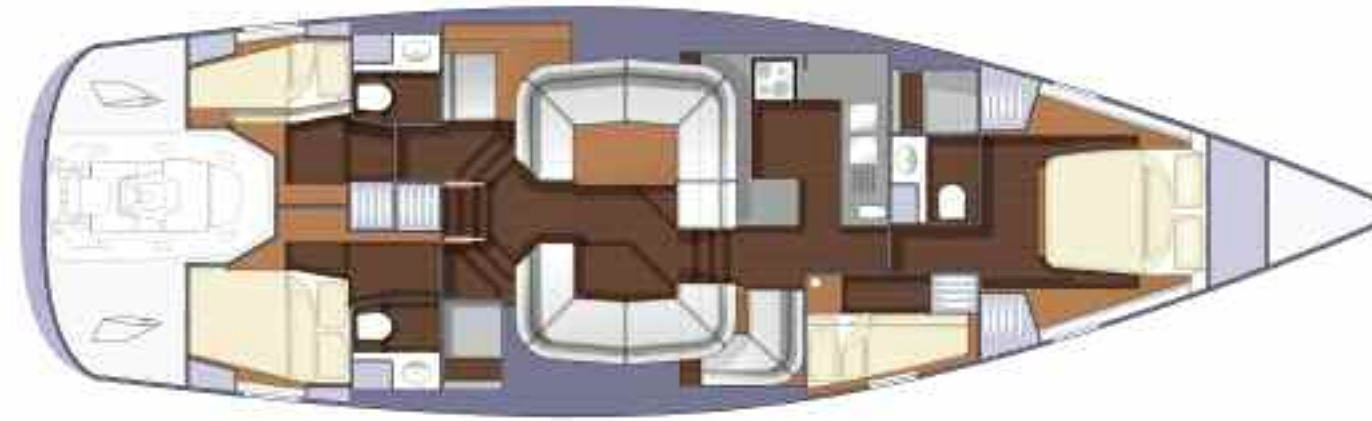
**STANDARD 3 CABIN LAYOUT:**



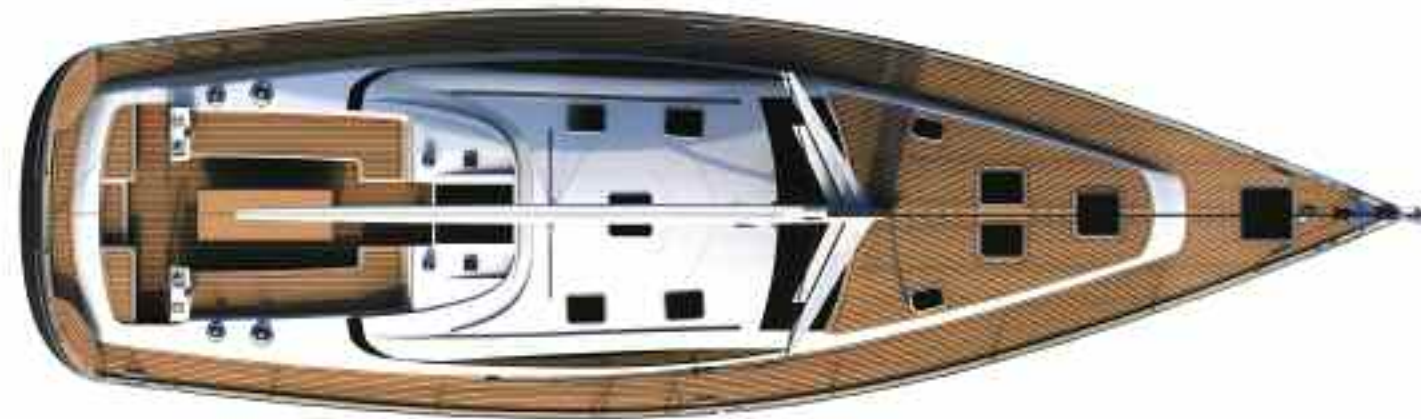
**OPTIONAL 3 CABIN LAYOUT: with tender garage for Williams 285 Turbojet:**



**OPTIONAL 4 CABIN LAYOUT: with tender garage for Williams 285 Turbojet:**



**DECK LAYOUT**





**GENERAL**

The Southerly 57RS is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. Designed to Lloyds Rule. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The hull has a single skin bottom with a stiffening grillage of transverse frames and longitudinal stringers. Topsides are sandwich construction. All main bulkheads are bonded into the hull at main lay-up stage. The engine bearers are also an integral part of the hull structure.

- Ivory White gel coat
- Crimson Red & Midnight Blue boot top
- Midnight Blue style lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline
- Two coats of antifoul

**DECK CONSTRUCTION**

Hand laid up GRP Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded and mechanically fixed to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Raised bulwark
- Teak laid ring deck
- Teak laid forward coachroof
- Teak laid cockpit sole and cockpit seats
- Moulded non-slip finish to coachroof
- Access to sail locker from foredeck

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Keel control and gauge showing keel position fitted at wheel pedestal
- Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position.
- Optional lead casting fixed keel, secured with stainless steel studs. Keel stub forms bilge sump.

**ENGINE**

- Volvo D3-150 146 hp (107kW) 5 cylinder, fresh water cooled diesel engine
- Reduction/reverse gear
- Aquadrive
- 150 amp alternator for engine start
- GRP stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Rope cutter
- Bow thruster 250TT with control at steering pedestal
- Stern thruster 250TT with control at steering pedestal
- Two non-metallic fuel tanks - capacity 1,392 litres/306 gallons, with sediment trap and line filter
- Bronze water inlet with removable filter gauze strainer and inspection hatch
- 24 volt electric ventilator
- Sound deadening to engine box
- Fuel filter system
- 12v dedicated engine battery

**DC ELECTRICAL SYSTEM**

- 24 volt system
- Six heavy duty batteries, charged from engine alternator, for domestic use
- Isolating switches for all battery banks
- Circuit breakers on main panel
- Additional 24v 110 amp heavy duty alternator
- Mastervolt Alpha Pro regulator
- Battery monitor
- Can Bus type distribution system
- 12v /50 instrumentation battery
- Battery charger inverter
- Dedicated Battery charger 12v /15 amp for engine/generator start battery
- 24v to 12v converter for navigation systems
- Cabin LED lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light

**AC ELECTRICAL SYSTEM**

- 240v ring main with double outlet socket to each cabin
- Shore power inlet 240v - 16 amp
- Diesel fired hot air heating system
- 240v generator 4Kw
- 240v inverter system 24/2500
- Reverse cycle air conditioning at additional cost

**NAVIGATION EQUIPMENT**

- Raymarine speed, wind and depth i70 instruments at each helm station
- Raymarine multi graphic display at chart table
- VHF radio with handset at chart table and dedicated GPS antenna
- Raystar 130 satellite differential mounted to coachroof
- Raymarine autopilot
- Raymarine 18" scanner
- Raymarine 9" high performance display at chart table

**WATER SYSTEM & PUMPS**

- Two fresh water tanks - total capacity 1,040 litres /228 gallons
- Electric pressure pumps to showers
- Hot water provided by engine calorifier unit or immersion heater
- Electric sump pumps to shower trays
- Manual bilge pump
- Five electric submersible bilge pumps
- Holding tank system -capacity 478 litres (105 gallons)

**STEERING**

- Semi-balanced twin rudders
- Twin 40" stainless steel cockpit wheels
- Direct rod steering system
- Single lever engine control, second position at additional cost
- Emergency steering system
- 2 compass guards and 6 inch main steering compasses

**SPARS & RIGGING**

- Selden masthead, double headed rig
- In boom furling system (manual)
- Powered in mast furling at additional cost
- Slab reefing option
- Triple swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Dyform standing rigging
- Internal halyards
- Split backstay
- Self tacking foresail (powered furling)
- Overlapping genoa (powered furling)
- 3 Climbing steps fitted to mast
- Conduit for radar cable fitted into mast
- Windex fitted at masthead
- Reefing led aft to cockpit for mainsail
- Hydraulic vang and backstays

**SPARS & RIGGING (continued)**

- Main halyard led aft
- Headsail halyards at mast
- Topping lift led aft
- Jib sheet, mainsheet, led aft
- Burgee and signal halyards

**SAILS**

- Dacron sails
- Fully battened mainsail
- Upgrade to laminate sails at additional cost
- UV protection strip to foresails
- Optional asymmetric gennaker and hydraulic retractable carbon bowsprit at additional cost

**COCKPIT**

- Aft cockpit
- Self draining
- Cockpit table with folding leaves
- Recessed sprayhood trough in coachroof
- Access aft for boarding from transom
- Fold down transom door with large stowage area
- Stern boarding ladder
- Lazarette locker starboard
- Two lockers in cockpit coamings
- Escape hatch from aft cabin(s)
- Gas bottle storage in cockpit locker to port
- Perspex main hatch with washboard
- Instrument panels at helm
- Two winch handle pockets
- Twin steering position
- Four safety harness eyes
- Access to steering gear
- Bimini/arch at additional cost
- Windscreen at additional cost

**OPTIONAL GARAGE / TENDER**

- Garage stowage for tender with Williams 285 Jet RIB or 285 Turbo Rib (with quick release wheel) at additional cost
- Alternative three or four cabin interior layout, with double and twin aft cabins to accommodate garage
- Fold down transom door and winch system for RIB deployment and powered recovery

**DECK FITTINGS & LOOSE GEAR**

- Cleats forward, aft and midships
- Foredeck sail locker with flush hatch
- Electric windlass with 2 deck switches
- Teak laid decking to ring decks
- Teak double seats to pushpit
- Stainless steel pulpit incorporating navigation light brackets
- Stainless steel stanchions and guardwires with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Turning blocks for running rigging
- Rope clutches at companionway, for running rigging
- Lewmar 54AST mainsheet winch
- Lewmar 54AST jib sheet winch
- Two Lewmar 48AST halyard winches
- Two Lewmar 68AST genoa sheet winches
- Grab handles on either side of coachroof
- Recessed trough for sprayhood
- Sprayhood
- 32kg Delta anchor
- 60 metres of chain
- Optional passerelle at additional cost
- Four fire extinguishers
- One fire blanket
- Automatic extinguisher to engine space, and generator space

**WINDOWS, HATCHES & VENTILATION**

- Eleven opening deck hatches, one size 70, two size 54's, over forecabin, size 20 over forward heads and midships cabin, two size 70 and four size 30 over saloon
- Glazed opening ports in aft cabin coamings port and starboard
- Fixed ventilators
- Perspex main companionway hatch
- Mirror
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings
- Opening ports in pilot house side windows at additional cost

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry, mahogany, teak or maple and marine faced quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of upholstery is selected from Southerly's fabric range

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a choice of layout options providing up to eight berths

**RAISED SALOON**

- Raised seating for eight people
- Excellent vision
- Table
- Further seating to starboard
- Stowage
- Six opening hatches with roller screens
- Ventilation (fixed and closeable)
- Concertina blinds to pilot house windows (electrically operated to front windows)

**GALLEY**

- Twin stainless steel sinks
- Corian type worktop, available in a choice of colours
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading 224 litre refrigerator
- Front loading 108 litre freezer
- Fully gimballed gas cooker with four burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample storage for crockery and cutlery
- Cupboards
- Opening hatch with roller screen
- Ventilation

**NAVIGATION AREA**

- Navigator's seat
- Instrument console forward of chart table
- Chart stowage
- Locker spaces
- Chart light
- Main switch panel
- Fixed portlight

**AFT DAY HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Shower
- Electric shower pump
- Grating to shower tray
- Mirror
- Glass holder
- Fixed portlight
- Opening portlight
- Lockers

**MASTER AFT STATEROOM**

- Large double centreline berth
- Large hanging locker
- Shelves
- Fixed portlights
- Central opening hatch with roller screen
- Opening ports to cockpit
- Seating to port
- Lockers to starboard
- Concertina blinds
- Door to ensuite facilities

**MASTER ENSUITE**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Shower
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Opening portlight
- Fixed portlight

**MIDSHIPS CABIN - STARBOARD**

- Two single berths
- Hanging locker
- Shelves
- Opening hatch
- Fixed portlight
- Concertina blind

**FORWARD CABIN**

- Large double centreline berth
- Two drawers under berth
- Shelved locker
- Hanging locker
- Shelves
- Three opening hatches with roller screens
- Two fixed portlights
- Concertina blinds
- Ensuite facilities

**FORWARD HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower with hinged door
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Fixed portlight
- Lockers
- Mirror
- Glass holder
- Ventilation

**OPTIONAL LAYOUT:GARAGE/ TENDER**

**PORT AFT CABIN**

- Two single berths
- Hanging locker
- Fixed portlight
- Opening port to cockpit
- Concertina blind
- Escape hatch

**PORT AFT CABIN ENSUITE (DAY HEADS)**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Shower
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Opening portlight
- Fixed portlight

**STARBOARD AFT CABIN**

- Double berth
- Hanging locker
- Fixed portlight
- Opening port to cockpit
- Concertina blind
- Ensuite facilities
- Escape hatch

**RECOMMENDED OPTIONS**

- Carbon bowsprit (hydraulic)
- Asymmetric gennaker
- Windscreen
- Bimini/ arch
- Garage/tender -Williams 285 Jet RIB or Williams 285 TurboJet RIB

**ON THE WATER**

- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- Two full days familiarisation sailing handover
- Antifoul
- 6 Fenders
- 4 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**USA SPECIFICATION**

Yachts built to USA specification will include 110 volt ring main, appliances and tinned wiring.

**DIMENSIONS**

Length Overall:	17.725 m	58'2"
Hull length	17.478	57'4"
Length waterline	16.0 m	52'6"
Beam	5.20 m	17'1"
Draft, keel up	1.07 m	3'6"
Draft, keel down	3.27 m	10'9"
Displacement (LS)	26,651 kg	58,755 lbs
Displacement (FL)	34,763 kg	76,639 lbs
Ballast Weight	5,000 kg	11,023 lbs
Keel Weight	3,350 kg	7,385 lbs
Total Ballast	8,350 kg	18,409 lbs
Air draft	25.62 m	84' 1"

**SAIL AREAS**

Mainsail	92 sq m	990 sq ft
Self tacking jib	59 sq m	635 sq ft
Furling Genoa 140%	104 sq m	1119 sq ft
Asymmetric Gennaker 188 sq m		2023 sq ft

**MECHANICAL**

Engine	Volvo D3-150	146 hp
Fuel	1,392 litres	306 gallons
Water	1,040 litres	228 gallons





# SOUTHERLY | 535

by DUBOIS

“A true blue water cruiser, with excellent performance, luxurious accommodation and variable draft, all within a thoroughly seaworthy design”  
Ed Dubois, Designer



Designed by Ed Dubois & In House Design Office



For many yacht owners, sailing is a passion and one that is taken very seriously. Today with numerous global events such as the World Arc and Blue Water Rally, it has become far easier for owners to 'live the dream' and fulfil their ultimate ambition to cruise round the world safely and securely.

Often a husband and wife or couple are looking to cruise short-handed. This requires the right yacht designed and built specifically for this purpose, not only to keep her crew safe in any conditions, but also to offer the best in luxury and comfort. Nowadays, appliances such as washing machines / coffee makers / dishwashers etc are commonplace, and owners have come to expect far less compromise between living on a yacht compared to their own home comforts.

A double headed 'Solent' type rig is standard. This offers the capability to sail short-handed with a powerful self-tacking working jib, along with the large overlapping genoa for light wind reaching. The tall powerful rig with swept back spreaders will keep the yacht sailing fast, with minimum effort. In Boom furling with a fully battened mainsail is standard, with the option of slab reefing or powered in mast furling.



Southerly 535 hull plug, 5 axis milled



#### SOUTHERLY 535 AT A GLANCE

- 55'2" Blue water cruiser
- High specification
- Double masthead rig
- Self tacking jib
- Overlapping genoa
- In boom furling
- Ed Dubois design
- Accommodates 6
- Spacious interior, 3 cabins, 2 heads
- Raised saloon
- Mid cockpit - twin helm stations
- Dinghy stowage / Bathing platform
- Variable draft 11'0"-3'6"
- Fixed keel option
- Able to dry upright
- Protected propeller
- Twin rudders



Raised saloon

The mid cockpit design with twin wheels allows for the perfect balance between aft cabin volume and room in the cockpit. The enclosed yet spacious cockpit has secure seating with comfortable, high seatbacks. All sail controls are led aft to the coachroof winches with the exception of the headsail halyards that terminate on the track slide system.

The variable draft keel is the perfect complement to a Blue water cruiser. Offering a deeper draft than most, this offers a huge advantage for sailing offshore, as the 11 ft draft allows the yacht to carve her way efficiently to windward, pointing to 30 degrees. The keel can be raised at the touch of a button, to 3 ft 6ins, giving the flexibility to cruise shallow waters almost anywhere in the world. This has the added benefit of enabling a yacht of this size to find shelter in remote places from heavy weather, by getting closer inshore and mooring in anchorages inaccessible to fixed keel yachts.

A powerful and efficient engine delivers maximum range and speed with good fuel economy for a yacht of this size. The bowthruster makes close quarter manoeuvring easier and the optional stern thruster provides total control when mooring. The walk in engine room has good insulation and keeps all engineering equipment together for ease of access and service inspection.

On deck, there is a large full depth sail locker with a watertight bulkhead and a flush opening hatch. There is also spacious lazarette stowage aft with access via flush opening hatches. Ample stowage space has been cleverly designed into the interior wherever possible.

Complete power systems can be tailored to meet individual requirements to give total independence for long distance cruising. The 'Can Bus' type DC distribution system is fitted as standard, together with a large capacity heavy duty battery bank (AGM) and generator.

On board entertainment systems, computers, navigation equipment, microwave, washing machine, dishwasher, trash compactor, coffee machine, watermaker, and reverse cycle air conditioning can be specified and planned in at the early stages of construction.

The Southerly 535 has a luxurious accommodation with views beyond the cabin boundaries to create a feeling of volume and light. The interior styling is traditional in its practicality, with contemporary styling and careful space planning.





Light and airy interior in Teak



Spacious master aft cabin in Teak



Linear galley in Teak

The linear design provides a protected area to work in when the yacht is in motion or heeling on various points of sail. The layout considers practicality whilst at sea, such as a double sink close to the centreline for use on both tacks, which is an important feature. There are ample work surface areas, plenty of storage, a fully gimballed stainless steel cooker, front loading refrigerator and freezer drawers, plus space for optional appliances such as a washing machine, microwave, dishwasher and watermaker.

A lower level snug area to starboard offers an alternative seating area, ideal for computer or games use.



Snug in Teak

The 535 can comfortably sleep 6 persons, in 3 cabins with the provision of a pilot sea berth close to the chart table.

The aft cabin stateroom is supremely spacious with a large double centreline berth, ample storage, plenty of natural light, seating to starboard, plus ensuite facilities with a separate shower.

The day heads and guest cabins are forward to allow for owner privacy.

The forward cabin has a double centreline berth as standard, with ensuite facilities. Optional v berths can convert to a double, and an overlapping bunk can be fitted as an additional berth.

Twin berths in the midships cabin are standard with the option to convert to seating for use as an office area.

The raised saloon is generous in size, enjoying panoramic views. This is an important feature for owners planning to spend long periods of time onboard.

An elevated chart position allows good visibility, with plenty of space for navigation equipment. A dedicated wet locker is situated close by.



**GENERAL**

The Southerly 535 is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The hull has a single skin bottom with a stiffening grillage of transverse frames and longitudinal stringers. Topsides are sandwich construction. All main bulkheads are bonded into the hull at main lay-up stage. The engine bearers are also an integral part of the hull structure.

- Ivory White gel coat
- Midnight Blue boot top & styline
- Nordseal anti-osmosis system
- Clear gel coat below the waterline
- Two coats of antifoul
- Watertight sail locker bulkhead
- Kevlar re-inforced hull at additional cost
- Collision bulkhead to sail locker at additional cost
- Bronze skin fittings beneath the waterline

**DECK CONSTRUCTION**

Hand laid up GRP Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded and mechanically fixed to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Raised bulwark
- Teak laid ring deck
- Teak laid forward coachroof
- Teak laid cockpit sole and cockpit seats
- Moulded non-slip finish to coachroof
- Access to sail locker from foredeck

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Optional lead casting fixed keel, secured with stainless steel studs. Keel stub forms bilge sump.

**ENGINE**

- Volvo D3-150 146hp (107kW) 5 cylinder, fresh water cooled diesel engine
- Reduction/reverse gear
- 150 amp alternator for engine start
- Additional 24v 110 amp heavy duty alternator to charge service batteries
- Bow thruster 250TT with control at steering pedestal
- Stern thruster 250TT with control at steering pedestal at additional cost

**ENGINE (continued)**

- Stern tube with lip sea seal and water lubricated stern gland
- Aqua drive
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Rope cutter on prop shaft
- Fuel tank - capacity 970 litres, with sediment trap and line filter
- Bronze water inlet with removable filter gauze strainer and inspection hatch
- 24 volt electric ventilator
- Sound deadening to engine room
- Fuel filter system
- 12v dedicated engine / generator start battery
- 12v instrumentation battery
- Sea fire automatic extinguisher system

**DC ELECTRICAL SYSTEM**

- 12 and 24 volt system
- Six heavy duty batteries, charged from engine alternator, for 24v services and domestic use
- Isolating switches for all battery banks
- Battery monitor
- Can Bus type distribution system
- Mass Combi 24v /2500 charger inverter
- Dedicated Battery charger 12v for shared engine /generator start battery
- 24v to 12v converter for navigation systems
- Cabin LED lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light

**AC ELECTRICAL SYSTEM**

- 230v ring main with double socket to each cabin
- Shore power inlet 240v - 16 amp, with cable
- 230v generator 4Kw 50Hz
- Reverse cycle air conditioning at additional cost

**NAVIGATION EQUIPMENT**

- Raymarine speed, wind and depth i70 instruments at each helm station
- Raymarine multi graphic display at chart table
- VHF radio with handset at chart table and dedicated GPS antenna
- Raystar 130 satellite differential mounted to coachroof
- Raymarine autopilot
- Raymarine 18" scanner
- Raymarine 9" high performance display at chart table

**WATER SYSTEM & PUMPS**

- Fresh water tank - capacity 800 litres
- Pressurised water system
- Hot water provided by engine calorifier unit and immersion heater
- Electric sump pumps to shower trays
- Manual bilge pump
- Four electric submersible bilge pumps
- Holding tank system - two tanks, total capacity 350 litres

**STEERING**

- Semi-balanced twin spade rudders
- Twin 36" stainless steel cockpit wheels
- Mamba geared steering system
- Single lever engine control
- Emergency steering system
- 2 x 6 inch main steering compasses

**SPARS & RIGGING**

- Keel stepped mast
- Selden masthead, double headed rig
- In boom furling system (manual)
- Powered In mast furling at additional cost
- Slab reefing option
- Swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- Split backstay
- Self tacking jib (powered furling)
- Overlapping genoa (powered furling)
- 3 Climbing steps fitted to mast
- Conduit for radar cable fitted into mast
- Windex fitted at masthead
- Main halyard led aft to cockpit for mainsail
- Hydraulic vang and backstay
- Main halyard led aft
- Headsail halyards at mast attached to Antal trackslide system
- Topping lift led aft
- Aft mainsheet, led to winch at pod, jib sheet led aft
- Burgee and signal halyards

**SAILS**

- Dacron sails, fully battened mainsail
- Upgrade to laminate sails at additional cost
- UV protection strip to foresails
- Optional asymmetric gennaker or conventional spinnaker at additional cost

**SAIL LOCKER**

- Sail locker forward with dedicated electric submersible bilge pump
- Water tight sail locker bulkhead
- Access to anchor chain locker

**COCKPIT**

- Mid cockpit
- Self draining
- Teak cockpit seats and teak cockpit sole
- Cockpit table with folding leaves and cool box
- Access aft, moulded steps from transom
- Telescopic swim ladder
- Two gas bottle lockers in aft deck and large lazarette locker
- Escape hatch from aft cabin
- Instrument consoles at helm
- Two winch handle pockets
- Twin steering positions
- Four safety harness eyes
- Access to steering gear

**DECK FITTINGS & LOOSE GEAR**

- Mooring cleats forward, aft and midships
- Foredeck sail locker with flush hatch
- Electric windlass with deck switches
- Teak laid decking to ring decks and forward coachroof
- Teak double seats to pushpit
- Lazarette locker with access from bathing platform & aft deck
- Shallow locker under helm seat to port and starboard
- Stainless steel pulpit incorporating navigation lights
- Stainless steel stanchions and guardwires with gates port and starboard
- Fold down side deck gate/boarding ladder at additional cost
- Stainless steel pushpit incorporating stern gates, navigation light and ensign socket
- Deck shower with hot and cold water
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Mast base turning blocks for running rigging
- Rope clutches at companionway, for running rigging
- Furling led aft to cockpit for mainsail
- Mainsheet led to pod on centreline
- Genoa tracks, cars and foot blocks
- Lewmar 54AEST halyard winch
- Lewmar 58AST winch for main sheet
- Two Lewmar 68AST genoa sheet winches
- Lewmar 58AST furling winch
- Lewmar 58AST self taking jib sheet winch
- Lewmar 46AST winch for traveller control line
- Handrails on either side of coachroof
- Sprayhood in recessed trough
- Stainless steel windscreen at additional cost
- 32kg Delta anchor
- 60 metres of chain
- Four fire extinguishers
- One fire blanket

**WINDOWS, HATCHES & VENTILATION**

- Ten opening deck hatches, one size 60 over forecabin, escape hatch over aft cabin berth, two size 10's over forward heads and midships cabin, two size 30 over saloon, one size 20 over navigation station, one size 20 over galley.
- Glazed opening ports in aft cabin coamings port and starboard, galley and aft heads
- Fixed ventilators
- Fixed glass skylight in forward cabin
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry, mahogany, teak or maple and marine faced quality plywood. Linings are fabric covered plywood. Cabin soles are teak striped non-slip laminate. The choice of upholstery is selected from Southerly's fabric range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing.

**RAISED SALOON**

- Raised saloon seating to port
- Table
- Lower seating to starboard
- Lee cloth
- Stowage
- Two opening hatches with roller screens
- Ventilation (fixed and closeable)

- Concertina blinds to pilot house windows

**GALLEY**

- Twin stainless steel sinks
- Corian worktop, available in a choice of colours
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading refrigerator
- Double freezer drawers
- Fully gimballed gas cooker with three burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap and gas detector
- Ample storage for crockery and cutlery
- Cupboards
- Opening hatch with roller screen
- Ventilation
- Opening port

**NAVIGATION AREA**

- Navigator's seat
- Instrument console forward of chart table
- Chart stowage
- Locker spaces
- Chart light
- Main electrical control panel
- Opening hatch

**MASTER AFT STATEROOM**

- Large double berth with lee cloth
- Large hanging locker
- Shelves
- Fixed hull portlights
- Central opening hatch with roller screen
- Opening ports
- Ventilation
- Seating to starboard
- Lockers to port
- Concertina blinds
- Door to ensuite facilities

**MASTER ENSUITE**

- Marine w.c. (manual)
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower with hinged door
- Electric shower pump
- Grating to shower tray
- Mirror
- Glass holder
- Fixed hull portlight
- Two opening portlights
- Lockers

**FORWARD CABIN**

- Large double centreline berth
- Two drawers under berth
- Twin v berth option with infill panel for a double berth
- Shelved locker
- Hanging locker
- Shelves
- Opening hatch with roller screen
- Two fixed hull portlights
- Concertina blinds
- Ensuite facilities

**DAY HEADS**

- Marine w.c. (manual)
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower with hinged door
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Lockers
- Mirror
- Glass holder
- Fixed hull portlight
- Ventilation

**MIDSHIPS CABIN**

- Two single berths with lee cloths
- Hanging locker
- Shelves
- Opening hatch
- Fixed hull portlight
- Concertina blind
- Option to convert berths to seating for office area

**RECOMMENDED OPTIONS**

- Asymmetric gennaker or spinnaker
- Stern thruster

**ON THE WATER**

- Mast stepped, rigged, sails fitted
- Fully commissioned and launched at Itchenor
- Tested and sea trialed
- Two full days familiarisation sailing handover
- Antifoul
- 6 Fenders, 4 Warps
- Boat hook
- British Red ensign & staff
- Gas Bottle

**DIMENSIONS**

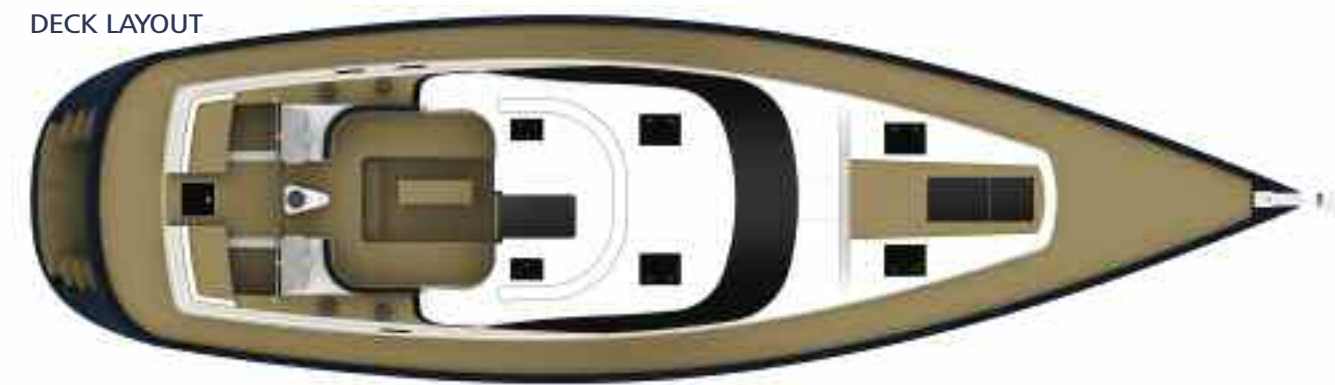
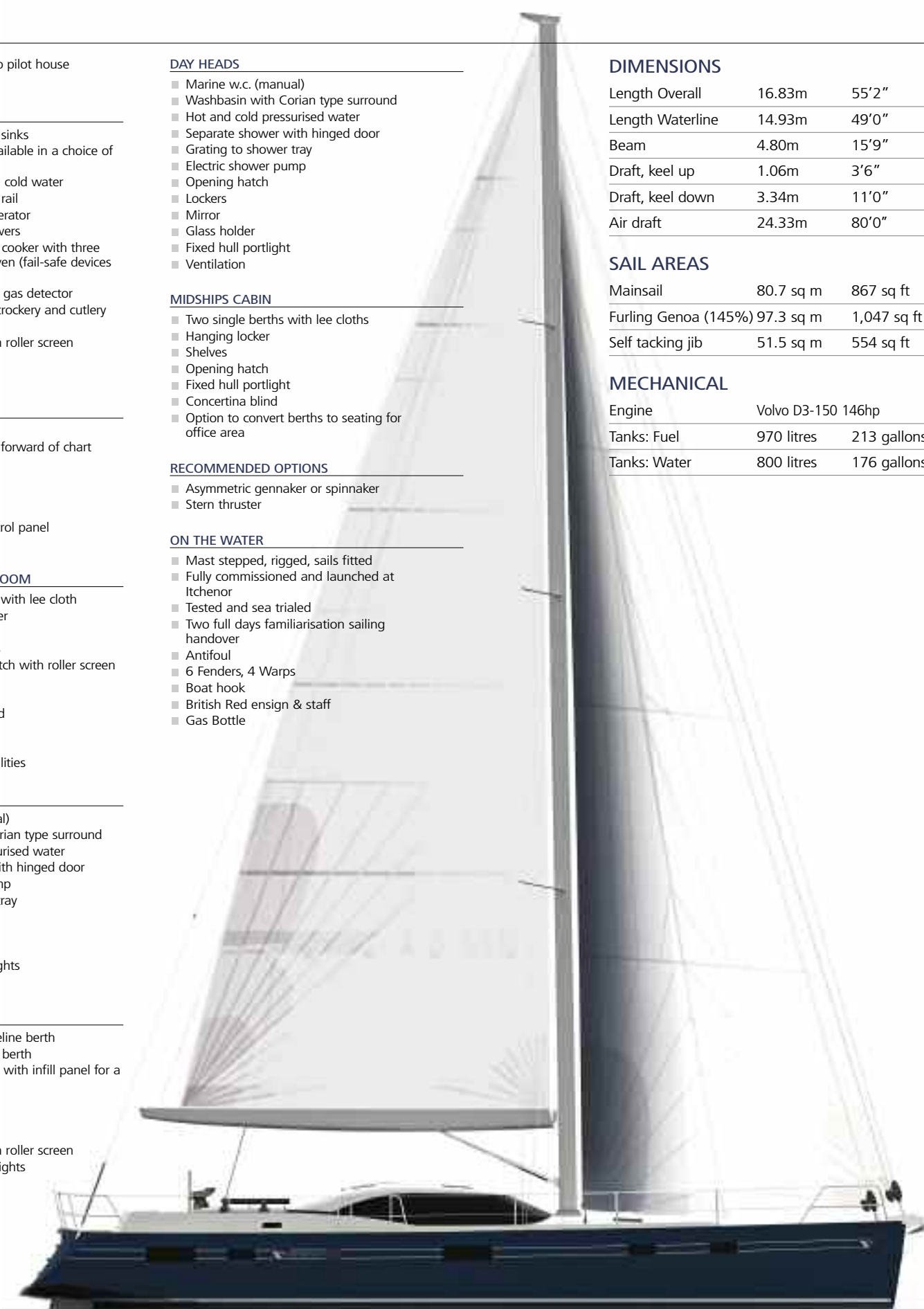
Length Overall	16.83m	55'2"
Length Waterline	14.93m	49'0"
Beam	4.80m	15'9"
Draft, keel up	1.06m	3'6"
Draft, keel down	3.34m	11'0"
Air draft	24.33m	80'0"

**SAIL AREAS**

Mainsail	80.7 sq m	867 sq ft
Furling Genoa (145%)	97.3 sq m	1,047 sq ft
Self tacking jib	51.5 sq m	554 sq ft

**MECHANICAL**

Engine	Volvo D3-150	146hp
Tanks: Fuel	970 litres	213 gallons
Tanks: Water	800 litres	176 gallons



**USA SPECIFICATION**

Yachts built to USA specification will include 110 volt ring main, appliances and tinned wiring.



# SOUTHERLY 47

“ This true blue water cruiser  
combines superb performance  
with style, comfort and luxury”

Stephen Jones, Designer







#### SOUTHERLY 47 AT A GLANCE

- 47'1" Blue water cruiser
- High specification
- Double masthead rig
- Self tacking jib
- Overlapping genoa
- Single line reefing
- Stephen Jones design
- Accommodates 6 (3 cabin layout)
- Spacious interior, 3 cabins, 2 heads
- Raised saloon
- Aft cockpit - twin helm stations
- Dinghy stowage / Bathing platform
- Variable draft 10'3"-3'3"
- Fixed keel option
- Able to dry upright
- Protected propeller
- Twin rudders

Following the concept of the Southernly 57RS, Stephen Jones was commissioned to work alongside the in house design office to develop the next model in the Southernly range. The brief was to provide a 47 ft cruising yacht that is equally as comfortable to handle in close quarters and inshore waters as she is cruising offshore and blue water sailing. This superb yacht is designed for a high cruise specification, with easy handling and can be sailed by just two people.

With a high ballast ratio, broad waterline beam and good form stability, the 47 carries an impressive sail plan, striking a perfect balance between fast cruising performance and comfort. The tall fractional rig with self tacking jib and large mainsail provides powerful sailing performance. An Asymmetric gennaker can be flown from an optional bowsprit, for light wind conditions. The double headsail rig option (self tacking jib and overlapping genoa) can be chosen for optimum sailing performance, whilst boom or inmast furling can provide effortless sailing. As with all the Southernly's, the semi balanced twin rudders give instantly responsive steering and precise directional stability.

Keeping the luxurious qualities and interior detail of the 57RS, sleek exterior styling with specific deck features such as a large foredeck locker, spacious stern dinghy stowage, fold down bathing platform and teak double seats to the pushpit have been incorporated into the design to enhance the comfort onboard.

The mainsheet track is set across the coachroof with lines led aft to both helm positions, for easy handling, whilst keeping the cockpit free and uncluttered. The cockpit is secure and enclosed, with deep comfortable seating. A central table offers dinette facilities for guests whilst also providing a foot brace, when the yacht is heeled. Teak double sets to the pushpit provide further areas for socialising. The fold down transom door gives access to a large stowage area, ideal for a dinghy.







Raised saloon in Teak, with panoramic views



Navigation area in Teak

The interior space has been designed for maximum volume, comfort and practicality with contemporary styling to create a luxurious feel throughout the yacht. The Southernly 47 features a large raised saloon to port offering panoramic views with further seating opposite, at a lower level. The saloon table can convert into a double berth if required.

The navigation area is spacious, and situated in a raised position to enjoy the panoramic views. It is located close to the cockpit for easy communication with the helmsman.

As an attractive joinery option, 'classic styling' or 'contemporary' styling can add a traditional or modern touch to the interior. Finished in Mahogany or American Cherry as standard with the option of Teak or Maple to create a different feel.

The New Southernly 47 features the highly developed Swing Keel system which gives the freedom and versatility to sail in almost any waters. With the keel lowered, the variable draft of 10'3" makes for fast, serious blue water cruising. At 'the touch of a button', the keel can be raised to give a shallow draft of just 3'3" perfect for sailing in shallow water.

Following extensive sea trials in the Solent which have proved her to be a first class luxury cruiser, comfortably maintaining 9 knots in 22 knots of wind, the yacht slipped easily through the water. Garry Fry, commissioning manager commented ... "She was great fun! Her tall rig and deep keel provided a combination of power and efficiency with minimum leeway, allowing us to point to 30 degrees. Her self tacking furling jib and large mainsail made sailing to windward a joy"







Open plan galley in Teak



Spacious master aft cabin in Teak

The open galley is well planned and positioned close to the companionway. Ample work surfaces, stainless steel fridge, freezer, microwave and fully gimballed oven, plus plenty of stowage space is provided to enjoy living aboard.

The forward double cabin is spacious with long v berths and good headroom. An infill panel converts the berths to a large double, and an optional bunk berth is a popular choice for families with young children. Three opening hatches provide plenty of natural light and ventilation. There is ample stowage, both outboard and under the berths, plus ensuite facilities with a separate shower.

The master aft cabin is extremely spacious with good headroom and ensuite facilities with a separate shower. The large double centreline berth has seating to both sides, storage below, and further stowage and lockers outboard. Opening hatches provide natural light and cross ventilation.

The third midships cabin is large and provides a further two bunk berths.



Forward cabin in Teak



Midships cabin in Teak





**GENERAL**

The Southerly 47 is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage along with a stiffening grillage of transverse frames and longitudinal stringers. The engine bearers are also an integral part of the hull structure.

- Ivory White gel coat
- Midnight Blue boot top & styie lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline

**DECK CONSTRUCTION**

Hand laid up GRP. Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Raised bulwark
- Teak laid ring deck
- Moulded non slip finish to coachroof
- Access to chain locker from sail locker
- Access to sail locker at bow with watertight flush hatch

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and as transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron with a lead tip and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Keel control and gauge showing keel position fitted at wheel pedestal
- Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

**INTERIOR LAYOUT**



**DECK LAYOUT**



**ENGINE**

- Yanmar 4JH5-TE 75 hp 4 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- GRP stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Two non metallic fuel tanks - total capacity 660 litres/145 gallons, with sediment trap and line filter
- Bronze water strainer with viewing port and removable filter
- 12 volt electric ventilator
- Sound deadening to engine box

**ELECTRICS**

- 12 volt system
- Four heavy duty 100Ah batteries, charged from engine alternator; one for engine, two for domestic use.
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

**WATER SYSTEM & PUMPS**

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartments
- Non-metallic fresh water tanks- total capacity 488 litres /107 gallons
- Electric pressure pump
- Hot water provided by engine calorifier unit
- Electric sump pumps to shower trays
- One manual bilge pump
- Four electric submersible bilge pumps

**STEERING**

- Semi-balanced twin rudders
- Twin 36" stainless steel cockpit wheels
- Lewmar steering system
- Single lever engine control
- Emergency steering system
- Twin compass guards and 6 inch main steering compasses

**SPARS & RIGGING**

- Selden fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Backstay with manual tensioner
- Self tacking foresail
- Furlex headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut
- Main halyard
- Topping lift
- Kicker, jib sheet, main halyard, topping lift, outhaul and 2 reefs lead aft
- Jib halyard at mast
- Buryee and signal halyards
- Spinnaker masthead halyard
- Lewmar 45ST winch on mast
- Mainsheet led aft port & starboard
- Storm jib removable inner stay, at additional cost
- Double headed masthead rig option with overlapping genoa at additional cost

**SAILS**

- Dacron sails
- UV protection strip to foresail
- Fully battened mainsail system with roller bearing cars
- Mainsail cover
- Upgrade to laminate sails at additional cost
- In mast or in boom furling at additional cost
- Asymmetric gennaker and removable stainless steel bowsprit at additional cost

**COCKPIT**

- Aft cockpit
- Self draining
- Laid teak to cockpit seats
- Laid teak to cockpit sole
- Teak cockpit table with folding leaves, stowage and handrail
- Good access aft for boarding through transom
- 2 x Lewmar 46ST coachroof halyard winches
- Telescopic stern boarding ladder
- Large cockpit locker to port and starboard

**COCKPIT (cont'd)**

- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Two Lewmar 48ST winches at helm for mainsheet and jib
- Four safety harness eyes
- Hydraulic retracting bathing platform with access to stern stowage

**DECK FITTINGS & LOOSE GEAR**

- Cleats forward and aft raised
- Spring cleats amidships
- Stainless steel stemhead fitting with twin bow roller
- Foredeck sail locker with flush hatch
- Anchor windlass
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Double teak seats to port and starboard pushpit
- Fuel and water deck fillers
- Self tacking foresail track with sheet led to winches each side of helm
- Turning blocks to take reefing lines
- Mainsheet track with control lines
- Rope clutches to port and starboard, for running rigging
- Two Lewmar winches at companionway
- Stainless steel grab handles on either side of coachroof
- Recessed trough for optional sprayhood
- Gas bottle stowage in deck locker to port and starboard
- 20kg Delta anchor
- 20 metres of chain
- 30 metres of warp
- Four fire extinguishers
- One fire blanket
- Genoa deck pack at additional cost

**WINDOWS, HATCHES & VENTILATION**

Thirteen opening deck hatches, one size 60, two size 10's over forecabin, one size 10 to midships cabin, one size 10 to forward heads, two size 44's and three size 10's over saloon, one size 10 over galley, one size 10 over nav station, escape hatch over aft cabin

- Glazed opening ports in aft cabin
- Glazed opening port in aft head
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood as standard. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Southerly's range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a total of nine berths with two in the forecabin, two in the aft cabin, two in mid ships cabin and three in the saloon.

**USA SPECIFICATION**

Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and tinned wiring.

**GALLEY**

- Twin stainless steel sinks
- Corian type worktop, Snow Pearl
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading stainless steel refrigerator
- Top loading freezer
- Fully gimballed gas cooker with three burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample storage for crockery and cutlery
- Cupboards
- Opening hatch
- Fixed hull port
- Overhead light
- Garbage bin
- Gas detector adjacent to cooker
- Solenoid cut off switch at extra cost

**RAISED SALOON**

- Raised seating for eight people to port
- Lower seating to starboard
- Excellent vision
- Folding leaf table
- Stowage
- Bookshelf
- Five opening hatches
- Overhead lights
- Concertina blinds to pilot house windows at additional cost
- Port saloon seating to convert to a double berth at additional cost

**NAVIGATION AREA**

- Raised chart table to starboard with excellent visibility
- Double seat
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Locker spaces
- Opening hatch
- Overhead lights
- Chart light
- Main switch panel

**AFT CABIN (STANDARD LAYOUT)**

- Large centreline double berth
- Upholstered seats port & starboard
- Two corner lockers
- Large hanging locker
- Large shelved locker
- Shelf
- Four opening portlights
- Two fixed portlights
- Overhead lights
- Two reading lights
- Concertina blinds
- Access to steering gear
- Ensuite facilities
- Opening hatch

**AFT CABIN ENSUITE**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower compartment with perspex door
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Fixed portlight
- Opening portlight

**FORECABIN**

- 'V' berth, two long single berths
- Infill to convert to a double
- Large hanging locker
- Large shelved locker
- Two full length shelves
- Two fixed portlights
- Opening hatches
- Overhead lights
- Two reading lights
- Curtains
- Ensuite facilities

**FORWARD HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower compartment with perspex door
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Fixed portlight
- Lockers
- Mirror
- Glass holder
- Ventilation

**MIDSHIPS CABIN**

- Two long single bunk berths
- Large hanging locker
- Fixed portlight
- Opening hatch
- Overhead lights
- Two reading lights
- Curtains

**ON THE WATER**

- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 4 Fenders
- 4 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**RECOMMENDED OPTIONS**

- Raymarine navigation equipment
- Stainless steel removable bowsprit, asymmetric gennaker, deck pack
- Sprayhood
- Bowthruster
- Double headsail rig
- Windscreen

**DIMENSIONS**

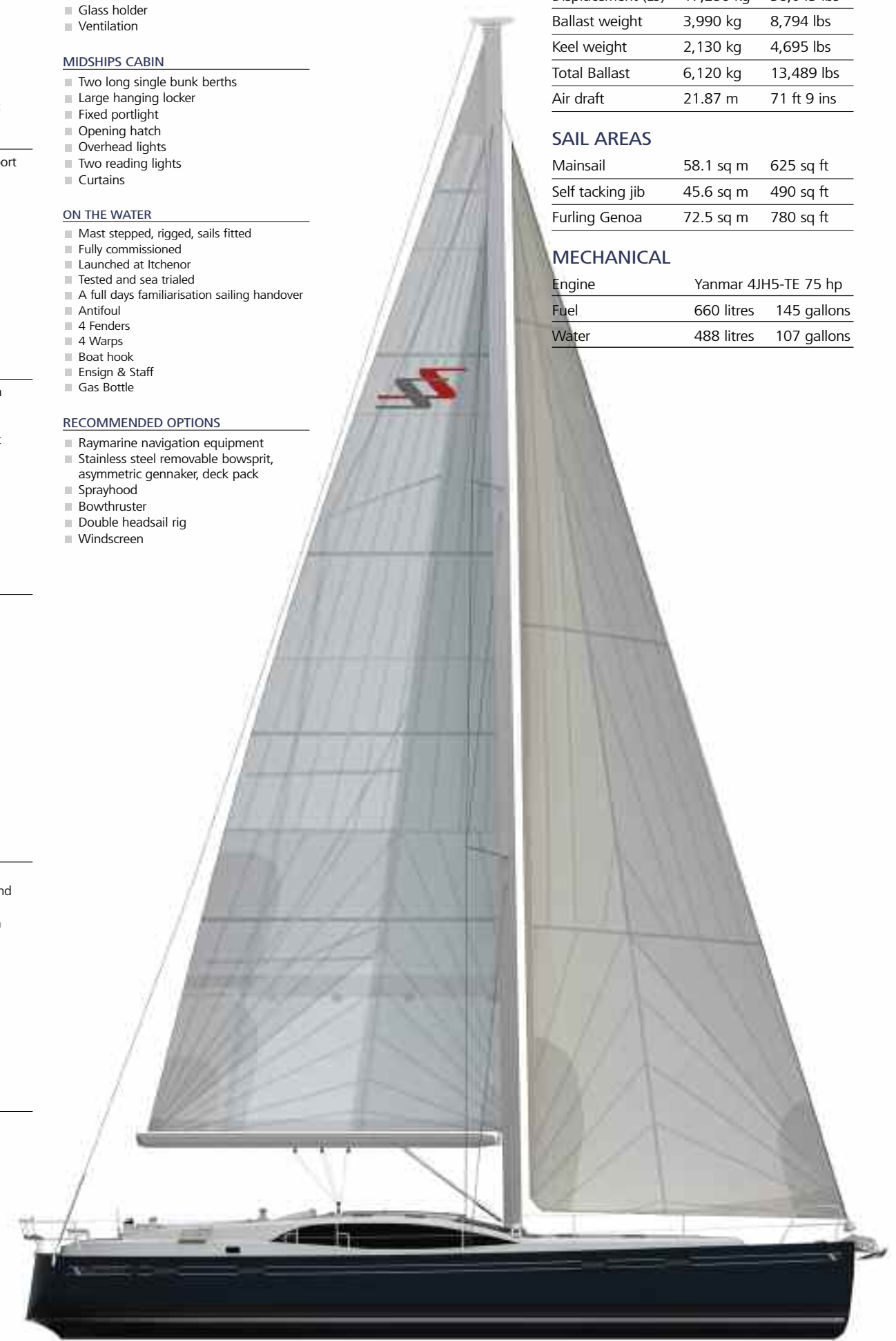
Length overall	14.43 m	47 ft 4 ins
Length waterline	13.05 m	42 ft 10 ins
Beam	4.46 m	14 ft 8 ins
Draft, keel up	1.00 m	3 ft 3 ins
Draft, keel down	3.12 m	10 ft 3 ins
Engine:	Yanmar 4JH5-TE 75 hp	
Displacement (LS)	17,256 kg	38,043 lbs
Ballast weight	3,990 kg	8,794 lbs
Keel weight	2,130 kg	4,695 lbs
Total Ballast	6,120 kg	13,489 lbs
Air draft	21.87 m	71 ft 9 ins

**SAIL AREAS**

Mainsail	58.1 sq m	625 sq ft
Self tacking jib	45.6 sq m	490 sq ft
Furling Genoa	72.5 sq m	780 sq ft

**MECHANICAL**

Engine	Yanmar 4JH5-TE 75 hp	
Fuel	660 litres	145 gallons
Water	488 litres	107 gallons





# SOUTHERLY | 420

“Outstanding sailing performance with easy handling, centre cockpit, spacious interior with luxurious accommodation”

Rob Humphreys, Designer





The Southerly 420 centre cockpit, blue water cruising yacht has been designed by Rob Humphreys and the In House Design Office. This yacht can be easily sailed by two people and boasts an impressive sail plan. The tall fractional rig with swept back double spreaders, combines a self tacking furling jib and large mainsail with single line reefing, offering the capability to sail short handed. Upwind, the yacht will point to 30 degrees. Single line reefing is standard, with powered winches and In-Mast or In-Boom furling options to suit the owner's cruising requirements.

A double headed rig option with self tacking jib and a large overlapping genoa provides optimal performance for varying wind conditions. An asymmetric gennaker for off wind sailing, can be flown from a removable stainless steel bowsprit. The optional genoa package includes tracks on the side decks and coaming mounted winches which are easily accessible from the helm.

A modern well-balanced hull form with a long heeled waterline and broad transom provides the Southerly 420 with thoroughbred performance and sea-kindly motion. The steering is direct with minimum backlash with twin semi-balanced rudders to give instantly responsive steering and precise directional control. The optional bow thruster and stern thruster give the 420 exceptional manoeuvrability and control, at low speed.

The highly developed variable draft keel system gives the freedom and versatility to sail in almost any waters. With the keel lowered, the deep draft of 8'11" (2.72m) makes for fast, serious passage making, with powerful windward performance. At the touch of a button, the keel can be raised, to give a shallow draft of just 2'9" (0.84m), perfect for exploring coastlines, shallow bays and inland waterways.

The centre cockpit offers comfortable seating in a secure enclosed area. The single helm station has good views forward with space for full instrumentation at the pedestal. The mainsheet track is integrated into the aft cockpit coaming with the traveller control lines led to coaming self-tailing winches which also control the main and jib sheets. Secondary winches either side of the companionway handle the reefing and kicker functions making the yacht easily managed from the cockpit while underway. A teak table that folds against the pedestal when not in use offers alfresco dining capabilities in the cockpit. The stylish transom features a teak-decked swim platform with integral telescopic bathing ladder for water access, a fresh water shower and moulded teak surfaced steps to the aft deck.



#### SOUTHERLY 420 AT A GLANCE

- 42'2" family cruiser
- Tall fractional rig with large mainsail
- Self tacking jib
- Single line reefing
- Rob Humphreys design
- Accommodates 7
- Spacious interior, 2 cabins, 2 heads
- Lower saloon
- Centre cockpit
- Bathing ladder
- Variable draft 8'11"-2'9"
- Fixed keel option
- Able to dry upright
- Protected propeller
- Twin rudders





Lower saloon in Teak



Large linear galley in Teak



Excellent headroom in the lower saloon gives an instant feeling of space. The large coachroof windows provide panoramic views, whilst also giving a light and airy feel. Two good size opening forward coachroof windows offer exceptional natural ventilation. Optional tri-view windows to the hull sides provide further areas of natural light and views at seating level. Generous saloon seating to both port and starboard offers a socialable area and focal point for guests. The keel trunk is discreetly hidden within the central table which has fold down leaves to both sides, providing comfortable dining for eight. The port saloon seating can pull out to convert to a double berth, as standard.

The linear galley has large working surfaces to both sides with abundant storage throughout. A stainless steel front opening fridge, top loading freezer, double sink, fully gimbaled cooker and oven with grab rail are standard, providing excellent facilities for entertaining. A microwave can be specified as an option.





Large aft cabin in Teak

An elevated chart position allows for good visibility for the navigator, with plenty of space for navigation equipment and storage. A dedicated wet locker is situated close by with easy access from the cockpit.

The master aft cabin is spacious and light with good headroom. The large double centreline berth has storage below, and there is further stowage and lockers outboard. There are seating areas to both sides of the berth with a bureau / small desk area, ideal for laptop use, to starboard. Three opening hatches provide natural light and cross ventilation.

The master cabin enjoys ensuite facilities with a separate shower and good headroom. A door from the ensuite provides engine access.

The forward cabin has ensuite facilities, good head room with a large opening hatch for light and ventilation. Long, twin v berths are standard, with an infill panel to convert to a double berth. An additional overlapping berth can be specified as an option if required. There is storage below the berths, with further stowage and lockers outboard.



Chart table



Walk in engine room



Forward cabin in Teak



**GENERAL**

The Southerly 420 is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage along with a stiffening grillage of transverse frames and longitudinal stringers. The engine bearers are also an integral part of the hull structure. Solid GRP hull below the waterline.

- Ivory White gel coat
- Crimson Red & Midnight Blue boot top
- Midnight Blue stripe lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline

**DECK CONSTRUCTION**

Hand laid up GRP. Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Teak capping rail to hull to deck joint upstand
- Teak laid ring deck
- Access to sail locker from foredeck

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and as transverse and longitudinal stiffening member for the keel assembly. The fixed ballast casting is fitted into a recess in the hull and secured with multiple stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge which connects to the grounding plate. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump, also equipped with a hand operated back-up. All hydraulics are easily accessible for maintenance.

■ Keel control and position indicator panel located at helm station

■ Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

**ENGINE**

- Yanmar 4JH5E 53 hp 39.6kW 4 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- GRP stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out. Skeg can accommodate stern thruster at additional cost

**ENGINE (continued)**

- Non metallic fuel tanks - capacity 288 litres/63 gallons, with sediment trap, selector manifold and line filter
- Non metallic water strainer with removable filter
- 12 volt electric ventilator
- Dedicated sound deadened engine compartment with door from aft heads compartment for maintenance

**ELECTRICS**

- 12 volt system
- Three heavy duty 100Ah batteries, charged from engine alternator; one for engine, two for domestic use
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

**WATER SYSTEM & PUMPS**

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartments
- Two non-metallic fresh water tanks - total capacity 545 litres/119 gallons
- Electric pressure pump
- Hot water provided by engine calorifier unit
- Electric sump pumps to shower trays
- One manual bilge pump
- Three electric submersible bilge pumps

**STEERING**

- Semi-balanced twin rudders
- Single 36" stainless steel cockpit wheel
- Cobra system
- Single lever engine control
- Emergency steering system
- Compass guard and 6 inch main steering compass

**SPARS & RIGGING**

- Selden fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Backstay with manual tensioner
- Self tacking foresail
- Furler headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Main halyard
- Topping lift
- Kicker, jib sheet, main halyard, topping lift, outhaul and 2 reefs lead aft
- Jib halyard at mast
- Burgee and signal halyards
- Lewmar size 30ST winch on mast
- Mainsheet aft of cockpit
- Double headed masthead rig option with overlapping genoa at additional cost

**SAILS**

- Dacron sails
- UV protection strip to foresail
- Mainsail with four battens and mast sliders
- Mainsail cover
- Upgrade to laminate sails at additional cost
- Fully battened mainsail system with roller bearing cars or in-mast reefing at additional cost

**COCKPIT**

- Centre cockpit
- Self draining
- Laid teak to cockpit seats
- Laid teak to cockpit sole
- Cockpit table on forward side of pedestal
- Windscreen
- Lazarette locker to port and starboard
- Gas bottle storage in cockpit locker to starboard
- Perspex sliding hatch, vertically sliding wash boards with self draining housing
- Instrument panel above hatchway
- Two winch handle pockets
- Three safety harness eyes

**DECK FITTINGS & LOOSE GEAR**

- Mooring cleats forward and aft mounted on bulwark
- Spring cleats amidships mounted on bulwark
- Stainless steel stemhead fitting with twin bow rollers
- Foredeck locker
- Re-inforced area to take optional anchor windlass
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Single teak seats to port and starboard pushpit
- Good access aft for boarding via transom
- Telescopic stern boarding ladder
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Turning blocks to take reefing lines
- Mainsheet track with control lines
- Three rope clutches to port and four to starboard, for running rigging
- One Lewmar 46ST winches at companionway
- Two Lewmar 46ST winch for mainsheet
- Stainless steel grab handles on either side of coachroof with integral mainsheet lead
- Optional sprayhood, attached to windscreen
- 20kg Delta anchor
- 10 metres of chain
- 30 metres of warp
- Three fire extinguishers
- Automatic fire extinguisher in engine space
- One fire blanket

**WINDOWS, HATCHES & VENTILATION**

- Six opening deck hatches, size 60 and size 10, over forecabin, size 20 over saloon, size 20 over chart table, size 00 over forward heads
- Two glazed opening ports in aft cabin coamings
- Two glazed opening port in aft heads coamings
- Glazed opening port in galley
- Two dorade and one fixed ventilator on deck serving heads and saloon
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings
- Pilot house opening forward windows port and starboard are toughened tinted glass

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Southerly's range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a total of seven berths with two in the forecabin, two in the aft cabin and three in the saloon (including double berth conversion to port). A further overlapping berth to forward cabin is available at additional cost.

**GALLEY**

- Twin stainless steel sinks
- Corian type worktop, Snow Pearl
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading stainless steel refrigerator
- Top loading freezer
- Fully gimballed gas cooker with three burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample storage for crockery and cutlery
- Cupboards
- Opening ports
- Fixed hull port
- Overhead light

**SALOON**

- Seating for eight people
- Excellent vision
- Folding leaf table
- Stowage
- Bookshelf
- Two opening hatches
- Two front opening windows
- Two fixed portlights
- Overhead lights
- Concertina blinds to pilot house windows at additional cost
- Overhead lights
- Pull out double berth conversion to port seating

**NAVIGATION AREA**

- Chart table to starboard with excellent visibility
- Seat
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Locker spaces
- Opening hatch
- Overhead lights
- Chart light
- Main switch panel
- Oilskin locker under companionway steps

**AFT CABIN**

- Large centreline double berth
- Upholstered seats port & starboard
- Two corner lockers
- Large hanging locker to port
- Shelf
- Two opening portlights
- Opening hatch
- One fixed portlight
- Overhead lights
- Two reading lights
- Concertina blinds
- Access to steering gear

**AFT CABIN ENSUITE**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower with seat and hinged door
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Opening portlights

**FORECABIN**

- "V" berth, two long single berths
- Infill to convert to a double
- Large hanging locker
- Large shelved locker
- Two full length shelves with lockers
- Two fixed portlights
- Two opening hatches
- Overhead lights
- Two reading lights
- Curtains

**FORWARD HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Lockers
- Mirror
- Glass holder
- Ventilation

**ON THE WATER**

- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 4 Fenders
- 3 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**RECOMMENDED OPTIONS**

- Raymarine navigation equipment
- Stainless steel removable bowsprit
- Asymmetric gennaker
- Sprayhood
- Bowthruster

**USA SPECIFICATION**

Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and 12 volt DC cable.

**DIMENSIONS**

Length overall	12.86 m	42 ft 2 ins
Length waterline	11.11 m	36 ft 5 ins
Beam	4.03 m	13 ft 3 ins
Draft Keel up	0.84 m	2 ft 9 ins
Draft Keel down	2.72 m	8 ft 11 ins
Displacement	11,800 kg	26,000 lbs
Ballast Weight	2,037 kg	4,491 lbs
Keel Weight	1,493 kg	3,291 lbs
Total Ballast	3,530 kg	7,682 lbs
Air draft	18.73 m	61 ft 5 ins

**SAIL AREAS:**

Mainsail	43.83 sq m	472 sq ft
Self tacking jib	30.18 sq m	325 sq ft
Optional gennaker	68.62 sq m	738 sq ft

**MECHANICAL**

Engine	Yanmar 4JH5E 53 hp
Fuel	288 litres 63 gallons
Water	545 litres 119 gallons

**FIXED KEEL (OPTIONAL)**

Draft	2.00 m	6 ft 7 ins
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**INTERIOR LAYOUT**



**DECK LAYOUT**





# SOUTHERLY | 42RST

“Outstanding sailing performance,  
easy handling and a luxurious interior  
with raised saloon seating”

Rob Humphreys, Designer





The cockpit is designed for maximum safety and comfort



Well equipped linear galley in American Cherry

Rob Humphreys was commissioned to design a fast, modern hull for good performance, with the stability and comfort for blue water cruising. The hull shape is a further development of Rob Humphreys long pedigree of Southernly hulls. The modern plumb stem increases waterline length and a broad transom maintains volume aft, for performance and interior space. Deck styling and a sociable cockpit layout with twin helm positions, designed by Stephen Jones, has created one of the most comfortable and easy to sail cruising yachts, available.

The Southernly 42RST boasts an impressive sail plan, for powerful windward performance. The tall fractional rig with swept back double spreaders, combines a self tacking furling jib (for easy sailing) and large mainsail with single line reefing. For off wind sailing an optional gennaker can be flown from a removable stainless steel bowsprit. A double headsail rig configuration (self tacking jib & genoa) can be specified, as an option to sail in most wind conditions.

The Southernly 42RST features the highly developed Swing Keel which

gives the freedom and versatility to sail in almost any waters. With the keel lowered, the variable draft of 8'11" (2.72m) makes for fast, serious blue water cruising. At the 'touch of a button' the keel can be raised to give a shallow draft of just 2'9" (0.84m) - perfect for shallow water sailing and exploring coastlines.

The forward part of the cockpit is deep and wide with generous, comfortable seating, laid with teak. The teak laid cockpit sole is the correct width to provide leg bracing from the cockpit table when heeled and coamings are gently sloped outwards for further comfortable seating. Running rigging is neatly arranged under covers on the pilot house roof and fed through to the cockpit. The teak cockpit table with fold down leaves offers dinette facilities, whilst also providing a convenient hand rail, when the yacht is heeled. A double walkway around the table keeps the cockpit clear for easy access. The aft part of the cockpit is designed to give the helmsman the very best position to helm from. Foot wells for bracing, and comfortable seating, both behind and outboard of the each helm station offer safety at sea, whilst the

twin wheel positions give a clear view to the bow, on either tack.

The mainsheet track is located on the pilot house coachroof with control lines fed back to both helmsman's stations, allowing the yacht to be easily managed. The steering is direct with minimum backlash with semi-balanced twin rudders to give instantly responsive steering and precise directional stability. The transom is open with integral steps to give easy access to the cockpit. A telescopic bathing ladder conveniently folds away when not in use.



Front loading fridge



Top loading freezer





Generous raised saloon seating with panoramic views



Luxurious aft cabin

Once you step inside, you enter a light and airy interior. The pilot house windows in the raised coachroof provide panoramic views, giving an instant feeling of space.

There is well appointed accommodation with good headroom throughout. The large raised saloon seating area provides a focal point for owners and guests, permitting comfortable dining whilst at anchor or moored, and taking full advantage of the all-round views.

The chart table is in the proven, high level position for good visibility and easy communication with the cockpit.



The interior of the aft cabin is supremely spacious and boasts a large centreline double berth with seating to each side, plenty of stowage and ensuite facilities. Good light and ventilation is provided with three hatches to the cockpit and two hull ports.

The forward double cabin is equally as spacious with long v berths (7'1" ) and good headroom (6'4"). Plenty of natural light and ventilation, combined with ample stowage, makes living on board extremely comfortable. The cabin enjoys spacious ensuite facilities with a separate shower. An optional bunk berth to starboard is a popular choice for families with young children.

A third midships cabin option provides a further two bunk berths, if required.



#### SOUTHERLY 42RST AT A GLANCE

- 42'2" family cruiser
- Tall fractional rig with large mainsail
- Self tacking jib
- Single line reefing
- Rob Humphreys design / Stephen Jones
- Accommodates 5
- Spacious interior, 2 cabins, 2 heads
- Third cabin option
- Raised saloon
- Aft cockpit - twin helm stations
- Boarding platform/ bathing ladder
- Variable draft 8'11"-2'9"
- Fixed keel option
- Able to dry upright
- Protected propeller
- Twin rudders



Forward cabin in American Cherry



Navigation area in American Cherry



Optional third cabin in American Cherry



Forward heads with separate shower



**GENERAL**

The Southerly 42RST is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage along with a stiffening grillage of transverse frames and longitudinal stringers. The engine bearers are also an integral part of the hull structure.

- Ivory White gel coat
- Crimson Red & Midnight Blue boot top
- Midnight Blue stye lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline

**DECK CONSTRUCTION**

Hand laid up GRP. Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

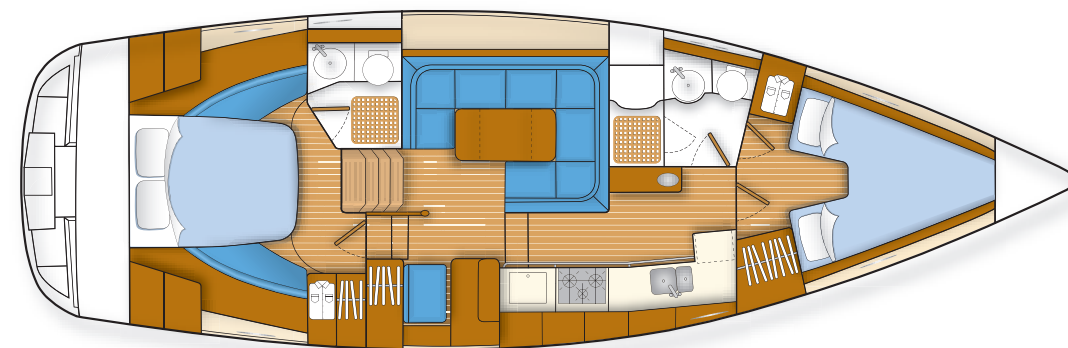
- Ivory White gel coat
- Teak capping rail to hull to deck joint upstand
- Moulded non-slip finish - two tone to ring deck
- Access to chain locker from foredeck
- Sail locker at additional cost

**VARIABLE DRAFT KEEL**

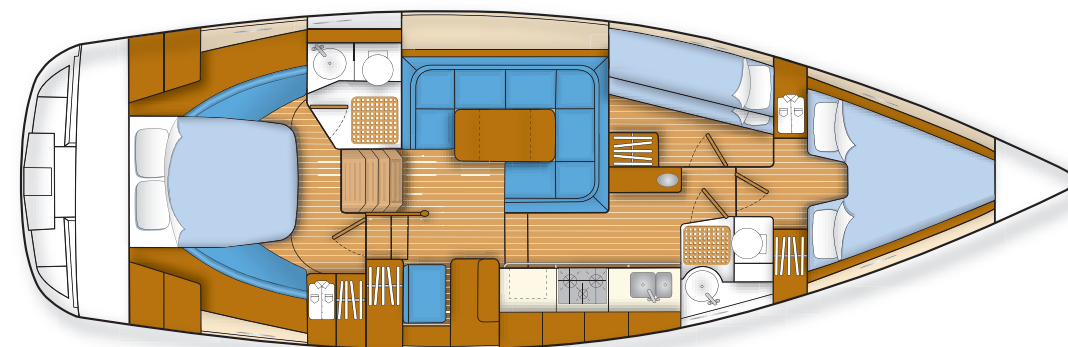
The fixed ballast is an iron casting which acts as a grounding plate and as transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Keel control and gauge showing keel position fitted at wheel pedestal
- Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

**INTERIOR LAYOUT - 2 CABIN (AS STANDARD)**



**OPTIONAL 3 CABIN LAYOUT**



**ENGINE**

- Yanmar 4JH5E 53 hp (39kw) 4 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- GRP stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Non metallic fuel tank - capacity 299 litres/66 gallons, with sediment trap and line filter
- Non metallic water strainer with removable filter
- 12 volt electric ventilator
- Sound deadening to engine box
- Hinge up panels at either end of engine box for access
- Engine box can be completely removed for maintenance

**ELECTRICS**

- 12 volt system
- Three heavy duty 100Ah batteries, charged from engine alternator; one for engine, two for domestic use
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

**WATER SYSTEM & PUMPS**

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartments
- Non-metallic fresh water tank - total capacity 269 litres/59 gallons
- Electric pressure pump
- Hot water provided by engine calorifier unit
- Electric sump pumps to shower trays
- One manual bilge pump
- One electric submersible bilge pump

**STEERING**

- Semi-balanced twin rudders
- Twin 30" stainless steel cockpit wheels
- Whitlock Cobra system
- Single lever engine control
- Emergency steering system
- Twin compass guards and 6 inch main steering compasses

**SPARS & RIGGING**

- Selden fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Backstay with manual tensioner
- Self tacking foresail
- Furlex headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Main halyard
- Topping lift
- Kicker, jib sheet, main halyard, topping lift, outhaul and 2 reefs lead aft
- Jib halyard at mast
- Bugee and signal halyards
- Lewmar 30ST winch on mast
- Mainsheet led aft port & starboard
- Double headed masthead rig option with overlapping genoa at additional cost

**SAILS**

- Dacron sails
- UV protection strip to foresail
- Mainsail with four battens and mast sliders
- Mainsail cover
- Upgrade to laminate sails at additional cost
- Fully battened mainsail system with roller bearing cars or in-mast reefing at additional cost

**COCKPIT**

- Aft cockpit
- Self draining
- Laid teak to cockpit seats
- Laid teak to cockpit sole
- Cockpit table with folding leaves, stowage and handrail
- Good access aft for boarding through transom
- Telescopic stern boarding ladder
- Large cockpit locker to port and starboard
- Gas bottle storage in cockpit locker to starboard
- Liferaft / fender stowage in cockpit locker to port
- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Three safety harness eyes

**DECK FITTINGS & LOOSE GEAR**

- Cleats forward and aft raised
- Spring cleats amidships with stainless steel chafe guard
- Stainless steel stemhead fitting with twin bow roller
- GRP foredeck anchor locker with re-inforced shelf to take optional anchor windlass
- Mooring bollard
- Stainless steel pulpit incorporating navigation light bracket
- Self tacking foresail
- Stainless steel stanchions and guardwires with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Turning blocks to take reefing lines
- Mainsheet track with control lines
- Four rope clutches to port and five to starboard, for running rigging
- Two Lewmar 46ST winches at companionway
- Two Lewmar 46ST winches for mainsheet
- Stainless steel grab handles on either side of coachroof with integral mainsheet lead
- Recessed trough for optional sprayhood
- 20kg Delta pattern anchor
- 10 metres of chain
- 30 metres of warp
- Three fire extinguishers
- One fire blanket

**WINDOWS, HATCHES & VENTILATION**

- Six opening deck hatches, size 60, over forecabin, size 20 and 30 over saloon, size 20 over chart table, size 00 over galley and heads
- Glazed opening port in aft cabin coamings starboard and aft heads coaming port
- Glazed opening ports in aft cabin to cockpit
- Two dorade and one fixed ventilator on deck serving heads and saloon
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Southerly's range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a total of five berths with two in the forecabin, two in the aft cabin and one in the saloon. A three cabin option is available with two bunk berths, a further overlapping berth to forward cabin is available at additional cost.

**GALLEY**

- Twin stainless steel sinks
- Corian type worktop, Snow Pearl
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading stainless steel refrigerator 130L
- Top loading freezer -51L
- Fully gimballed gas cooker with three burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample storage for crockery and cutlery
- Cupboards
- Opening hatch
- Fixed hull port
- Overhead light

**RAISED SALOON**

- Raised seating for eight people
- Excellent vision
- Folding leaf table
- Stowage
- Bookshelf
- Two opening hatches
- Overhead lights
- Concertina blinds to pilot house windows at additional cost

**NAVIGATION AREA**

- Chart table to starboard with excellent visibility
- Seat
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Locker spaces
- Opening hatch
- Overhead lights
- Chart light
- Main switch panel
- Hanging locker aft

**AFT CABIN**

- Large centreline double berth
- Upholstered seats port & starboard
- Two corner lockers
- Large hanging locker
- Shelf
- Three opening portlights
- Opening hatch
- Two fixed portlights
- Overhead lights
- Two reading lights
- Concertina blinds
- Access to steering gear

**AFT CABIN ENSUITE**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Opening portlight

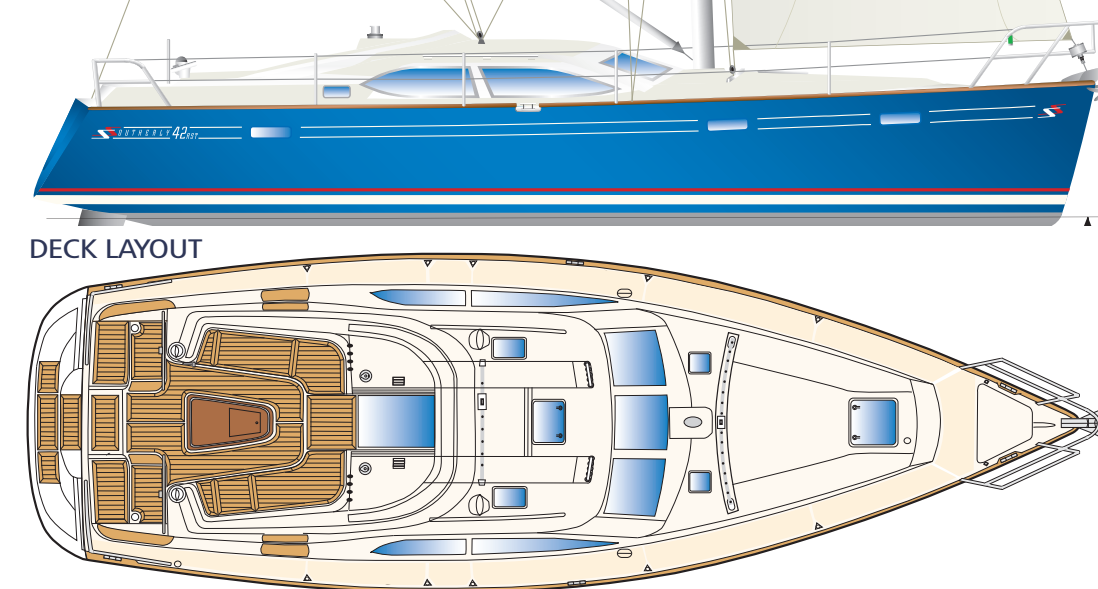
**FORECABIN**

- 'V' berth, two long single berths
- Infill to convert to a double
- Large hanging locker
- Large shelved locker
- Two full length shelves
- Two fixed portlights
- Opening hatch
- Overhead lights
- Two reading lights
- Curtains

**FORWARD HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Separate shower with seat and perspex door
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Fixed portlight
- Lockers
- Mirror
- Glass holder
- Ventilation

**DECK LAYOUT**



**ON THE WATER**

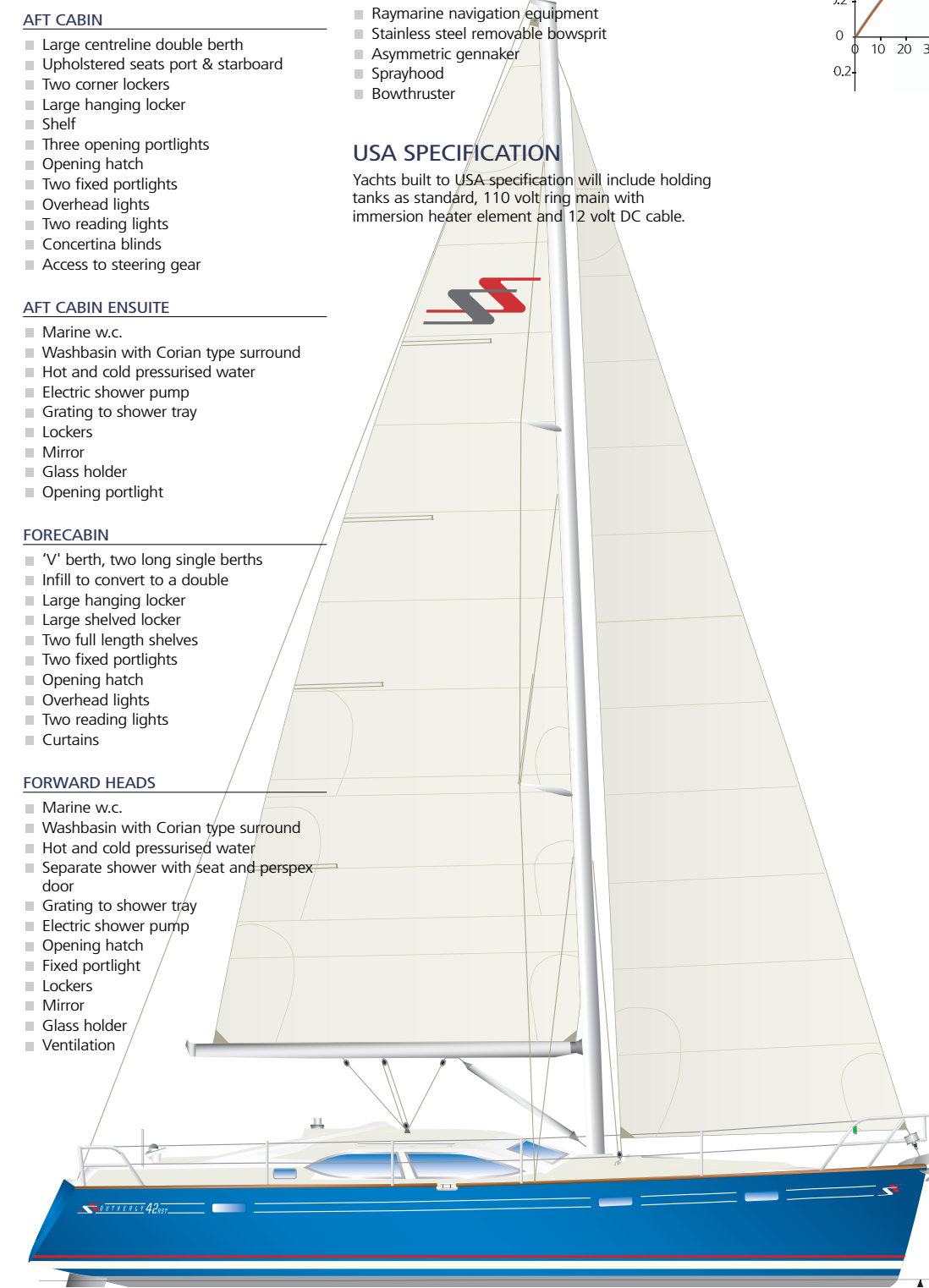
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 4 Fenders
- 3 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**RECOMMENDED OPTIONS**

- Raymarine navigation equipment
- Stainless steel removable bowsprit
- Asymmetric gennaker
- Sprayhood
- Bowthruster

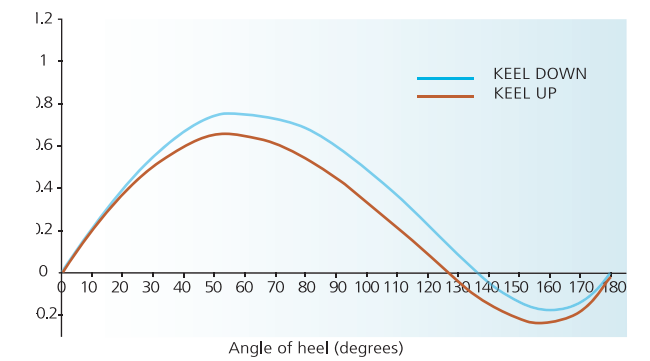
**USA SPECIFICATION**

Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and 12 volt DC cable.

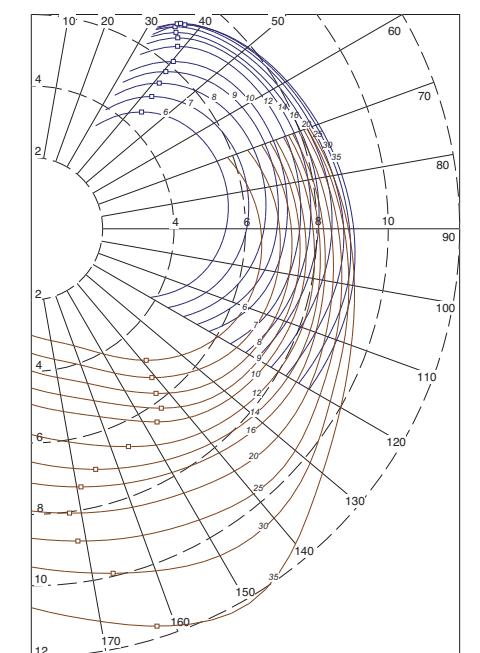


**GZ CURVE**

Source: Stability booklet dated 3/3/06  
MIN. OPERATING CONDITION - 11,689 kg



**POLAR DIAGRAM**



**DIMENSIONS**

Length overall	12.86 m	42 ft 2 ins
Length waterline	11.11 m	36 ft 5 ins
Beam	4.03 m	13 ft 3 ins
Draft Keel up	0.84 m	2 ft 9 ins
Draft Keel down	2.72 m	8 ft 11 ins
Displacement	11,341 kg	25,003 lbs
Ballast Weight	2,100 kg	4,630 lbs
Keel Weight	1,570 kg	3,461 lbs
Total Ballast	3,670 kg	8,091 lbs
Air draft	18.73 m	61 ft 5 ins

**SAIL AREAS:**

Mainsail	43.44 sq m	468 sq ft
Self tacking jib	30.18 sq m	325 sq ft
Optional genoa	50.70 sq m	546 sq ft
Optional gennaker	68.62 sq m	738 sq ft

**MECHANICAL**

Engine	Yanmar 4JH5E 53 hp
Fuel	299 litres 66 gallons
Water	269 litres 59 gallons

**FIXED KEEL (OPTIONAL)**

Draft	2.00 m	6 ft 7 ins
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# SOUTHERLY | 38

... Combining superior styling with an impressive sail plan and a large open interior

Stephen Jones, Designer



Designed by Stephen Jones & In House Design Office



The Southerly 38, designed by Stephen Jones, reflects many of the Southerly desired features - tall fractional rig, self tacking jib, twin wheels and a spacious cockpit. Inside, the well planned layout allows you to entertain guests in comfort.

The Southerly 38 boasts an impressive sail plan for powerful windward performance. The tall fractional rig with swept back double spreaders, combines a self tacking furling jib and large mainsail with single line reefing. For off wind sailing an optional gennaker can be flown from a removable stainless steel bowsprit.

The aft cockpit offers comfortable seating around both helm stations with space for full instrumentation. The mainsheet track is located on the coachroof with control lines fed back to both helmsman's stations, allowing the yacht to be easily managed. The steering is direct with minimum backlash with semi-balanced twin rudders to give instantly responsive steering and precise directional stability.

The forward part of the cockpit is wide with generous seating for socialising. A teak cockpit table with fold down leaves offers dinette facilities, whilst also providing a foot brace and hand rail. The transom is open with integral steps to give easy access to the cockpit. A fold down transom door can be specified, as an option.



Herm, Channel Islands



Spacious lower saloon in Teak

Once you step inside, you immediately appreciate a feeling of space. The pilot house windows in the raised coachroof provide good all round views. Partially reflective tinted glass gives privacy whilst also deflecting the heat from the sun's rays and opening hatches provide cross ventilation for warm weather.

There is well appointed accommodation with good headroom throughout. The lower saloon seating area is very generous, providing a focal point for guests, and permitting comfortable dining.

A pull out double berth conversion to port seating is standard, providing three berths in the saloon.



Luxurious seating in Teak





Open galley in Teak



The open galley is well equipped and close to the companionway. A fully gimballed oven, twin stainless steel sinks, a top loading stainless steel fridge and stowage provides good facilities. The chart table has good visibility and is in easy communication with the cockpit.

The Southernly 38 features the highly developed Swing Keel which gives the freedom and versatility to sail in almost any waters. With the keel lowered, the variable draft of 8'6" (2.59m) makes for fast, serious blue water cruising. At the 'touch of a button' the keel can be raised to give a shallow draft of just 2'8" (0.82m) - perfect for sailing in shallow water.







Spacious aft cabin in Teak

## SOUTHERLY 38 AT A GLANCE

- 39'4" family cruiser
- Self tacking furling jib
- Tall fractional rig with large mainsail
- Single line reefing
- Stephen Jones design
- Aft cockpit - twin helm stations
- Wide side decks
- Transom door/ bathing ladder
- Spacious interior, 2 cabins, 2 heads
- Lower saloon
- Accommodates 7
- Variable draft 8'6"-2'8"
- Twin rudders
- Able to dry upright
- Protected propeller
- Fixed keel option



Navigation area



Forward cabin with optional bunk berth

The aft cabin is a particular feature on a yacht of this size, and boasts a large centreline double berth with seating to each side, plenty of stowage and ensuite facilities.

The forward cabin has good headroom with twin v berths that can convert to a double berth. An additional bunk berth can be specified, as an option. There is plenty of natural light and ventilation, combined with ample stowage, and ensuite facilities, to make living on board extremely comfortable.



**GENERAL**

The Southerly 38 is supplied with CE certification and is built to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage along with a stiffening grillage of transverse frames and longitudinal stringers. The engine bearers are also an integral part of the hull structure.

- Ivory White gel coat
- Crimson Red & Midnight Blue boot top
- Midnight Blue stye lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline

**DECK CONSTRUCTION**

Hand laid up GRP. Sandwich construction. Heavily stressed areas are additionally reinforced with uni-directional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory white gel coat
- Teak capping rail to hull to deck joint upstand
- Moulded non-slip finish - two tone to ring deck
- Access to chain locker from foredeck

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and as transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

■ Keel control and gauge showing keel position fitted at wheel pedestal

■ Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

**ENGINE**

- Yanmar 3JH5-E 39hp (29kw) 3 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- Bronze stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Non metallic fuel tank - capacity 230 litres/51 gallons, with sediment trap and line filter

**ENGINE (continued)**

- Non metallic water strainer with removable filter
- 12 volt electric ventilator
- Sound deadening to engine box
- Hinge up panels at either end of engine box for access
- Engine box can be completely removed for maintenance

**ELECTRICS**

- 12 volt system
- Three heavy duty 100Ah batteries, charged from engine alternator; one for engine, one for domestic use
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

**WATER SYSTEM & PUMPS**

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartments
- Non-metallic fresh water tank - total capacity 225 litres/49 gallons
- Electric pressure pump
- Hot water provided by engine calorifier unit
- Electric sump pumps to shower trays
- One manual bilge pump
- One electric submersible bilge pump

**STEERING**

- Semi-balanced twin rudders
- Twin 30" stainless steel cockpit wheels
- Whitlock Cobra system
- Single lever engine control
- Emergency steering system
- Compass guards and 6 inch main steering compasses

**SPARS & RIGGING**

- Selden fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Backstay with manual tensioner
- Self tacking foresail
- Furler headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Main halyard
- Topping lift
- Kicker, jib sheet, main halyard, topping lift, outhaul and 2 reefs lead aft
- Jib halyard at mast
- Burgee and signal halyards
- Lewmar 30ST winch on mast
- Double headed masthead rig option with overlapping genoa at additional cost

**SAILS**

- Dacron Sails
- UV protection strip to foresail
- Mainsail with four battens and mast sliders
- Mainsail cover
- Upgrade to sails at additional cost
- Fully battened mainsail system with roller bearing cars or in-mast reefing at additional cost

**COCKPIT**

- Aft cockpit
- Self draining
- Laid teak to cockpit seats
- Laid teak to cockpit sole
- Cockpit table with folding leaves, stowage and handrail
- Good access aft for boarding through transom
- Telescopic stern boarding ladder
- Cockpit locker to port and starboard
- Gas bottle storage in cockpit locker to starboard
- Liferaft / fender stowage in cockpit locker to port
- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Two Lewmar 46ST winches at companionway
- Three safety harness eyes

**DECK FITTINGS & LOOSE GEAR**

- Cleats forward and aft raised
- Spring cleats amidships with stainless steel chafe guard
- Stainless steel stemhead fitting with twin bow roller
- GRP foredeck anchor locker with reinforced shelf to take optional anchor windlass
- Mooring bollard
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires with gates port and starboard
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Self tacking foresail track with sheet to cockpit
- Turning blocks to take reefing lines
- Mainsheet track with control lines
- Four rope clutches to port and five to starboard, for running rigging
- Two Lewmar 46ST winches
- Stainless steel grab handles on either side of coachroof with integral mainsheet lead
- Recessed trough for optional sprayhood
- 16kg Delta anchor
- 10 metres of chain
- 30 metres of warp
- Two fire extinguishers
- One fire blanket

**WINDOWS, HATCHES & VENTILATION**

- Seven opening deck hatches, two size 44, one each over forecabin and saloon, four size 22, one each over forward heads, forward cabin passageway, galley and chart area. Two size 00, one each over aft heads and galley.
- Glazed opening ports in aft cabin coamings port and starboard
- Glazed opening ports in aft cabin to cockpit
- Three fixed ventilators on deck serving heads and saloon
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Southerly's range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a total of seven berths with two in the forecabin, two in the aft cabin and three in the saloon. An overlapping berth in forecabin is available at additional cost.

**GALLEY**

- Twin stainless steel sinks
- Corian type worktop, Snow Pearl
- Pressurised hot and cold water
- Stainless steel grab rail
- Top loading refrigerated ice box (75 litres)
- Fully gimballed gas cooker with two burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample storage for crockery and cutlery
- Cupboards
- Two opening hatches
- Overhead light

**SALOON**

- Full length 'L shaped' single settee to port and full length single settee to starboard
- Folding leaf table
- Four lockers forward
- Shelves outboard
- Stowage under seating
- Two opening hatches
- Overhead lights
- Concertina blinds to pilot house windows at additional cost
- Pull out double berth conversion to port seating

**NAVIGATION AREA**

- Chart table to starboard with excellent visibility
- Seat
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Locker spaces
- Opening hatch
- Overhead light
- Chart light
- Main switch panel

**AFT CABIN**

- Large centreline double berth
- Upholstered seats port and starboard
- Two corner lockers
- Large hanging locker
- Shelves
- Three opening portlights
- Two fixed portlights
- Overhead light
- Two reading lights
- Concertina blinds

**AFT CABIN ENSUITE**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Electric shower pump
- Grating to shower tray
- Lockers
- Mirror
- Glass holder
- Fixed portlight
- Opening portlight

**FORECABIN**

- 'V' berth, two long single berths
- Infill to convert to a double
- Large hanging locker
- Two full length shelves
- Two fixed portlights
- Opening hatch
- Overhead lights
- Two reading lights
- Curtains

**FORWARD HEADS**

- Marine w.c.
- Washbasin with Corian type surround
- Hot and cold pressurised water
- Grating to shower tray
- Electric shower pump
- Opening hatch
- Fixed portlight
- Lockers
- Mirror
- Glass holder
- Ventilation

**RECOMMENDED OPTIONS**

- Raymarine navigation equipment
- Stainless steel removable bowsprit
- Asymmetric gennaker
- Sprayhood
- Bowthruster

**ON THE WATER**

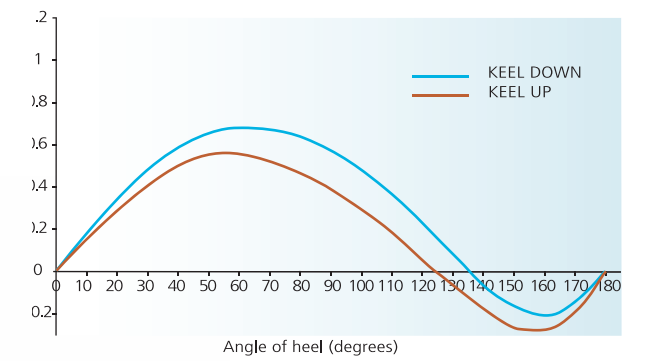
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 4 Fenders
- 3 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**USA SPECIFICATION**

Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and 12 volt DC cable.

**GZ CURVE**

Source: Northshore Design Office, stability studies 14/8/08  
MIN. OPERATING CONDITION 10,189 kg



**DIMENSIONS**

Length overall	11.99 m	39 ft 4 ins
Length waterline	10.98 m	36 ft 0 ins
Beam	3.97 m	13 ft 0 ins
Draft (Keel up)	0.82 m	2 ft 8 ins
Draft (Keel down)	2.59 m	8 ft 6 ins
Displacement	9,921 kg	21,872 lbs
Ballast weight	2,100 kg	4,629 lbs
Keel weight	1,702 kg	3,752 lbs
Total ballast	3,802 kg	8,381 lbs
Air draft	19.13 m	62 ft 9 ins

**SAIL AREAS:**

Mainsail	44.09 sq m	475 sq ft
Self tacking jib	28.94 sq m	312 sq ft
Optional Genoa	53.31 sq m	574 sq ft
Optional Gennaker	81.00 sq m	871 sq ft

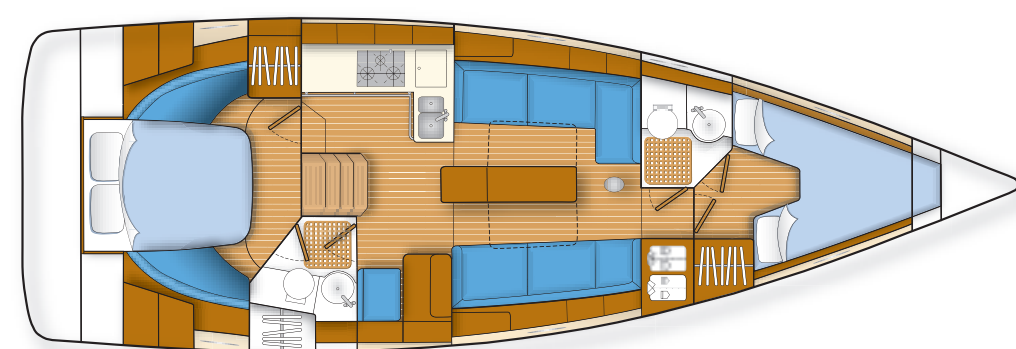
**MECHANICAL**

Engine	Yanmar 3JH5 39 hp
Fuel	230 litres 51 gallons
Water	225 litres 49 gallons

**FIXED KEEL (OPTIONAL)**

Draft	1.93 m 6 ft 4 ins
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**INTERIOR LAYOUT**



**DECK LAYOUT**





# SOUTHERLY | 32

The perfect small yacht for family cruising ....

“Great performance, self tacking jib for easy sailing, comfortable cockpit and spacious interior”

Stephen Jones, Designer





Stephen Jones was commissioned to embody the established features of the Southerly within a hull to fit a 10m mooring whilst providing good live aboard facilities and excellent sailing performance.

The result sets very high standards which will appeal to many; comfortable cockpit with good storage, wide side decks for safe footing, easy to handle rig with self tacking jib, light and airy interior.

Under sail, the Southerly 32 is fast and exhilarating - and a real pleasure to helm. The modern hull shape with plumb stem and long waterline length provides impressive sailing performance whilst the broad transom, twin rudders and Whitlock direct rod steering gives instantly responsive helm and exceptional directional stability - making the yacht easy to control.

Single line mainsail reefing and a Furler on the self tacking jib makes sail handling easy - ideal for family or short handed sailing. The furling self tacking jib means you can tack spontaneously, allowing you to sail in conditions that a conventional sail plan may not allow, such as in a harbour or congested sailing area.

### Deep draft performance with shallow draft freedom

The unique Swing Keel provides deep draft performance 7'4" (deeper than most yachts), whilst at the 'touch of a button' the keel can be raised to just 2'9" for shallow draft freedom, allowing you to sail in coastal areas and inland waters.



Spacious interior in American Cherry

The instant feeling of space inside the Southerly 32, is quite incredible. The raised coachroof extends forward to the mast area, providing good head height throughout whilst generous open plan seating provides a very sociable and spacious saloon. The keel trunk is discreetly hidden within the central table which has fold down leaves to both sides. The seating can convert to single berths for additional sleeping.

The galley is well planned with good views and light, Corian type work surfaces, stainless steel grab rail, twin stainless steel sinks, a refrigerated ice box and a fully gimballed cooker with two burners, grill and oven are standard.

The chart table is in the raised position to take advantage of the panoramic views.

The spacious aft cabin has a large double berth and plenty of storage including a vanity unit. A second door provides ensuite facilities to the spacious heads. The forward cabin is a generous size with twin v berths, good head height, and ample storage.







Galley in American Cherry



Chart table in American Cherry



Spacious aft cabin with large double berth in American Cherry



Generous saloon seating in American Cherry



Twin v berths to forward cabin in American Cherry



Good size heads

## SOUTHERLY 32 AT A GLANCE

- Fits a 10m mooring
- Self tacking furling jib
- Single line reefing
- Stephen Jones design
- Accommodates 4
- Spacious interior
- Raised pilot house
- Wide side decks
- Transom door/ bathing ladder
- Twin rudders
- Variable draft 7'4"-2'9"
- Able to dry upright
- Protected propeller
- Fixed keel option





**GENERAL**

The Southerly 32 is supplied with CE certification and is built to conform to EU specification and conforms to RCD, design category A. The hull is guaranteed against osmosis for 5 years from the date of manufacture.

**HULL CONSTRUCTION**

Heavy duty GRP moulding, hand laid up to Southerly's Nordseal laminating system incorporating multi-axial and unidirectional reinforcements. Thickness increases progressively towards the keel area. The keel box is an integral part of the hull lay-up and sandwich construction stiffening runs the entire length of the hull topsides. All main bulkheads are bonded into the hull at main lay-up stage.

- Ivory White gel coat
- Crimson Red & Midnight Blue boot top
- Midnight Blue stye lines
- Nordseal anti-osmosis system
- Clear gel coat below the waterline

**DECK CONSTRUCTION**

Hand laid up GRP Sandwich type construction using balsa core stiffening, with plywood in high stress areas where fittings are positioned. Heavily stressed areas are additionally reinforced with unidirectional glass reinforcement. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- Ivory White gel coat
- Teak capping rail to hull to deck joint upstand
- Moulded non-slip finish - two tone to ring decks
- Access to chain locker from foredeck

**VARIABLE DRAFT KEEL**

The fixed ballast is an iron casting which acts as a grounding plate and as transverse stiffening for the keel unit. It is fitted into a recess in the hull in the area of the keel box with stainless steel bolts. The aerofoil shaped keel is cast iron and incorporates a stainless steel pivot at the leading edge. The keel is raised and lowered by a hydraulic ram powered by an electrically driven pump with a hand operated back-up. All hydraulics are easily accessible for maintenance.

- Keel control and gauge showing keel position fitted at wheel pedestal
- Removable stainless steel pin, positioned to enable the keel to be locked in the 'up' position

**ENGINE**

- Yanmar 3YM30 29 hp (21kw), 3 cylinder, fresh water cooled, diesel engine
- Reduction/reverse gear
- 80 amp alternator
- Bronze stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Bronze three bladed propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Non metallic fuel tank in sail locker - capacity 137 litres/30 gallons, with sediment trap and line filter
- Non-metallic water strainer with removable filter
- 12 volt electric ventilator
- Sound deadening to engine box
- Panels around of engine box for access and maintenance

**ELECTRICS**

- 12 volt system
- Two heavy duty batteries, charged from engine alternator; one for engine, one for domestic use
- Isolating switches
- Cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full navigation light system incorporating bow lights, stern light, masthead tri-colour light with all round white anchor light, deck flood light and steaming light
- Circuit breakers on main panel

**WATER SYSTEM & PUMPS**

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartment
- Non-metallic fresh water tank under port aft end of saloon seating - capacity 165 litres/36 gallons
- Hot water provided by engine calorifier unit
- Electric sump pump to shower tray
- One manual bilge pump
- One electric submersible bilge pump

**STEERING**

- Semi-balanced twin rudders
- Pedestal mounted 36" stainless steel cockpit wheel
- Whitlock Cobra system
- Single lever engine control
- Emergency steering system
- Compass guard and 6 inch main steering compass

**SPARS & RIGGING**

- Selden fractional rig
- Self tacking jib
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- Internal halyards
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Furler headsail reefing system
- Single line reefing led aft to cockpit for mainsail
- Solid kicker
- Gas strut upgrade at additional cost
- Kicker, main halyard, topping lift, outhaul and 2 reefs lead aft
- Jib halyard at mast
- Burgee and signal halyards
- Sail controls led aft across pilot house
- Lewmar 16ST winch on mast
- Backstay with manual tensioner

**SAILS**

- Dacron sails
- UV protection strip to foresail
- Mainsail with four battens and mast sliders
- Mainsail cover
- Upgrade to laminate sails at additional cost
- Fully battened mainsail system with roller bearing cars or in-mast reefing at additional cost
- Overlapping genoa in lieu of self tacking jib, at additional cost
- Asymmetric gennaker, at additional cost

**COCKPIT**

- Aft cockpit
- Self draining
- Laid teak to cockpit seats and cockpit sole
- Good access aft for boarding through transom door
- Telescopic stern boarding ladder
- Deep lazarette locker to starboard
- Drained gas bottle stowage to port
- Cave locker in cockpit coaming
- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Steering pedestal
- Two safety harness eyes
- Liferaft locker to starboard

**DECK FITTINGS & LOOSE GEAR**

- Cleats forward and aft
- Spring cleats amidships
- Stainless steel stemhead fitting with twin bow roller
- GRP foredeck anchor locker with reinforced shelf to take optional anchor windlass
- Mooring cleat
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guardwires
- Stainless steel pushpit incorporating stern gate, navigation light bracket and ensign socket
- Fuel and water deck fillers
- Self tacking foresail track with sheet to cockpit
- Mainsheet track with control lines leading aft to cockpit
- Four rope clutches on each side, for running rigging
- Two Lewmar 30ST winches at companionway
- Stainless steel grab handles on either side of coachroof
- 15kg Delta anchor
- 10 metres of chain
- 30 metres of warp
- Two fire extinguishers
- One fire blanket

**WINDOWS, HATCHES & VENTILATION**

- One opening deck hatch, size 44, and two size 03 hatches over forecabin, one opening hatch, size 44 to saloon, two opening hatches, size 20 to galley and chart table.
- Two opening ports in aft cabin
- Opening port in heads
- Dorade ventilators over heads and galley
- Perspex main companionway hatch
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in GRP mouldings

**INTERNAL JOINERY & UPHOLSTERY**

Interior joinery is finished in solid cherry or mahogany and marine faced quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are teak striped non-slip laminate. The choice of fabric is selected from Southerly's range.

**ACCOMMODATION**

The layout is in accordance with the general arrangement drawing. There are a total of four berths with two in the forecabin, two in the aft cabin.

**GALLEY**

- Galley to port
- Stainless steel sink
- Hot and cold pressurised water
- Corian type worktop, Snow Pearl
- Top loading refrigerated ice box (75 litres)
- Stainless steel grab rail to worktop
- Fully gimbaled gas cooker with two burners, grill and oven (fail-safe devices on all burners)
- Gas cut off tap
- Waste bin
- Crockery stowage
- Cupboards for utensils and food
- Cutlery drawer
- Opening hatch
- Overhead light

**SALOON**

- Full length single settees to port and starboard
- Two lockers forward
- Stowage under
- Fixed central table with hinges leaves
- Stainless steel mast support
- Recessed lights under side decks
- Two overhead lights
- Two fixed hull port lights
- Curtains to hull ports
- Concertina blinds to pilot house windows at additional cost
- Opening hatch

**NAVIGATION AREA**

- Chart table to starboard with excellent visibility
- Instrument console forward of chart table
- Chart stowage under hinged lid
- Book stowage below
- Seat with stainless steel grab rail
- Large stowage under seat
- Chart light
- Main switch panel
- Overhead deck light
- Opening hatch

**AFT CABIN**

- Large double berth offset to port
- Two lockers
- Shelved wardrobe
- Two reading lights
- Two overhead lights
- Fixed hull port
- Two opening ports, one to cockpit, one to outboard
- Curtains
- Door to en-suite facilities
- Access to stern gear

**HEADS**

- Heads compartment to starboard of companionway
- Marine w.c.
- Hinged seat to cover marine toilet
- Washbasin with Corian type surround
- Shower head/mixer tap
- Hot and cold pressurised water
- Electric shower pump
- Grating to shower tray
- Stainless steel grab handle
- Locker
- Mirror
- Fixed hull port
- Opening port light
- Waterproof toilet roll holder
- Oilskin stowage

**FORECABIN**

- V berths with optional infill panel to convert to a double berth
- Stowage under
- Full length shelves to port and starboard
- Two lockers, one hanging and one shelved
- Access to chain locker through forward bulkhead
- Two fixed hull ports
- Three opening deck hatches
- Two overhead lights
- Two reading lights
- Curtains

**RECOMMENDED OPTIONS**

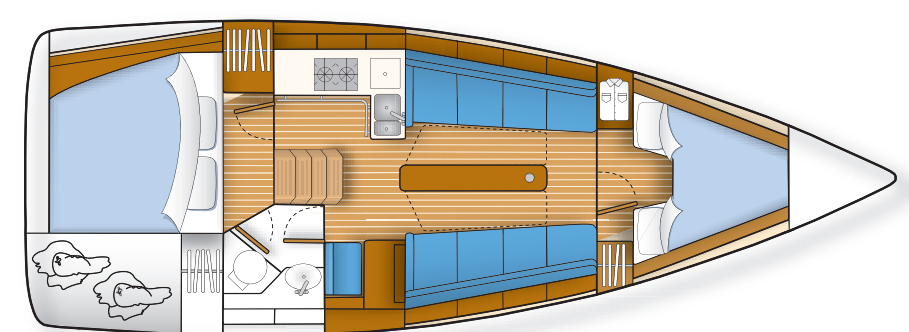
- Raymarine navigation equipment
- Stainless steel removable bowsprit and asymmetric gennaker
- Sprayhood
- Bowthruster

**ON THE WATER**

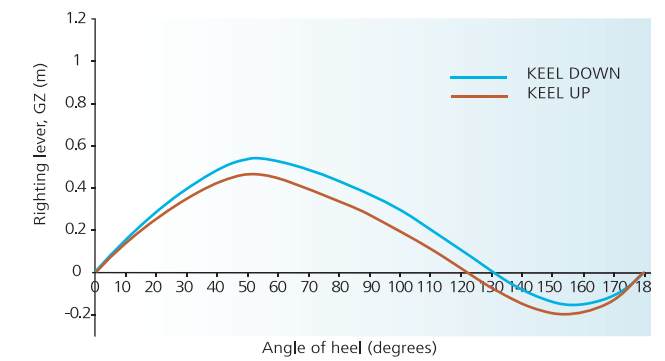
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 3 Fenders
- 2 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

**USA SPECIFICATION**

Yachts built to USA specification will include holding tanks as standard, 110 volt ring main with immersion heater element and 12 volt DC cable.

**DECK LAYOUT****INTERIOR LAYOUT****GZ CURVES**

Source: Northshore Design Office, stability studies 4/6/08  
MIN. OPERATING CONDITIONS 7,692 kg

**DIMENSIONS**

Length overall	9.97 m	32 ft 9 ins
Length waterline	8.80 m	29 ft 10 ins
Beam	3.60 m	11 ft 10 ins
Draft Keel up	0.83 m	2 ft 9 ins
Draft Keel down	2.26 m	7 ft 4 ins
Displacement	7,456 kg	16,438 lbs
Ballast Weight	1,927 kg	4,248 lbs
Keel Weight	846 kg	1,865 lbs
Total Ballast	2,773 kg	6,113 lbs
Air draft	16.60 m	54 ft 6 ins

**SAIL AREAS:**

Mainsail	32.83 sq m	353 sq ft
Self tacking jib	19.79 sq m	213 sq ft
Furling genoa (optional)	32.7 sq m	352 sq ft
Gennaker (optional)	48.3 sq m	520 sq ft

**MECHANICAL**

Engine	Yanmar 3YM30 29 hp
Fuel	137 litres 30 gallons
Water	165 litres 36 gallons

**FIXED KEEL (OPTIONAL)**

Draft	1.57 m	5 ft 2 ins
Displacement	6,204 kg	13,677 lbs
Total Ballast	2,526 kg	5,569 lbs





Southerly 28

**1975: Southerly 28**

Designed by John Bennet, a centre boarder with twin vestigial bilge keels and excellent accommodation. Built until 1984.

**1978: Southerly 105 (Southerly 33)**

Designed by Dick Carter/Northshore, the first Swing Keel Southerly, with her large volume hull and inside steering position set her in a class of her own. Built until 1984.

**1978: The Swing Keel was introduced to the World of Yachting**

It was this development, designed in house, to create the ballasted Swing Keel, unique then as it is today, that started the success story of Southerly Swing Keel yachts.



Southerly 33 (105)

**1979: Southerly 95**

Designed by Dick Carter and in house design office, the 95 offers good sailing performance, good accommodation with inside steering position. Built until 1984, when the Southerly 100 was introduced.

**1983: Southerly 100/101**

Designed by Dick Carter and in house design office, the Southerly 100 was considered as the ideal size for coastal cruising. The 101 shared the same hull, and included an aft cabin. Built until 2003.

**1983: Southerly 115 Mk I**

Designed by Dick Carter and in house design office, the Southerly 115 proved to be many people's idea of the perfect cruising yacht.



Southerly 100

**1983: Southerly 135 Mk I**

The 135 Mk I designed by Dick Carter and in house design office, was 44 ft, with three cabins, and the first raised saloon.

**1985: Southerly 145**

Designed by Dick Carter and in house design office, The largest Swing Keel Southerly built in her day, they were roomy and versatile yachts.

**1988: Southerly 135 Mk II**

As well as hulls, rigs and appendages Rob Humphreys also helped re-design the Swing Keel blade to transform sailing abilities.

**1992: Southerly 115 Mk II**

The Mk II benefited from advancements in Swing Keel and rudder technology.



Southerly 101

**1995: Southerly 115 Mk III**

The Mk III was introduced with a new stern to give a larger aft cabin and a spacious cockpit.

**1999: Southerly 110**

The first Southerly to be designed by Rob Humphreys. The introduction of twin rudders provided precise directional stability combined with excellent sailing performance, which became the benchmark for all future Southerlys. Built until 2012.

**2002: Southerly 135RS (Mk III)**

The styling was transformed with new decklines. The introduction of twin rudders improved the sailing performance and was recognised as a true blue water cruiser. Built until 2008.



Southerly 110

**2004: Southerly 115 Mk IV**

The Mk IV was introduced with superior styling, twin rudders and increased sail area for improved performance. Built until 2008.

**2004: Southerly 35RS**

Using the Rob Humphreys 110 hull, the 35RS incorporated the first fractional rig with a self tacking jib for easy handling, another benchmark for all future Southerlys. The raised saloon was also a popular feature on a yacht of this size. Built until 2012.

**2004: Southerly 115 Mk IV**

The Mk IV was introduced with superior styling, twin rudders and increased sail area for improved performance. Built until 2008.



Southerly 35RS

**2005: Southerly 42RS**

Designed by Rob Humphreys and in house design office. The fast, sleek lines of the 42RS, combined with easy sailing; self tacking jib and large mainsail, was a new evolution of the Southerly range. Production ceased in 2008 when the 42RST with twin wheels and larger aft cabin superseded her.

**2006: Southerly 46RS**

Designed by Jason Ker. The performance hull, was a new concept for the Southerly range. Production ceased when she was superseded by the 49.

**2009: Southerly 49**

Designed by Rob Humphreys. The performance hull followed on from 46RS. Production ceased when she was superseded by the 47. Built until 2013.



Southerly 115 Mk IV



Southerly 135



Southerly 42RS



Southerly 145



Southerly 46RS



Southerly 49



Southerly 46RS



Southerly 49





... there is no better place

Northshore Shipyard, from the water



Southerly Owners Dinner 2012 at The Spinnaker Tower, Portsmouth



### YACHT MAINTENANCE

Southerly can prepare a planned maintenance schedule to ensure that all aspects of yacht maintenance are covered and checked each season. Planned maintenance will save you time and money and you'll have peace of mind in the knowledge that everything has been checked regularly. Programmes can be planned to suit personal requirements.

### MOORINGS/STORAGE

Southerly provides the ideal location to keep yachts during the season and/or to layup ashore for winter storage. A range of sheltered deep water or drying moorings are available depending on size of yacht. With easy access to the Solent, Isle of Wight and English Channel, it is the ideal base to enjoy coastal and cross channel cruising.

### SERVICING

Maintaining the mechanical and electrical components of your yacht in top condition is essential. At Southerly, all work is carried out by experienced and qualified engineers, whether for a routine engine service or a complete electrical refit.

### SPARE PARTS

Southerly can supply spare parts to anywhere in the world on a fast turnaround. A record is kept of every yacht manufactured, so the necessary information is available, to help solve any problems.

If you are in a location where accessories are not readily available, bespoke kits which contain ancillary components needed for installation, can be made up - so you can rely on Southerly to keep you sailing.

### REPAIRS

If you find yourself in the unfortunate situation that your yacht has been damaged, you can contact Southerly to carry out the necessary repair work.

Celebrity Speaker: **Pete Goss**



From left: John Hiltunen, Pete Goss and Owen Parker

Celebrity Speaker: **Dee Caffari**



From left: Owen Parker, Lester Abbott, Dee Caffari, John Warne

Celebrity Speaker: **Eddie Warden Owen**



From left: Lester Abbott, Claire Horsman, Eddie Warden Owen, Christine Parker, Owen Parker

As a new Southerly Owner, you will be invited to join regular events and social functions such as the Annual Southerly Regatta, Owners Dinner and Open Day. You will also receive the Southerly Yachting Magazine so that you can keep up to date with the latest developments. In addition to this, there is an independently run Southerly Owners Association which arranges sailing events throughout the year.

### SOUTHERLY OWNERS DINNER

Owners Dinners are held at prestigious venues such as the HMS Warrior at Portsmouth Historic Naval Dockyard, The Spinnaker Tower, The Royal Southern Yacht Club, based on the River Hamble, and Beaulieu Motor Museum. Owners enjoy a splendid evening meeting new and old friends.

### SOUTHERLY OWNERS OPEN DAY

Owners travel from as far as America and Australia to attend the Southerly Owners Open Day. Demonstrations on repairs, displays of the latest technology and the chance to view new boats in build make for a very informative day. With a two course lunch and refreshments served throughout the day, Owners have plenty of time for socialising, collecting information and discussing future plans.



Southerly Owners Dinner onboard HMS Warrior





## SOUTHERLY REGATTA

Each year, Southerly Owners sail from the UK and Northern Europe to attend the Southerly Annual Regatta / Rendezvous. These are always well supported social events, with welcome receptions, organised social functions, and evening dinners.

Optional sailing and racing competitions ensures everyone enjoys themselves. A Prize Giving Dinner on the final evening concludes the event.

New Owners, if inexperienced, are encouraged to sail in company to the venues. The Southerly Owners Association usually combine the Annual Rendezvous with an extended sail, before or after the event.



Southerly Regatta 2012

## REGATTA /RENDEZVOUS DIARY

- 1992: St. Peter Port, Guernsey
- 1993: St. Peter Port, Guernsey
- 1994: Kingswear, Devon
- 1995: St. Peter Port, Guernsey
- 1996: Newport, Isle of Wight
- 1997: Shotley / Woodbridge, Suffolk
- 1998: Torquay / Brixham, Devon
- 1999: Colignsplaait / Zierikee, Holland
- 2000: Yarmouth / Cowes, Isle of Wight
- 2001: Cherbourg / St. Vaast, France
- 2002: Poole / Lymington
- 2003: St. Peter Port, Guernsey
- 2004: Dielette, France / St. Helier, Jersey
- 2005: Fécamp & Deauville, France
- 2006: St. Peter Port, Guernsey
- 2007: Cherbourg, France
- 2008: Fécamp, France
- 2009: St. Peter Port, Guernsey
- 2010: Yarmouth / Poole / Beaulieu
- 2011: St. Peter Port, Guernsey
- 2012: Plymouth - Fowey
- 2013: St. Peter Port, Guernsey





### Selling your Southerly

This is a very important part of the Southerly business. But it's not just brokerage in the broadest sense, it has been developed specifically to focus the needs of existing Southerly Owners and those who have their sights set and aspire to purchase a pre-owned Southerly. This has many advantages, both for the buyer and the vendor.

The buyer has the knowledge that as both builder and broker, we will know that particular yacht and her history inside out. After all, over 900 Southerlys are uniquely qualified to advise on their sale or purchase and can offer a better and broader choice of craft across the spectrum of age, condition, cost and location. Southerly can offer advice and assistance on survey, finance and insurance, or any aspect of your future ownership.

Southerly has the unparalleled knowledge to answer queries from vendor and purchaser with authority and exactness. And of course, who knows the market and values of pre-owned Southerlys better than Southerly? Others may promise you a specialist service, but as builders of these craft, our knowledge and experience is second to none.

Files are kept on every yacht that is built, and Southerly's experienced Yacht Services team shares this unique knowledge when it comes to maintenance, repair or refitting which will benefit the vendor too, on advising on pricing and any work that may be necessary before sale.

### [www.southerly.com](http://www.southerly.com)

'Up to date' current brokerage listings are shown on our website, and other well known brokerage websites.

If you can not find a pre-owned Southerly yacht, suitable to your requirements, we can keep your details on file and you will be contacted as soon as something appropriate becomes available.

Photographs may show optional items.  
Specification is believed to be correct at the time of issue.  
Southerly reserves the right to make changes without notice.  
Construction contracts and terms of business are available on request.

### **SOUTHERLY YACHTS LTD.**

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