

2024 SOUTHERLY 42 - SOUTHERLY YACHTS



Builder: [SOUTHERLY YACHTS](#)

Beam: 13' 0" (4.04 m)

Year Built: 2024

Model: 42

Price: - Subject to change.

[See full listing on our website](#)

Location: Charleston, United States

LOA: 42' 0" (12.98 m)

TABLE OF CONTENTS

OVERVIEW 3

SPECIFICATIONS 4

 Basic Information 4

 Dimensions 4

 Accommodations 4

 Hull and Deck Information 5

 Engine Information 5

GALLERY 6

DETAILED DESCRIPTION 9

CONTACTS 14

OVERVIEW

The Southerly 42 features an innovative Swing Keel system, providing unmatched versatility and freedom to sail across diverse waters. When fully deployed to a depth of 8' 11", the keel offers a substantial draft, perfect for fast and serious cruising. With the touch of a button, it can be raised to a shallow draft of just 2' 9", ideal for venturing into shallower regions.

From its inception, the Southerly 42RST was crafted by Humphreys Design, showcasing a sleek, contemporary hull that delivers outstanding performance while ensuring stability and comfort on extended journeys. The deck and inviting cockpit, designed by Stephen Jones, offer an exceptionally comfortable and intuitive sailing experience, making this yacht a distinguished choice among cruising yachts.

The Southerly series, renowned for its variable draft features, includes both the Southerly 42 and the Southerly 48, making it an excellent option for those interested in yacht sales at the current boat location. Whether you're in the market to purchase a yacht or explore the luxury of yachts for sale, the Southerly 42 stands out as an exceptional choice for discerning sailors.

SPECIFICATIONS

Basic Information

Category:
Sail yachts

Year Built:
2024

Sub category:
Performance Sailboat

Country:
United States

Model Year:
2024

Dimensions

LOA:
42' 0" (12.98 m)

Beam:
13' 0" (4.04 m)

Accommodations

Total Heads:
2

Hull and Deck Information

Hull Material:

Fiberglass and Plastic Yachts

Hull Designer:

N/A

Deck Material:

Fiberglass

Interior Designer:

N/A

Hull Configuration:

N/A

Engine Information

Engines:

1

Engine Type:

Inboard

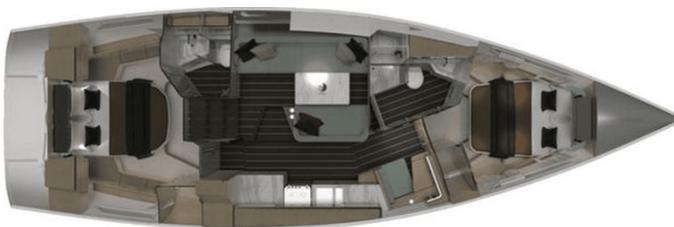
Manufacturer:

Yanmar

Fuel Type:

Diesel

GALLERY







DETAILED DESCRIPTION

Section name

The Southerly 42RST is an extraordinary yacht that seamlessly blends cutting-edge technology with opulent comfort, crafted to meet the stringent standards of the European Union. It is CE certified and complies with the RCD, design category A, ensuring a vessel that is both sturdy and dependable. The hull is constructed using robust composite molding, featuring an anti-print through and moisture barrier, multi-axial, and unidirectional reinforcements with vinylester laminating resin and isophthalic gelcoat. This design ensures the hull is protected against osmosis for five years from the manufacturing date. The hull's architecture includes a keel box as a fundamental component of the lay-up, with sandwich construction reinforcement extending the entire length of the hull topsides. Main bulkheads are integrated into the hull during the primary lay-up phase, along with a reinforcing grid of transverse frames and longitudinal stringers. The engine supports are also an integral part of the hull's framework, providing durability and strength.

The deck is a marvel of hand-laid composite sandwich construction, fortified with carbon for additional strength at stress points. It is bonded to the hull along its entire length and to all main bulkheads, forming a robust and cohesive unit. The deck boasts a white gel coat finish, integrated GRP toe rail, and a molded non-slip finish on the ring deck and coachroof. Access to the chain locker is conveniently situated on the foredeck, along with a foredeck storage locker.

A standout feature of the Southerly 42RST is its variable draft keel. The advanced Swing Keel provides the freedom to navigate almost any waters. When lowered, the deep draft facilitates fast, serious cruising, while at the press of a button, the keel can be raised to a shallow draft of just 0.84m (2' 9"),

ideal for exploring shallow waters. The fixed ballast is an iron casting that serves as a grounding plate and stiffener for the keel and housing assembly. It is securely installed into a recess in the hull with stainless steel bolts. The aerofoil-shaped keel is crafted from cast iron and includes 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 manual backup. All hydraulics are easily accessible for maintenance, and the keel control and gauge indicating keel position are located at the helm. A removable stainless-steel pin allows the keel to be locked in the 'up' position, with a manual rocker switch for precise adjustment.

Inside, the yacht offers 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 two in the saloon through seating conversion. A three-cabin option is also available soon. The interior joinery is finished in solid Oak, with an optional Walnut finish, and faced marine quality plywood as standard. Linings are fabric-covered plywood or GRP as appropriate, and cabin soles are striped non-slip laminate. The choice of fabric is selected from an interior options range.

The aft cabin is a full beam space with a large centerline double berth, stowage lockers to port and starboard, two corner lockers, a large hanging locker, extensive low-level stowage, opening ports, fixed panoramic side ports, overhead lights, and two reading lights. The aft cabin en-suite head includes a marine toilet with a holding tank, a washbasin with Corian surround, hot and cold pressurized water, an electric sump pump, a locker, a mirror, a glass holder, and an opening portlight.

The forecabin features a convertible centerline berth that can become two single "V" berths, a large hanging locker, two full-length shelves, fixed panoramic side ports, an opening hatch, overhead lights, and two reading lights. The forward head includes a marine toilet with a holding tank, a

washbasin with Corian surround, hot and cold pressurized water, a separate shower with a seat and Perspex door, and an electric sump pump.

The galley is equipped with a twin stainless steel sink, Corian worktop, pressurized hot and cold water, a stainless steel grab rail, a front-loading refrigerator, a front-loading freezer, a fully gimballed gas cooker with three burners, grill, and oven (with fail-safe devices on all burners), a gas cut-off tap, ample food and equipment storage, various cupboards, an opening port, overhead lighting, and a configurable large locker aft for optional equipment.

The raised salon offers seating for six people with excellent forward vision, a variable folding leaf table, stowage, a bookshelf, two opening hatches, and overhead lights. The command station includes a chart table to starboard, a seat with an armrest, an extensive instrument panel forward of the chart table, chart stowage under a hinged lid, locker spaces, an opening hatch, overhead lights, a chart light, power sockets, USB charging, a main electrical switch panel, an optional forward-facing live feed to plotters, an opening hatch, a fixed portlight, lockers, a mirror, and a glass holder.

The Southerly 42 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 a large mainsail with single-line reefing. For off-wind sailing, an optional code sail can be flown from the bowsprit. The sails are made from Dimension Polyant DP410AP premium fabric, with a UV protection strip to the foresail. The rig includes a Selden fractional rig, double swept-back spreaders, Selden anodized aluminum spars finished in silver, 1x19 stainless steel wire standing rigging with sage toggle-fork chrome bronze rigging screws, a split backstay, a Furlex headsail reefing system with a below-deck furling drum, a solid kicker (with a gas strut upgrade available at additional cost), and a main halyard.

The cockpit is designed for comfort and functionality, with a deep and wide forward section offering generous seating. The cockpit sole is the correct width

to provide leg bracing from the cockpit table when heeled, and the coamings are gently sloped outward for further comfort. The cockpit table with folding leaves offers dinette facilities and a convenient handrail 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 best position to the helm, with foot wells for bracing and comfortable seating both behind and outboard of each helm station. Twin wheel positions provide a clear view to the bow on either tack.

The steering system is direct with minimum backlash, featuring semi-balanced twin rudders for instantly responsive steering and precise directional stability. The transom is open with integral steps for easy access to the cockpit.

Deck fittings and loose gear include cleats forward and aft raised with stainless chafe guards, spring cleats amidships with stainless steel chafe guards, a stainless steel stemhead fitting with twin bow roller and fairing, a GRP foredeck anchor locker with a reinforced shelf to take an anchor windlass, stainless steel pulpit incorporating a navigation light bracket, stainless steel stanchions and guard wires, a stainless steel aft pulpit incorporating a stern gate, navigation light bracket, and ensign staff socket, fuel and water deck fillers, a waste pump-out deck fitting, a self-tacking foresail track with sheet led to the cockpit, turning blocks to take reefing lines, mainsheet led to both helm stations, rope clutches as required for running rigging, one Harken winch at the companionway, two Harken winches for mainsheet/jib sheet, stainless steel grab handles on either side of the coachroof, a 25kg galvanized steel anchor, 10 meters of chain, 40 meters of warp, two coats of self-polishing antifoul, four fenders, a boat hook, an ensign and staff, a gas bottle, a shore power connection lead, and one bottle of champagne.

The plumbing system includes a pressurized hot and cold water system, mixer taps to the galley sink and heads compartments, a non-metallic freshwater tank with a minimum capacity of 325 liters/86 gallons, hot water provided by

an engine calorifier unit with an immersion heater, electric sump pumps to shower trays, one manual bilge pump, two electric submersible bilge pumps, and two holding tanks.

The electrical system features a 12-volt system with tinned wiring throughout (except for equipment tails provided by manufacturers), three heavy-duty GEL 120Ah domestic batteries charged from the engine alternator, one 75AH AGM engine start battery charged from the engine alternator, isolating switches, LED cabin lighting throughout, reading lights over bunks, a chart light over the navigation table, a full LED navigation light system incorporating bow lights, stern light, masthead tricolor light with all-round white anchor light, deck flood light, and steaming light, a comprehensive array of circuit breakers on the main panel, volt and ammeter on the main panel, shore power connection, MCB and main switch, a control panel with RCD breakers, a ring main with twin sockets in each cabin, galley, saloon, and chart table, a battery charger, and yachts built to USA specification will include a 110-volt ring main with an immersion heater element and 12-volt DC cable.

The engine is a Yanmar 4JH57, a 57 HP 4-cylinder, fresh water-cooled diesel engine with a 125-amp alternator. It features a GRP stern tube with a water-lubricated stern gland, a stainless steel propeller shaft, a three-bladed bronze propeller, a substantial skeg fitted on the centerline to protect the propeller and rudders when the yacht is dried out, a non-metallic fuel tank with a minimum capacity of 310 liters/82 gallons and line filter, a water strainer with a removable filter, a 12-volt electric ventilator, sound deadening to the engine box, and an integrated engine access panel.

CONTACTS

Shestakov Yacht Sales is a brokerage company specializing in the sale and service of yachts worldwide. The company offers services for buying and selling both new and used motor yachts, sailing vessels, and luxury superyachts. They also provide yacht registration, insurance, technical maintenance, crew selection, and charter organization services across the U.S., Canada, Latin America, the Caribbean, and the Bahamas.

The founder and lead broker of the company is Andrey Shestakov, a licensed and certified expert with extensive experience in marine engineering and shipbuilding.

The company has an extensive network of partnerships with major yacht manufacturers worldwide and provides services in multiple languages, including Russian, Ukrainian, Spanish, and English. The office is in Dania Beach, Florida, USA.

For more information and to view available yachts, you can visit the company's official website: <https://shestakovyachtsales.com>

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