

SOUTHERLY 420

WITHOUT LIMITS



THE
BRITISH
YACHTING
AWARDS
WINNER



SAVING SOUTHERLY

In a stunning turn of events, the storied UK-based yacht building company, Southerly Yachts, finds itself on the brink of revival after being saved by the international marine contractors and boatbuilding experts, Concept Yachts. With a rich history and legacy in the Southampton region, Southerly Yachts faced an uncertain future due to various challenges in the maritime industry. However, the timely intervention of Concept Yachts has injected a much-needed lifeline into the company.

Established in the early 1970s, Southerly Yachts quickly gained recognition for its innovative and high-quality sail yachts. Known for their lifting keel technology, the company's vessels became synonymous with exceptional sailing performance and versatility. Over the years, Southerly Yachts earned a devoted customer base, with yacht enthusiasts from around the world eagerly seeking their designs.

However, as the maritime landscape evolved, the company faced mounting challenges, including financial difficulties, increased competition, and shifting market demands. Despite its longstanding reputation, Southerly Yachts found itself struggling to keep pace with rapidly changing industry trends.

Concept Yachts, an internationally renowned marine contractor and boatbuilding company, recognised the immense potential in the struggling Southerly Yachts. Concept Yachts has built a reputation for excellence in constructing bespoke luxury yachts, naval vessels, and commercial boats.

The acquisition of Southerly Yachts by Concept Yachts has been celebrated as a strategic masterstroke. This collaboration brings together the rich heritage of Southerly Yachts with the modern expertise of Concept Yachts, promising to usher in an era of innovation and growth for the Southampton-based firm. As Concept Yachts takes the helm, they are committed to retaining the soul of Southerly Yachts and preserving the brand's legacy while infusing it with new energy and contemporary design elements. By blending the traditional craftsmanship and design finesse of Southerly Yachts with Concept Yachts' state-of-the-art manufacturing techniques and cutting-edge materials, the revived entity aims to set new benchmarks in yacht building.

The first joint project, a revolutionary sailboat design, receiving widespread acclaim from industry experts and enthusiasts alike. This striking vessel combines the trademark lifting keel technology of Southerly Yachts with Concept Yachts' penchant for sleek aesthetics and advanced engineering, creating a yacht that promises exceptional performance, comfort, and versatility.

The acquisition of Southerly Yachts by Concept Yachts marks a pivotal moment in the history of UK yacht building. The marriage of tradition and modernity holds great promise for the future of the Southampton-based company, ensuring that its legacy endures for generations to come. As the revamped Southerly Yachts sets sail towards new horizons, it does so with the unwavering support of a global partner that shares its passion for excellence in yacht building.



DEEP DRAFT PERFORMANCE WITHOUT COMPROMISE

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

In practise, 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.

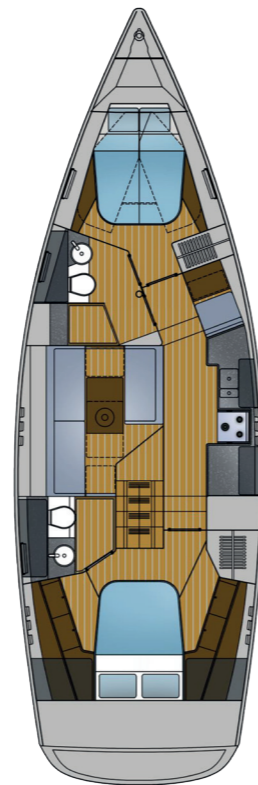
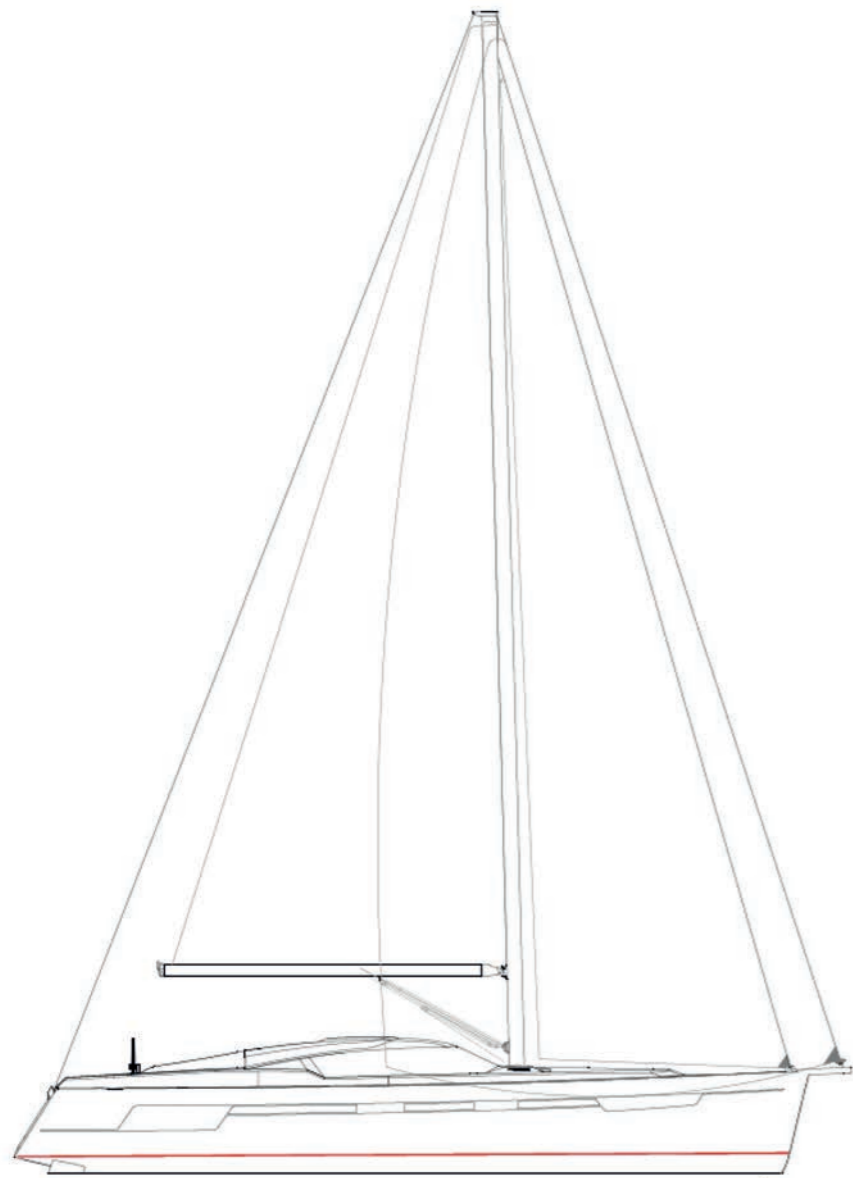


EXPLORING WHERE OTHERS CAN'T

Southerly's trade mark variable draft keel enables the draft to be reduced to as little as 0.84m (3 feet). The opportunities are endless for accessing and exploring remote anchorages, harbours and inland waterways worldwide, without the draft restrictions imposed on other yachts.

Shallow draft capabilities can save precious time when entering or leaving locked marinas or even crossing a shallow bar in some harbour entrances. When approaching shallow waters, the keel can simply be raised to avoid grounding, and killing time for a safe height of tide.





Various interior layouts available
Diagrams are for illustrative purposes only.



SPECIFICATIONS

DESIGN DIMENSIONS

Length Overall	13.30 m	42 ft 7 ins
Length Waterline	11.11 m	6 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	18.50 m	60 ft 7 ins
(not including whips)		

SAIL AREAS

Main Sail	44 sq m	477 sq ft
Jib Area	31 sq m	334 sq ft
Optional Code	60 sq m	645 sq ft

MECHANICAL

Engine	Yanmar 57hp	
Fuel Capacity	310 L	82 Gal
Water Capacity	325 L Min	86 Gal Min

YACHT HIGHLIGHTS

- Outstanding performance pointing to 30°
- Variable draft swing keel
- Solent Rig (twin headstays)
- Self tacking jib
- Furling headsails

- In-mast furling mainsail
- Raised saloon
- Central skeg to protect propeller
- Semi-balanced twin rudders

STANDARD OPTIONS



GENERAL

The Southernly 42RST is supplied with CE certification is built to EU specifications 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 composite moulding, hand laid to Southernly's precise laminating system, incorporating an anti-print through and moisture barrier, multi-axial, and unidirectional reinforcements with vinylester laminating resin and isophthalic gelcoat. 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 an integral part of the hull structure.

- White gel coat (RAL9010) with Dark blue & Crimson red boot tops
- Dark Blue style lines
- Vinylester laminating resin through the hull for high resistance to osmosis
- Clear gel coat below the waterline
- 3 coats Epoxy Primer and two coats of antifoul (Copper Coat as option)
- Guaranteed against osmosis for 5 years from the date of manufacture

DECK CONSTRUCTION

Hand laid composite sandwich construction, with carbon reinforcements. All strong points and stress areas are strengthened with carbon reinforcements. The deck is bonded to the hull through the entire length and to all main bulkheads resulting in a strong and integrated unit.

- White gel coat (RAL9010)
- Integrated GRP toe rail reinforcing the hull to deck joint
- Moulded non-slip finish to ring deck and coachroof
- Access to chain locker from foredeck
- Foredeck stowage locker

VARIABLE DRAFT KEEL

The fixed ballast is an iron casting which acts as a grounding plate and stiffener for the keel and housing assembly. 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 dyneema pennant and 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 the helm
- Removable stainless-steel pin, positioned to enable the keel to be locked in the 'up' position
- Manual rocker switch at pin position for fine adjustment

ENGINE

- Yanmar 4JH57 – (57 mhp/41.9kW) 4-cylinder, fresh water cooled, diesel engine
- 125-amp alternator
- GRP stern tube with water lubricated stern gland
- Stainless steel propeller shaft
- Three bladed bronze propeller
- Substantial skeg fitted on centreline to protect propeller and rudders when yacht is dried out
- Non-metallic fuel tank – minimum capacity 310 litres/68 gallons and line filter
- Water strainer with removable filter
- 12-volt electric ventilator
- Sound deadening to engine box
- Intergrated engine access panel

ELECTRICS DC

- 12-volt system with tinned wiring throughout (except for equipment tails provided by manufacturers)
- Three heavy duty GEL 120Ah Domestic batteries charged from engine alternator
- One 75AH AGM engine start charged from engine alternator
- Isolating switches
- LED cabin lighting throughout
- Reading lights over bunks
- Chart light over navigation table
- Full LED navigation light system incorporating bow lights, stern light, masthead tricolour light with all round white anchor light, deck flood light and steaming light
- Comprehensive array of circuit breakers on main panel
- Volt and Ammeter on main panel

ELECTRICS AC

- Shore power connection
- MCB and main switch
- Control panel with RCD breakers
- Ring main with twin sockets in each cabin, galley, saloon, and chart table
- Battery Charger

WATER SYSTEM & PUMPS

- Pressurised hot and cold water system
- Mixer tap to galley sink
- Mixer tap in heads compartments
- Non-metallic freshwater tank – minimum capacity 325 litres/72 gallons
- Hot water provided by engine calorifier unit with immersion heater
- Electric sump pumps to shower trays
- One manual bilge pump
- Two electric submersible bilge pumps

STEERING

- Semi-balanced twin rudders
- Twin 30" stainless steel cockpit wheels
- Single lever engine control
- Emergency steering system

SAILS

- Dimension Polyant DP410AP premium fabric sails
- UV protection strip to foresail
- Slab reefing mainsail with single line reefing
- Single line reefing led aft to cockpit for mainsail
- Self-tacking foresail
- Mainsail cover
- Optional code sail attachment point

SPARS & RIGGING

- Selden fractional rig
- Double swept back spreaders
- Selden anodised aluminium spars, finished in silver
- 1x19 stainless steel wire standing rigging with swage toggle-fork chrome bronze rigging screws
- Split Backstay
- Furlex headsail reefing system with optional below deck furling drum
- Solid kicker (Gas strut upgrade at additional cost)
- Main halyard
- Jib Halyard (At Mast)
- Topping lift
- Kicker, main halyard, topping lift, outhall and reef lines lead to companionway
- Main sheet led aft to port & stbd helm
- Jib Sheet led aft one helm
- Harken mast winch
- Burgee and signal halyards
- 2-1 Masthead Spinnaker halyard

COCKPIT

- Aft cockpit
- Self-draining with two Stainless drains at helm positions
- Laid sustainable timber laid cockpit
- Cockpit table with folding leaves, stowage, and handrail
- Good access aft for boarding through transom
- Telescopic stern boarding ladder
- Cockpit locker to port and stbd
- Gas bottle storage
- Liferaft / fender stowage in cockpit locker
- Perspex main hatch with washboard
- Instrument panel above hatchway
- Two winch handle pockets
- Three safety harness eyes

STANDARD SPECIFICATION

DECK FITTINGS & LOOSE GEAR

- Cleats forward and aft raised with stainless chafe guard
- Spring cleats amidships with stainless steel chafe guard
- Stainless steel stemhead fitting with twin bow roller and fairing
- GRP foredeck anchor locker with re-enforced shelf to take anchor windlass
- Stainless steel pulpit incorporating navigation light bracket
- Stainless steel stanchions and guard wires with gates port and starboard
- Stainless steel aft pulpit incorporating stern gate, navigation light bracket and ensign staff socket
- Fuel and water deck fillers
- Waste pumpout deck fitting
- Self-tacking foresail track with sheet led to cockpit
- Turning blocks to take reefing lines
- Mainsheet led to both helm stations
- Rope clutches as required for running rigging
- One Harken winch at companionway
- Two Harken winches for mainsheet/jib sheet
- Stainless steel grab handles on either side of coachroof
- 25kg Galvanised steel anchor
- 40 metres of chain
- 10 metres of warp

WINDOWS, HATCHES & VENTILATION

- 8 opening deck hatches of various sizes.
- Glazed opening port in aft cabin coaming
- Glazed opening ports in aft cabin to cockpit
- Two air only fixed ventilators on deck serving heads and saloon
- Perspex main companionway hatch and split washboards with lock
- Pilot house windows and hull ports are tinted toughened glass, bonded into recesses in deck mouldings

INTERNAL JOINERY & UPHOLSTERY

Interior joinery is finished in solid Oak and faced marine quality plywood as standard. Linings are fabric covered plywood or GRP as appropriate. Cabin soles are striped non-slip laminate. The choice of fabric is selected from our interior options range (see website for details).

ACCOMMODATION

The layout is in accordance with the general arrangement drawing. There are a total of four (plus two) berths, with two in the fore cabin featuring a convertible centerline or V berth arrangement, two in the aft cabin and a two in the saloon (seating conversion). A three-cabin option will soon be available with an additional two berths.

GALLEY

- Twin stainless steel sinks
- Corian worktop
- Pressurised hot and cold water
- Stainless steel grab rail
- Front loading refrigerator – 150L
- Front loading freezer -50L
- Fully gimballed gas cooker with three burners, grill, and oven (fail-safe devices on all burners)
- Gas cut off tap
- Ample food and equipment storage
- Various Cupboards
- Opening hatch
- Overhead lighting
- Configurable Large locker aft for optional equipment (Wet locker washing machine etc)

RAISED SALOON

- Raised seating for six people
- Excellent vision forward
- Variable folding leaf table
- Stowage
- Bookshelf
- Two opening hatches
- Overhead lights

COMMAND STATION

- Chart table to starboard
- Seat & arm rest
- Extensive Instrument Panel forward of chart table
- Chart stowage under hinged lid
- Locker spaces
- Opening hatch
- Overhead lights
- Chart light
- Power sockets and USB charging
- Main electrical switch panel(s)
- Optional forward facing live feed to plotters

AFT CABIN

- Full beam aft cabin
- Large centreline double berth
- Stowage lockers to port and starboard.
- Two corner lockers
- Large hanging locker
- Extensive low-level stowage
- Three opening portlights
- Opening hatch
- Two fixed portlights
- Overhead lights
- Two reading lights
- Access to steering gear

AFT CABIN EN-SUITE

- Marine toilet with holding tank
- Washbasin with Corian surround
- Hot and cold pressurised water
- Electric shower pump
- Locker
- Mirror
- Glass holder
- Opening portlight

FORECABIN

- Convertible centreline berth can become two single “V” berths
- Large hanging locker
- Large, shelved locker
- Two full length shelves
- Two fixed portlights
- Opening hatch
- Overhead lights
- Two reading lights
- Hull side hidden curtains

FORWARD HEADS

- Marine toilet with holding tank
- Washbasin with Corian surround
- Hot and cold pressurised water
- Separate shower with seat and Perspex door
- Electric shower pump
- Opening hatch



- Fixed portlight
- Lockers
- Mirror
- Glass holder

ON THEWATER – LOOSE GEAR

- Launched in Southampton
- Mast stepped, rigged, sails fitted
- Fully commissioned, tested and sea trialled
- One full day handover to include inventory check, yachts main controls and sea trial.
- 2 coats of self-polishing antifoul
- 4 Fenders
- 3 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle
- Four fire extinguishers
- One fire blanket
- Two winch handles
- Two sets of Lock keys
- Shorepower connection lead
- One bottle of Champagne

RECOMMENDED OPTIONS

- Raymarine navigation equipment
- Code “S” headsail
- Bowthruster and Sternthruster
- C-Zone electrical system
- FWD facing camera feed to chart table plotter

USA SPECIFICATION

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



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