

## **Offprint in “Yacht” magazine 10/2001**

It seems that Peter Schmidt of Schleswig-Holstein has realized his dreams. After 30 years of hard work and simultaneously to the handing-over of his yard, combined with Sirius-shipyard expertise, he has commissioned a 38 foot craft, designed for long voyages, to his personal specifications. We had the opportunity to test this special edition, fully equipped model prior to the voyage. The ‘Boss-Ship’ was developed from the 11 meter long 36 footer. It is 40 cm longer and at 7.25 tons is exactly 300 kilograms heavier. The successful concept of designer Georg Nissen remains the same; an excellent handling deck saloon yacht with an interior command station that accommodates four to six persons.

### **Weather is a secondary matter**

Generally all Sirius-yachts of the new generation follow the same basic principles: modern hull, paired with effective sailing design, but not at the expense of spacious interiors and comfortable deck saloons that provide enjoyable sailing under all weather conditions. The strong engine provides power in calm as well as in high winds and when traveling against strong currents. In fair weather the crew is located in the large stern cockpit, in case of storms and inclement weather, the crew draws back into the deck saloon where the skipper can navigate via a joystick that controls the rudder and self-steering gear. The purchaser can opt for a complete interior command station with a large wheel and separate seat instead. Naturally this is not an option in flashdeck ships with conventional construction, and the Sirius-yachts are therefore somewhat higher than the usual modern cruising yachts. This is accommodated proportionately, ship length to free board height, and the Sirius is a striking vessel on the water and especially under sail.

### **Solid Balsa-sandwich construction**

The Hull and deck are constructed from hand crafted laminate, using Rovings and Isophthalic-acid-resin which results in good osmosis-resistance. The hull is liberally laminated. The deck is a sandwich-construction with a core of balsa wood. The keel is securely run on a half skeg.

A Bukh-diesel with 48 PS and a sail-drive is situated directly under the companion way. The rig comes from John of Denmark, the sails from Moritz of Lübeck. A standard model comes with a 29.6 square meter full-batten mainsail and 37.6 square meter furling Genoa. The “Schmidtsche long cruise edition” on the other hand sports two furling foresails; a self-tacking jib and a Genoa.

### **Easy and relaxed handling**

With 20 knots of wind whistling through the rig of your 38 footer, you leave Gelting harbour and enter the Baltic Sea. Hardly audible is the diesel engine, as your yacht pulls out of the slip and expertly navigates the narrow harbor. The large rudder blades aid you as the rubber-boat-tender catches a lot of wind at its davits.

Out in heavy water, full steam ahead, the powerful diesel engine runs quietly at 2300 revolutions with very little vibration. At cruising speed you operate at approximately 60 percent of the maximum RPMs. At 2300 revolutions the yacht can travel at 7.5 knots. This is where the large power reserve is appreciated; the Sirius is equipped with 6.6 PS per ton ready for action.

Once on the open water, you can really appreciate the ship’s fine handling, you set the full-batten mainsail and furl the Genoa, at once you feel the response. In 5 Beaufort winds you will find the full sail too large, however it’s a welcome opportunity to get to know the ship, how well she handles and test your comfort level. She holds the course easily and lightly, and remains steady even at her maximum heel of about 30 degrees.

With slightly slacked sheets the maximum speed is about 8 knots; sometimes the needle may even tremble a little higher. The sheer joy of sailing this yacht is clearly seen on the owner's face, "This is a real sailing yacht – despite deck saloon", Peter Schmidt can't contain his enthusiasm. In no time the Genoa is furled close and the jib is unfurled. Immediately the craft responds and turns into the wind, maintaining its speed in strong winds.

Two forestays and two different sized large furling foresails are an advantage on long trips. The only disadvantage is the crossing with the Genoa, which must be furled up when turning so that it can be guided in front of the second stay. It is better to sail with the smaller cruising jib on short legs, even though you get less propulsion in light winds.

In the 5 Beauport of the test run, the self-tacking jib was all that was needed to make good headway. Turning was achieved in seconds- without the crew adjusting so much as a centimeter of the sheet, only the skipper was needed to maneuver the craft. In fair weather the crew can retire to the comfort of the deck where they will find ergonomically correct seats built into the stern. The seating area offers safe support even when the yacht is heeling. As in all areas, the expert craftsmanship of the shipyard is evident.

In short, sailing with Sirius is fun. Even if initially, you are concerned about a poor view because of the deck house, you quickly realize that you have a good line of site from the side. Also if necessary, the skipper can see through the big windows which afford a better view than through the sprayhood-windows.

The handling of the mainsheet, the wheel and the Genoa are without any problems. A traveler is not provided and therefore the "Twist" is adjusted via the strong rod-kicker. The back stay is trimmed via shaft adjusters.

### **German craftsmanship**

The expertise continues with Sirius' expansion as Torsten Schmidt follows the family tradition of, "Not mass but class", the company's hallmark.

The attention to detail is without compromise. You can inspect any corner of a Sirius craft, from the teak deck, wood construction or interior design and not so much as find a door that doesn't close or a drawer that doesn't glide well. The excellence doesn't end there, the technical aspects of construction, the electrical, the water system and machinery all stand up to close scrutiny.

Treatment of exterior wood is with Benar finish that will hold up for years and is applied to the surface in four coats. The special character of this product is that it does not dry completely hard but maintains an elasticity that inhibits water penetration. It can easily be re-treated when required. Interior wood surfaces of mahogany and maple are finished in a very hard, one-component varnish sealer.

Standard models are in a four or six berth version, but extended versions can be custom ordered. This is one of the advantages of a mid-sized shipyard, Sirius has the capacity to cater to the individual specification of the buyer.

Sirius only deals with large reputable manufacturers for its technical equipment. The standard install is the Volvo MD2040. The Bukh-diesel featured on our test model for owner Peter Schmidt was a special order. Mr. Schmidt has a long history with the Bukh engine and requested it specifically for his yacht.

The high demand for the 38 foot yacht shows in the competitive, standard cost of 435,000 Mark. However, orders are already in for the "boss edition" at a 157,000 Mark premium.