

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 styte 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
- Furllex 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
- Lifteraft / 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 re-inforced 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
- 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

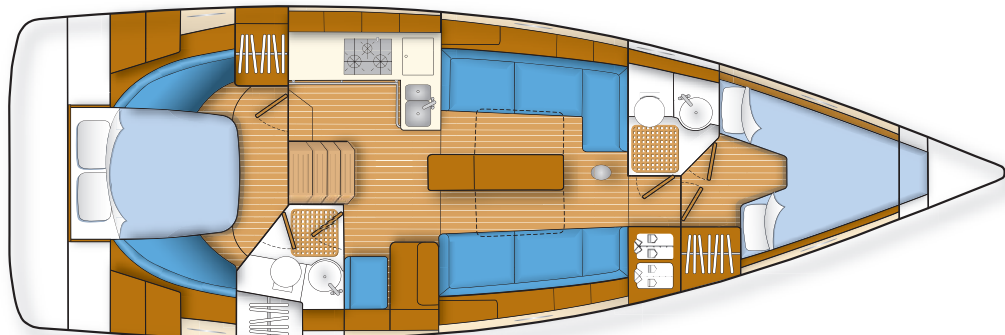
NAVIGATION AREA

- 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

INTERIOR LAYOUT



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

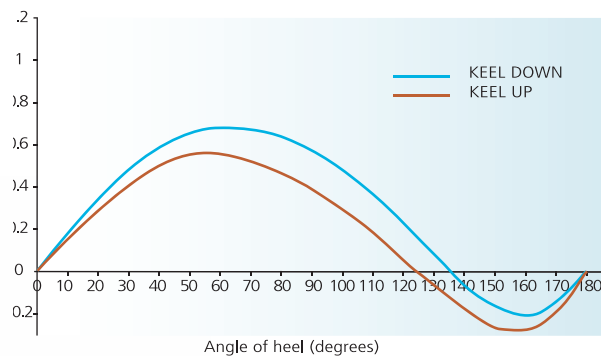
- Mast stepped, rigged, sails fitted
- Fully commissioned
- Launched at Itchenor
- Tested and sea trialed
- A full days familiarisation sailing handover
- Antifoul
- 4 Fenders
- 3 Warps
- Boat hook
- Ensign & Staff
- Gas Bottle

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 9ins |

SAIL AREAS:

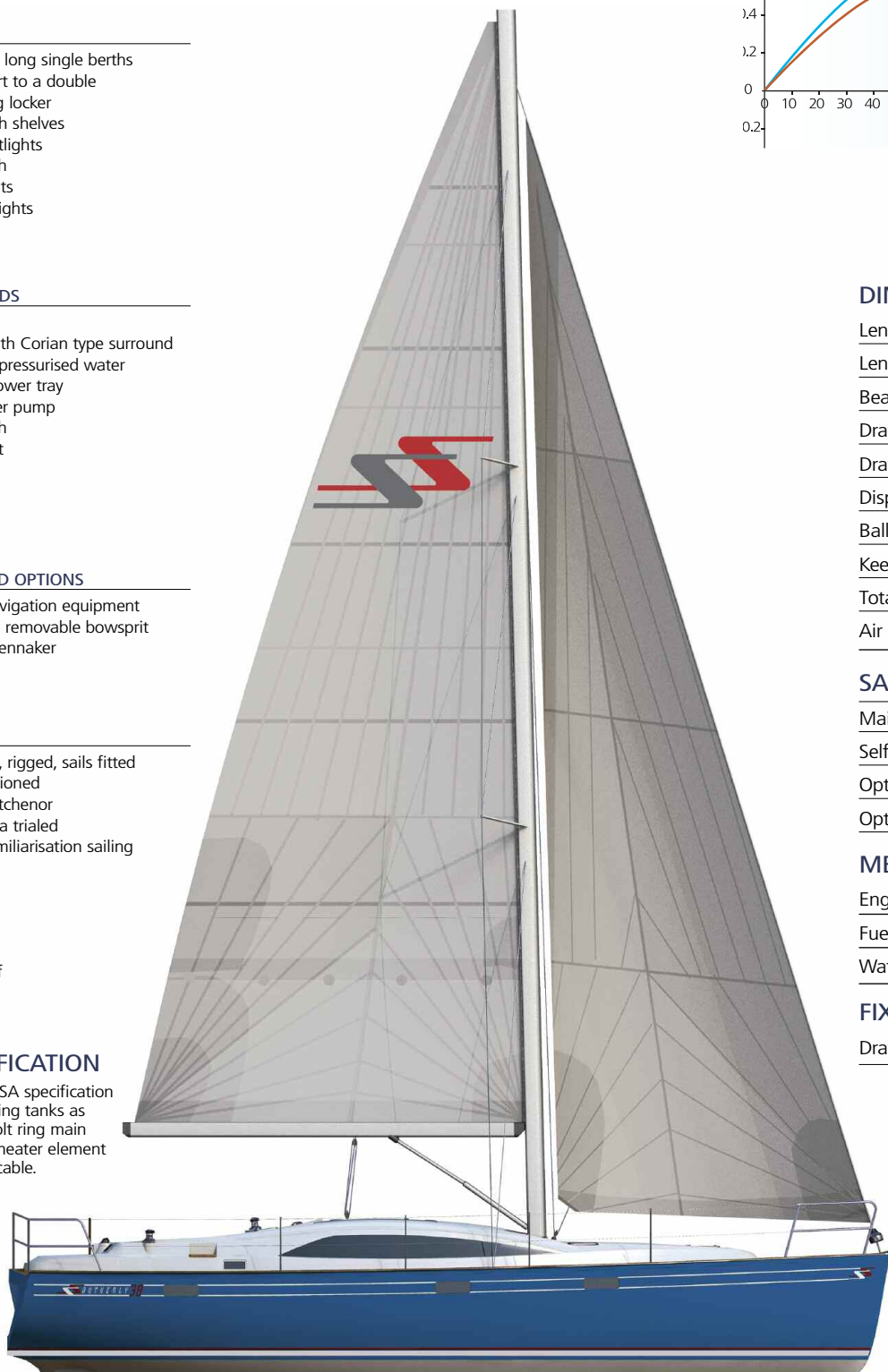
| | | |
|-------------------|------------|-----------|
| Mainsail | 44.09 sq m | 475 sq ft |
| Self tacking jib | 28.94 sq m | 312 sq ft |
| Optional Genoa | 53.31 sq m | 574 sq ft |
| Optional Gennaker | 81.00 sq m | 871 sq ft |

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 |
|-------|--------|------------|



DECK LAYOUT

