

## “Yacht” special print out of magazine 10/2010

### Always with a view

The new deck saloon construction made by Sirius is only 10,60 meter long, but as individual and exciting as a mega-yacht.

#### **Exclusive test**

*Panoramic view:* three hull windows transform the owner's cabin into a sea-lodge. They are an option, and not a small one; they cost 1185 Euro each. There has been nothing like this on a deck saloon yacht so far, at least not in this number and style. And never before on a Sirius.

The boats made by Sirius on the lakeside at Plön, near Kiel, have never attracted attention with eye-catching elements.

The most successful model, the Sirius 32 DS, has to this day a narrow transom in „Nierentischform“, and the superstructure is made out of wood – leftovers from a bygone boat building era. Now, however, borrowed from the super-yacht segment, are three square hull-windows amidships, and two flat rectangular windows, one forward and one aft; black mirrored as on a Wally or on a Swan. The whole port side on the new Sirius 35 DS is dominated by the windows. Or should one say: ruined?

They appear irritating at first glance. They will have cost quite an effort also for Torsten Schmidt. Perhaps that's why they don't come as part of the standard equipment. And presumably that's also why the boss of the Sirius yard tried the windows in an unorthodox critical test.

Lars Eikermann, a 6' 9" dumbbell-steeled giant, recognised as the strongest of the 46 boat builders in Plön, placed one of the 15 mm thick polycarbonate window panes on his workbench, and swung a 4 foot axe at it with all his weight.

The sharp edge of the axe crashed into the window, which is 200 times as impact-proof as glass and almost three times as thick as that used on riot-police cars. This attack ended any remaining skepticism about the hull windows, which are a premiere at Sirius. The maximum penetration by the axe was 1.5 mm.

Technically everything was OK now. But how would the unusual look be accepted by potential customers? The new, one could almost say “fashionable” approach? How much is this boat affected by these windows – from the outside and from the inside? And how are they blending with the rest of the construction, which transfers the deck saloon concept into the 21st century?

The windows: fashion accessory or „must have“?

We have two days at the weekend before Easter for our world-exclusive Sirius 35 DS test. At that time the jetties in the Baltic Sea are still nearly completely empty.

However, this is not our first contact with the 10,60 meter long novelty. A year ago Torsten Schmidt was mailing first drawings, and was showing different versions of the deck house. He was also involving owners in the process, which he was documenting at his homepage.

Then there was the premiere at the boat show in Düsseldorf in January. Boat number 1, which is now fully rigged in the Ancora Marina in Neustadt on the Baltic Sea, stood there at ground level without her keel. She was a magnet for the audience, not least, because of the three hull windows, which made it possible for the visitors to see directly from the aisle into the owner's cabin, which is located under the deck saloon. People got curious. And it resulted in an encouraging order situation. Delivery time: one year.

At the jetty the new Sirius nevertheless looks strange at first. The uneasy window-line on the port side is contradicted by an otherwise clear, purposeful hull-mould. It appears too loud, too radical for the long-distance yacht, which is in fact of a rather solid genre. But as soon as you enter the yacht, the

first impression turns upside down. Suddenly the window panes in the hull appear harmonious, almost logical.

Seen from inside they allow exciting prospects; they not only open the boat to let in a lot of light but also give impressively panoramic views.

Just like the all-round glassed deck house, the new hull windows connect the inside and the outside, whether at the anchor place or at sea. They extend the advantages of the deck saloon concept into the cabins; most effectively amidships. And one involuntarily asks, whether a 35 DS without the 7000 Euro extra-peepholes would not be quite another boat. „I was surprised myself about what difference they make“, Torsten Schmidt says. And it is not relief in his voice, but pride.

### **The aim: much space, enough power**

The Sirius yard looks back on 40 years of experience. The 35 DS is a sign of the biggest development in the company's history; probably the most important since it focused on deck saloon yachts. Boat building master Schmidt wants to attract new customers but at the same time keep the strongly conservative master clientele.

In Marc-Oliver von Ahlen he found a designer who has fun in such balance-games. His working method is uncommonly precise and detailed, but at the same time he has a feeling for the big picture. His task: to design a boat that looks up-to-date, offers every imaginable comfort under deck, looks superior at sea and in harbour, and at the same time also sails decently.

Von Ahlen says that the great risk on a 35 foot yacht is, „to pack it completely full and at the end you get a „doll's house“ which does not work at all; measurements which don't fit, or lots of luxury but only moderate sail performance.“

On the first day of our test a fresh, strong gusty southwest wind is blowing. The temperature is around 5 Celsius and every half hour heavy rain pours down, sometimes with wet snow. Ideal conditions for exploring the qualities of a deck saloon yacht!

Silently the engine mumbles under the cockpit bottom as we leave. The steering wheel feels comfortable, although its 70 cm diameter appears small in the wide cockpit. It was not possible to make it bigger, because the test boat is equipped with a traversal steering pedestal made by Jefa. This is 4.600 Euro more expensive than the standard tiller, and can be adjusted in three different positions: mid, angled to port or angled to starboard. One has to get used to it, but it makes sense, as we see later. In the harbor the center position is mostly recommended.

As soon as we cast off, the Sirius demonstrates one of her strong points. With careful control of the throttle, she is able to turn almost on the spot in the narrow box. This manoeuvrability is the result of mounting the Volvo Penta Diesel far back. The rudder blade lies nearly directly in the flow – different from most of the modern boats with saildrives, where the prop is mounted further forward.

Furthermore the forefoot at the bow reaches about 20 cm down into the water, which ensures a better side keeping than usual today. Having crosswise acceleration at the stern and a hold at the bow, you have above average maneuverability, and an expensive bow-thruster (extra charge 5.780 Euro) seems almost unnecessary.

### **The sail plan: S-jib or genoa**

Once out of the harbor, the Lübecker Bucht presents itself sometimes in dark gray, sometimes in cool blue. The average wind swings between 15 and 17 knots, but increases up to 28 knots every time a front is passing.

The test yacht, which is equipped with nearly all features from the long list of extra equipment, is set up for such a broad range of wind. The cutter stay at the bow sprit (17.700 Euro) makes it possible to change within seconds from the self-tacking jib, which comes in the standard equipment package, to the big genoa or back – 22 or 40 square meters on demand.

We set the mainsail with one reef and unfurl the small jib. With 3-4 Beaufort wind and shallow water

this is enough for 15 degrees heeling, tacking through slightly under 90 degrees and nearly 5 knots speed. Although the 35 DS is noticeably low-rigged, she gives a light and well-defined rudder pressure. Compared to the old 32 DS she is in fact less easy to keep on course and rapidly luffs as soon as you take the hand from the wheel. But she feels quite agile, not at all clumsy or unresponsive, which could be expected from the high displacement. The yard estimates the empty weight at 7.4 tons. The fully equipped building number 1 with reduced depth (1,60 instead of 1,90 meters) has a weight of eight tonnes, if not more.

The first showers bring 20 knots wind and more heeling, but barely more pressure. The boat accelerates to 5,5 then to 5,7 knots. With unreefed mainsail the Sirius even makes 6 knots close to the wind. To get to the limits, we change to the genoa 1. She can also carry this sail for a long time, until we reach a wind between 18 and 20 knots. Then she gently moves into the sun. All in all, very good natured sailing characteristics. Reaching, she easily sails at her hull speed and more. At the maximum we log 8,3 knots.

### **The down-side: less wind, less fun**

As the wind increases up to seven Beaufort, we have to „gear down“; second reef in the mainsail, only the self-tacking jib in the bow. This can be done in less than one minute by only two people thanks to the clever feeding of the lines and the ergonomics in the cockpit. Then the 35 can bear rough conditions. She sails dry and the bow only occasionally slams into the short waves. It is remarkably silent under deck which suggests that the structure is strongly built.

The next day offers a contrast; waning southwest with 8-12 knots, more constant than before. This is the real, the harder test for the Sirius. Her sail/displacement ratio of 3.8 dampens the expectations. It is actually more difficult to steer her efficiently in light winds: once stalled she needs a long time to come up to speed again. Even with the big genoa she only becomes fun at three Beaufort. Below that you make progress, but as an active sailor you will not get your money's worth. Here you will leave the job to the autopilot and enjoy the advantages of the deck saloon.

The practical design of the cockpit and deck makes the handling of the wheel and lines easy. Only the elevated mainsail sheet, which is mounted in front of the steering pedestal and the exposed position of the halyard winch on top of the deck saloon roof require some time to get used to. Here it is indeed easy to winch while standing; when the boom is moving to the other side, the trimmer is situated however in the area of risk.

The high coamings, the wide benches and the seating possibilities for the helmsman, are simply awesome: all are comfortable and give good visibility even through the deck house. Now you feel the meticulousness with which Marc-Oliver von Ahlen and Torsten Schmidt have optimised the 3D-layout.

It is remarkable how well the 35 DS connects old Sirius virtues with up-to-date construction features. Typical elements for the yard are retained, such as the massive 4 cm thick teak rubbing strakes as well as the main layout. But the free-board is higher, the chine is sharper, the lines are stricter, straighter.

Anyone who has the 32 DS in mind, which is only half the price, could speak about a revolution. But that's not true. The design is rather a very thorough further development of the deck saloon concept. A yacht which was designed „from inside to outside“, as von Ahlen says – and that is how she has to be judged.

Under deck the Sirius shines as few other boats. Whether you take the quality of the interior design, the mahogany veneers which first get their varnish inside the boat, the exact fit of the blinds or the whole furniture – overall you will meet exquisite quality, a quality that only a few yards offer today. This and the complex construction account in the end for the high price of almost 275.000 Euro, which can easily be raised by 20 to 30 percent with necessary and desirable extras

### **The concept: inside but also outside**

This is quite a price for a 35-foot yacht. But the Sirius is in fact rather equivalent to a 38 foot boat. In effect, the design makes double use of the deck house, which because of the all-round view is already an additional value. The 35 DS offers two levels at the widest beam: under the saloon is a

workroom with workbench, a dream for many blue-water sailors. In front of this is located the spacious owner's cabin, well lit by the hull windows.

The storage space available on deck and inside is immense. You will be wise to write packing lists before you start on longer trips. Otherwise tinned food, spare parts and bottles will get lost in the depths of the almost eight cubic meters of cockpit lockers and bottom floor compartments. Standard yachts of the same length often do not even provide half of this size.

In standard this yacht is designed for only two owners with two guests. However, because of the hull volume and the many different interior versions, it is also possible to design it for a crew of six persons.

In general you will hardly find a more versatile boat design. Strictly speaking the Sirius is really a semi-custom boat. You can choose among three variants of the deck house: classical made out of mahogany, dynamical with curved side windows or – as on the test boat – the Elegance-Version.

The yard offers five different keel versions: hydraulic keel, twin keel and three fixed keels, plus variants for the cabin layout. "We are able to be so flexible, because we build almost everything here in-house and hardly anything is pre-built", Torsten Schmidt explains.

With this approach the people from Plön are quite alone in the market, which is mostly dominated by conservative deck saloon yachts. In principle the competitors offer similar concepts, but not such a variety of possibilities for individual solutions.

Not to mention the hull-windows in super-yacht style! And they make a big difference, once you got used to the look. Thanks to them, on a Sirius 35 DS you feel like you are outside while you are inside under deck. And is it not this, that pulls us onto the water?

Pictures of the special print "Yacht" 10/2010

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upper picture: This is how it looks inside: the comfortable owner's cabin located under the saloon

picture below left side: And once again another satisfying sea view: the deck saloon with its 360

degrees panoramic view

picture below right side: Whether in the galley or in the navigation area: light and view are dominating

the whole boat

#### Page 5

upper picture: useful and safe: the high coaming protects the crew, the swiveling steering pedestal

allows steering from windward or lee side.

Picture below left side: warm and dry: in the deck house you steer by auto pilot.

Picture below middle: compact and complete: switch panel and second engine lever next to the

navigation seat.

Picture below right side: in and out: whether standing in the galley, in the saloon or sitting in the cockpit

– the eye level is the same.

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The port side hull appears uneasy because of the windows. But they continue the deck saloon concept reasonably to the lower level.

Extra pack: the test boat has a lot of extra equipment. Apart from the hull-windows there is also a cutter stay.

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The detailed solutions are shown by the experience and meticulousness of the north German boat builders.

Upper picture: tidy and empty: the running deck is narrow, but free from tripping hazards.  
Pictures below: useful and good: The bow platform carries the second forestay for the genoa, which increases the available wind area. Winches and lead blocks are first class.

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### measured data

sail performance – without drift and tide

close to the wind (approx. 45 degrees)	4.8 knots
60 degrees wind	5.7 knots
90 degrees wind	6.0 knots
130 degrees wind	6.2 knots
180 degrees wind (genoa with boom)	5.0 knots

wind speed: 10-12 knots (3-4 Beaufort); waves approx. 0.2 meter high

### Potential

Sail/displacement ratio 3.8. (Sail in  $m^2$ , displacement in  $m^3$ . Typical values: cruiser 4.0, performance-cruiser 5.0).

The heavy deck saloon yacht appears short-sailed with just the self-tacking jib. By using the genoa 1 the boat, which is clearly designed as a cruiser, hits 4.3.

### Berth measurements

Foreberth 2.03 x 1.70/0.75 m; Saloon (port side) 2.30 x 0.60 m; Owner's cabin 2.05 x 1.60 m

### Standing height

Foreberth 1.90 m; Saloon (mid) 1.98 m; Washroom 1.90 m; Owner's cabin 1.90 m

## Storage space

inside 4500 litres; outside 3200 litres; washroom 50 litres; overall 7750 litres

## Sound levels

Cockpit 68 dB(A); Saloon 66 dB(A); Owner's cabin 67 dB(A); Foreship 63 dB(A)

The measurements were taken in cruising speed (80% of the highest rpm): 6.8 knots, 2600 rpm

## Data sheet

Designer: M.-O. von Ahlen  
CE – category A (Ocean)  
LOA (hull length) 10.60 m  
Total length 11.20 m  
LWL (Length at waterline) 9.70 m  
Breadth 3.48 m  
Depth options 1.90, 1.60 and 1.35 m  
Theor. hull speed 7.6 kn  
Weight 7.4 tons  
Ballast 2.6 t / 35%  
Mast height above waterline 15.35 m  
Mainsail 31.5 m<sup>2</sup>  
self-tacking jib (standard) 22.0 m<sup>2</sup>  
Furling genoa (140%) 40.0 m<sup>2</sup>  
Engine (Volvo D2 40) 29 kW / 38 hp  
Fuel tank stainless steel, 330 litres  
Fresh water tank stainless steel, 150 litres  
Holding tank stainless steel, 100 litres

## Hull and deck construction

GRP hull, above water made in sandwich with Divinycell-inner core, bonded under vacuum. The deck is fully laminated. Half-skeg rudder, lead keel.

## “Yacht” assessment

Those who like it cosy will perhaps find the Sirius to be closest to the perfect cruising boat. She is expensive, but built to last many years and many miles.

## Construction and concept

+ Modern deck saloon- interpretation; + can realise many owner's wishes; + high long-cruise suitability

## Sailing power and trimming

+ lively in relation to weight; + single-handed sailing also possible with genoa; - translates gusts only reluctantly into speed

## Living and extension quality

+ light and view everywhere under deck; + extremely large useful storage space; + top workmanship

## Equipment and technology

+ countless brilliant detail solutions; + very good components everywhere; - the refrigerator is not sea-suitable

## Equipment and price

Basic price from yard            274,800 Euro (incl. VAT)

Standard equipment: engine, sheets, guard rail, navigation lights, battery, compass, cushions, galley/stove, bailing pump, toilet, anchor/chain, fender, mooring lines, fire extinguisher (2), electrical refrigerator, waste water tank with suction, antifouling.

Sail cloth (mainsail) 290 Euro; Handing over ready for sail 2,590 Euro; Price ready for sail 277,410 Euro

Also included in the price:

Teak deck, separate shower cabin, workroom, very individual interior design.

Standard guarantee 2 years; Guarantee against osmosis            7 years

**Yard:** Sirius-Werft GmbH, Ascheberger Strasse 68, 24306 Plön

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**Distribution:** directly from the yard

### Extra charge for the comfort-version

line-adjustable fixing points    included in the price

Traveller with lines	-----
Electrical anchor winch	2,880 Euro
Rod kicker	included in the price
Backstay adjuster	included in the price
Spring cleats	included in the price
Sprayhood	-----
Teak in the cockpit	included in the price
VHF radio device	520 Euro
Log and echo sounder	1,150 Euro

Wind instrument system	1,380 Euro
Auto pilot	6,590 Euro
Charger	2,000 Euro
Shore connection with FI switch	included in the price
230 Volt outlets (4)	included in the price
12 Volt outlet in the navigation	included in the price
Heating	4,100 Euro
Pressure water system	included in the price
warm water heater	1,650 Euro
Separate shower cabin	included in the price
Shower in the cockpit	included in the price

**Comfort price** (incl. YACHT-Comfort-Pack equipment above) **297,600 Euro**

Pure cruising yacht: high hull, deep front-bow, half-skeg

**The superstructure, equipment and interior layout has many variations. This makes the 35 DS a semi-custom boat.**

### **Page 9-11**

upper picture:  
wants more.

She is not a racer, but starting from three Beaufort the Sirius 35 DS

Picture below left side:

The workroom is standard and can also be used as storage space.

Picture below right side:

You enter the bathing platform on the port side, the swivelling steering pedestal makes for a clear passage.