



"Best Bluewater Cruiser"

Sirius  40 DS 



More than 40 years of boat-building experience sailing and sea-faring reflect in every detail with tradition, experience and innovation.



"If a boatyard like the north German "Sirius-Werft" is going to launch a new sailing yacht, you can be confident that she will be extraordinary."

Segler-Zeitung

We proved this to be impressively correct when we launched our new line in 2010, starting with the Sirius 35 DS, following an intensive five-year development programme of preparation, a design contest with four naval architects and our own in-house team, and after making a comprehensive survey of our customers. Based on this, and supported by more than 40 years of experience and tradition, we took our unique concept of Deck-saloon yachts to a new level of evolution and were able to stun the whole market:

"Perfection in 35 feet." "...5-star ambience." "...a miracle of space." "I am convinced that I have met the perfect cruiser." "...one of the most painstakingly designed and built semi-custom yachts in the world..." "The Deck-saloon principle knows no better exponent." "...as individual and exiting as a mega yacht."



Yacht "The brand Sirius is well-known for a very high standard of quality, which is almost impossible to get from other manufacturers..."



YACHTING raved about our 35 foot model:

"Is this the best boat ever built?" "...most impressive cruiser we've ever tested." "It's the highest score we've ever awarded, by some distance, and it reflects the wealth of ideas, craftsmanship and pride built into this extraordinary yacht

As a custom-built, luxury cruising yacht, you'd struggle to match her: 93 out of 100 Points!"

We hope they have superlatives left for what is coming next!

5 years later, and after two new, equally successful, designs, we are going to launch our new flagship –

the

Sirius 40 DS

Yacht "The Sirius 40 DS is most probably the best production built boat ever."

Zilt magazine "What I find most striking about this boat is the enormous amount of thought that has gone into the design."

Yacht "Exclusive carefree package – Highest standard of quality into the smallest detail and a concept of unusual versatility. The Sirius 40 DS defines compelling, new standards."

BOOT MAGAZINE "With the Sirius 40 DS we are dealing with a superior Deck-saloon yacht, which has been refined down to the last detail."

Yacht "A real masterpiece of boat building: The Sirius boatyard from the lake of Plön has got a new flagship and has once more set the benchmark for quality and technology standard one step higher."

Bootshandel "It is probably the most elaborate concept in the area of deck saloon yachts."

Yacht "The product from the north German manufacturer is systematically designed as "the" comfortable ocean cruiser. This deck saloon yacht stands out from all the others with its individual and thrilling layout."



"... it's hardly surprising that their current range of yachts has also been picking up plaudits from all corners..."
"...you're in for a welcome surprise for there is more space than you could ever imagine possible on a 40' monohull."

Voile "Sirius is a small family boatyard that is to be taken very seriously. They build some extraordinary yachts. Because of the loyalty of it's customers and the uniqueness of it's products, it's the kind of boatyard able to make its way effortlessly through any crisis."

Segler-Zeitung "So what is the secret of a Sirius? Probably foremost the feeling that the customer senses that their wishes and needs would be respected and responded to by the boatyard."

Voile "A sailboat that stands out from the masses and which offers more opportunities of going out sailing, is worth having a very good look at."

Yacht "The cruising yacht from Plön convinces you by its many configurations and craftsmanship. "I have hardly ever seen such a perfectly built yacht" said Michael Good after his test on the south coast of England."

YACHTING
"...the biggest 40-footer I've ever seen."

A yacht as individual as you

From our experience, every customer is someone special and has different needs for their sailing. From single-handed to family comfort, from coastal hopping to ocean crossing in very hot or very cold climate...

Consequently, no two yachts that leave our yard are exactly the same.

Additionally you have the choice – depending on your sailing area and preferences – between five different drafts, various mast and sail configurations, several exciting and surprisingly variable interior versions, furnishings, floor and colour designs.

Special requests, including for example, warm-water central-heating, air-conditioning, AC-, DC- and wind generators, a diving compressor, an electrical stern anchor windlass, a cockpit or targa style arch for circumnavigation equipment or a main-sheet-free, fully bimini-covered cockpit, a cutter stay and davits have been developed over the years – in close co-operation with our owners "touring world-wide" – and are part of our daily work. Amazing dreams? The adventure calls?

Discover your ideal blue-water-cruiser with the Sirius 40 DS.

The Sirius 40 DS will really convince you of its true pedigree as a pure sailing yacht. When you make good headway in a light breeze, and feel absolutely secure in stormy weather you will see what we mean. The Sirius 40 DS is not a compromise, but an intelligent combination of craftsmanship and sailing experience



Voile
magazine

"A semi-custom-yacht, where everything is designed to make life easier."

Zilt
magazine

"It's clear that the guys at the Sirius yard don't think in terms of 'standard' solutions."

Zilt
magazine

"Hoisting and trimming the sails is child's play."

Yacht

"The best is not good enough for Sirius, it must be perfect!"



Voile
magazine

"The high profile sail plan and good sails enable us to have some fun, despite the lightness of the wind."

YACHTING

„She tacked through 80° and was most comfortable at around 32° off the apparent wind."



Zilt
magazine

„German engineering at it's best!"

Yacht

"With the big Genoa, the sail area / displacement ratio is 5.1"



***Yacht** "...all on the same level, the saloon area inside and the cockpit outside merge into one living space with perfect communication and visual contact."*



Meeting at eye level

The philosophy behind all of our Sirius deck saloon yachts lies in the inter-connectivity of the most important living areas on board.

On the Sirius 40 DS , the same eye-level visibility is shared between the saloon and the cockpit making it easy while sailing , to relax in the comfort of the protected saloon without worrying about sea sickness , to remain in contact with the helmsman and crew – simply enjoy life on board.

Whether cooking for your crew, acting as helmsman sheltered from challenging weather with everything under control, or simply enjoying the sea-view in harbour or whilst at anchor – from here you experience everything larger than life!



Yacht

“Taking time to look around is a joyful journey of discovery, everywhere are small surprises and clever little details to be found. Storage space is in abundance, as well as spaces for big bags and boxes.”



„By this point you start to swear that a cruising yacht without a deck saloon is rather like a pencil without any lead – pointless.”



Enjoy sailing on a different level



The saloon forms the heart of the Sirius 40 DS. With around 2 meters of head-room , the saloon enjoys an elevated position with a comfortable round settee from where one can enjoy a panoramic view all around. The generous living area, the stylish ambience and the many large windows make life pleasant and comfortable on board, even during rainy and stormy days in the harbour.

Zilt magazine *“Well thought-out and extremely spacious design.”*

Yacht *“A homely atmosphere with a view in all directions”. “The all round glassed deck saloon offers full comfort at a superior level.”*



Voile
MAGAZINE

“The success is not only due to the comfort of this deck saloon design, but equally due to the care for detail which can for example be seen in the attention given to the storage space and the ventilation.”

Standing in front of the galley, or sitting in the inside command position, you are exactly at eye-level with your smaller and taller crew members, sitting in the saloon, even with those in the cockpit. While sailing, this generates a totally new 'way of being', not just a life revolving around the cockpit.

The connection of the living areas



Yacht "...strikingly high standard of craftsmanship and exquisite equipment."



Yacht "...endeavour towards absolute perfection..."



YACHTING
 "... the neatest extendable table I've ever seen on a yacht..."



Yacht "Plenty of space for everything."

Galley

The galley is situated at the same eye-level as the opposite side seating area. Because of the panoramic view, even the chef in the galley stays fully involved in the activity on and around the boat.

Comfort features: Fridge, cool box and/or freezer compartment, half-gimballed stove with oven, if required – microwave with grill, dishwasher, and – as throughout the saloon – more than 2 metres of headroom. The storage space will surprise you! Everything is easily accessible in illuminated cupboards, well-organised and smooth-running drawers, as well as enormous lower storage compartments. Below the water-line are three "cooled" large stowage areas, easily big enough for several drinks boxes, an ample food supply for a long cruise and a considerable wine cellar.

With just one hand, the folding saloon table can be enlarged into a dining table for 6 people, automatically.





Yacht "The interior command position allows you to steer as easily as from the cockpit."

The Interior command position

The interior command position (optional) is located directly under the large perspex sliding hatch and enables you to helm comfortably, protected in all weather conditions. If required, it could also be provided with a wheel steering, or with a chart table and electronic steering.

The saloon steering position is well equipped with engine controls, instruments and navigational aids, and has outstanding visibility in all directions. The "captain's chair" can be adjusted in height and direction. Even when the boat is heeling, you can easily brace yourself and steer the boat, while always enjoying excellent visibility.

Sail settings can be monitored at all times through the large perspex sliding hatch above the companionway. This well-optimized arrangement enables the navigator to see in all directions and - because of the closeness to the companionway - easily stay in contact with the crew. Moving from the interior helm/navigation position to the cockpit is just one single step out through a real door.

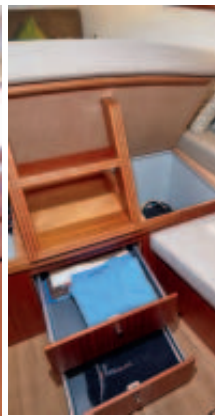
In the evenings the height adjustable and rotating "captain's chair" will make for a convenient seventh seat in the large saloon table seating area. Next to the companionway an oilskin locker easily accommodates sailing clothes, shoes and life jackets for the entire crew.





Yacht "The fore cabin has a generously proportioned bed and an en-suite toilet."

YACHTING "The space offered is unbelievable for a 40 foot yacht."



Fore cabin

This cabin offers space that you just wouldn't believe in a yacht of this size. Access is easy to the 2. 10m to 1.5m island bed. In this version, as well as a comfortable headboard, a luxury bathroom which is exclusively accessible from the fore cabin, would even compliment a 50 foot yacht. Opposite the mid ship cabin is a second bathroom which could be used by guests. Due to its ideal position in the middle of the ship, any feeling of the movement of the boat is minimised and therefore it makes a perfect sea toilet. It also has its own generous shower compartment, which is very easy to clean due to the italian ceramic on walls and floor.



Zit
magazines

"Where does all this space come from? Is this yacht really only 12m long."



“The mid ships cabin is quiet – no ripples or wave slapping to disturb the peace, a well-known problem with some aft cabins.”



YACHTING “These hull ports are even bulletproof.”



Yacht “The owner will have a very hard time to deciding on their favourite cabin. All three offer a high level of comfort, space and homeliness.”

Mid ship's suite

In our unique deck saloon concept , the internal space is used at its widest location in the middle of the boat on about 3.5m entirely double. This generates such a plus of space that one have to compare her with an at least 6 foot longer boat in terms of accommodation. This is at its most impressive when entering the mid ship suite.

The cabin is bathed in daylight that comes in through the large windows and deck hatches. Optional windows in the hull are offering a breath taking, eye level sea view.

With one or two chairs, not only getting dressed is easy, but also relaxing, reading a book or just retreating for some peace and quiet from the rest of the crew. Equipped with a lee cloth this bed becomes the perfect sea berth as it is located in the middle of the boat directly in the gravity centre for maximum comfort.

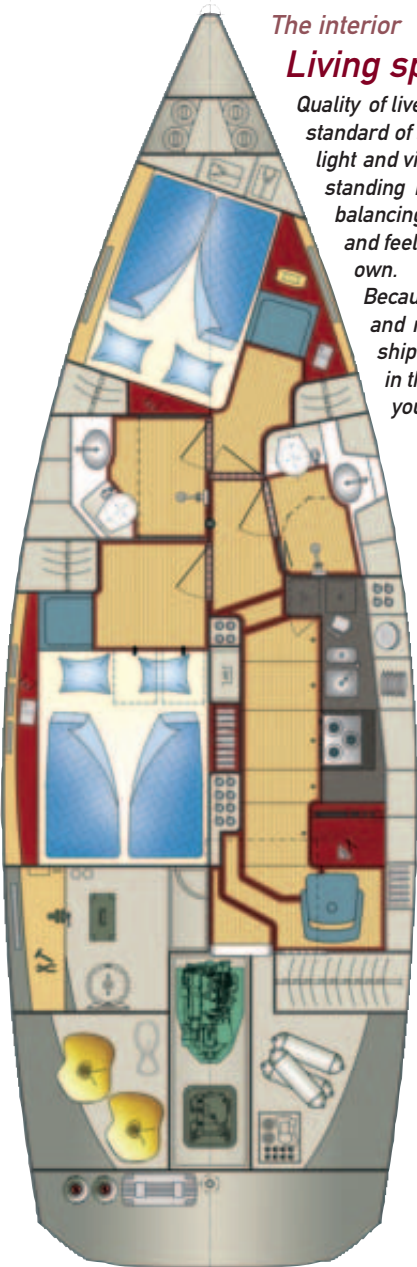
The interior

Living space – lifetime dreams

Quality of life on board a sailing yacht today demands next to a high standard of safety and comfort, a spacious and airy feel with plenty of light and visibility. A clean and fresh design, clever use of storage, standing height of 1.95m or more and other useful details are balancing life style and functionality. In terms of use of space and feeling of luxury the Sirius 40 DS has become a class of its own.

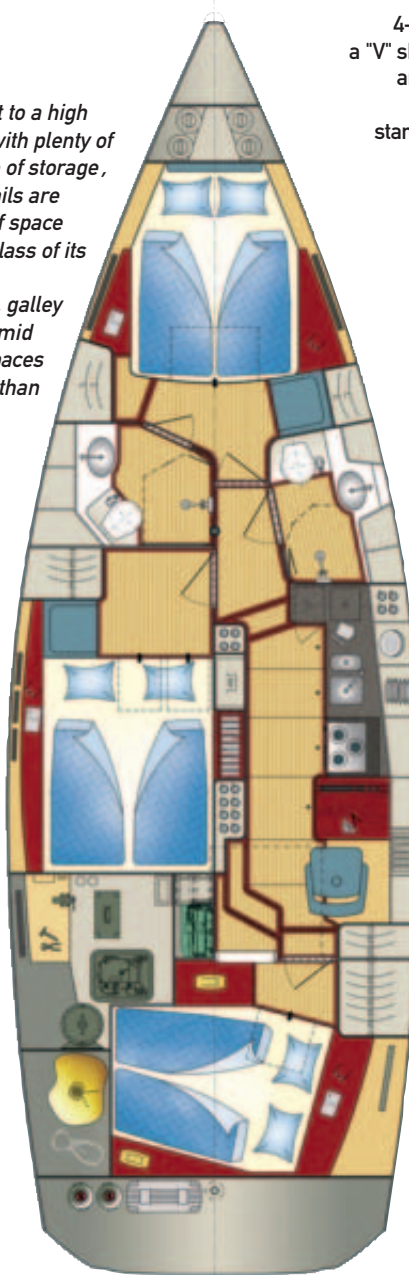
Because of the double use of space with the saloon, galley and navigation area in the raised position and the mid ship cabin, the workshop and the deep storage spaces in the galley below there is more room available than you would expect to find on any 47 foot yacht.

Saloon and cockpit on deck level

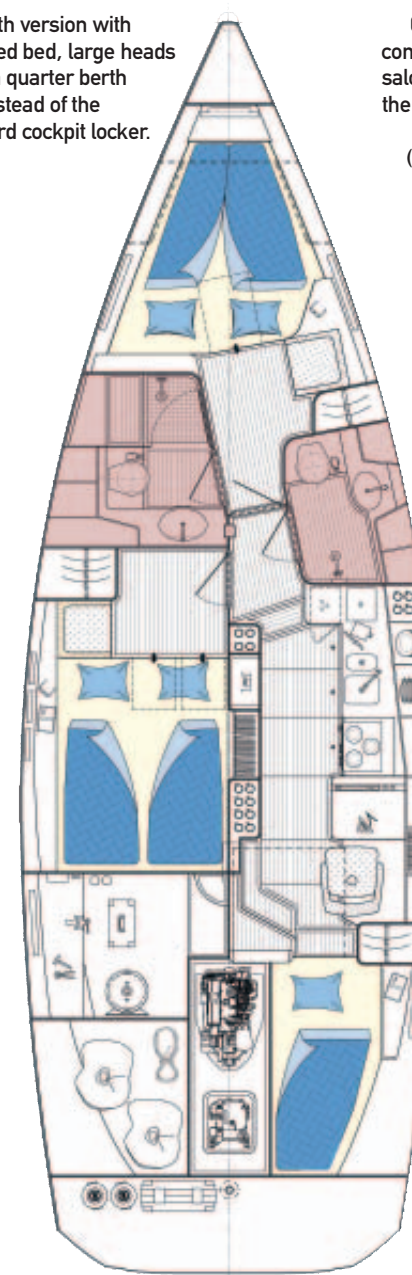


The 4 cabin version

With the luxury suite in the forecabin and en-suite bathroom, and the amazing mid ship cabin under the saloon with its adjoining shower & toilet, it is perfect combination for 4 people. The galley is longer and the navigation area is further to the rear than in other versions. Behind the "captain chair" is a huge oilskin locker and another locker accessible from above.



4-berth version with a "V" shaped bed, large heads and a quarter berth instead of the starboard cockpit locker.



6 cabin version with companionway behind the saloon to the aft cabin and the mid ship cabin located further forward. (Ideal for swing keel)

The 6 cabin version

accomplishes the feat of providing two luxurious double cabins and a comfortable aft cabin in a 12 meter yacht, without compromising the saloon to achieve it. Because of typical sea water sounds and any limitations of a deep cockpit at the stern, our main emphasis had been on the design of the front and mid ship cabins. So even we were surprised at how generous, bright and comfortable, the diagonally mounted aft cabin has succeeded. With the comfortable headboard it forms a cosy "chill-out" area, from which one can comfortably read or watch TV or have a direct look into the stars above.

for 2+2 version
with luxury front
cabin

Individual design solutions

With our 31 foot model we already offer more than 14 different design variants , so you can imagine how many possibilities we have for the 40 foot model. It is a pure semi-custom boat designed according to your individual wishes. So far , there have been requests for more than 8 different design variants, from 2 + 2 to 6 + 2 berths as well as variants with a separate additional lounge in the lower level or an extra office room.

The saloon can be converted into an additional double berth by the optional lowering saloon table.

The drawings shown here can be rearranged with their bed shapes and floor plans , almost at will. But also completely different designs are conceivable. Feel free to contact us! Our boatyard internal design team looks forward to bringing your ideas to life.

During the development of the boat, in order to offer more design flexibility, we designed the seating area in the saloon with a large shelf to the front saloon windows in order to be able to move the settee forward for different layouts. In the first 3 layouts this space caters for the headroom of the underlying mid ship cabin and leads to the luxurious space and headroom. In the two versions shown here at the far right is a slightly shortened sitting area installed further forward in the boat.

This produces space for a comfortable entrance on port between the companionway and the settee, via a door and a sliding hatch , to an aft cabin. The workshop is then accessed through a door directly from this cabin.

If you prefer a **swing keel version**, the last two versions are perfect.

In the area of the saloon , navigation and galley you don't lose any space with the swing keel version. Just in the mid ships area below the mast it is necessary to make room swing keel box which is an integral laminated part of the hull. By comparison with nearly all other designs on the market, this is a "real" swing keel, moving all of the ballast up and down in the centreboard. This is a very reliable and safe, yet complex technology.

If your focus is not particularly on reducing your draft to an absolute minimum and you are more interested in drying out , we would recommend our **famous twin keel version**. Without the need to maintain complex technology and with no compromises in the interior, the sailing performance and tacking angles are the same as on our fixed keel yachts – as many tests have confirmed.

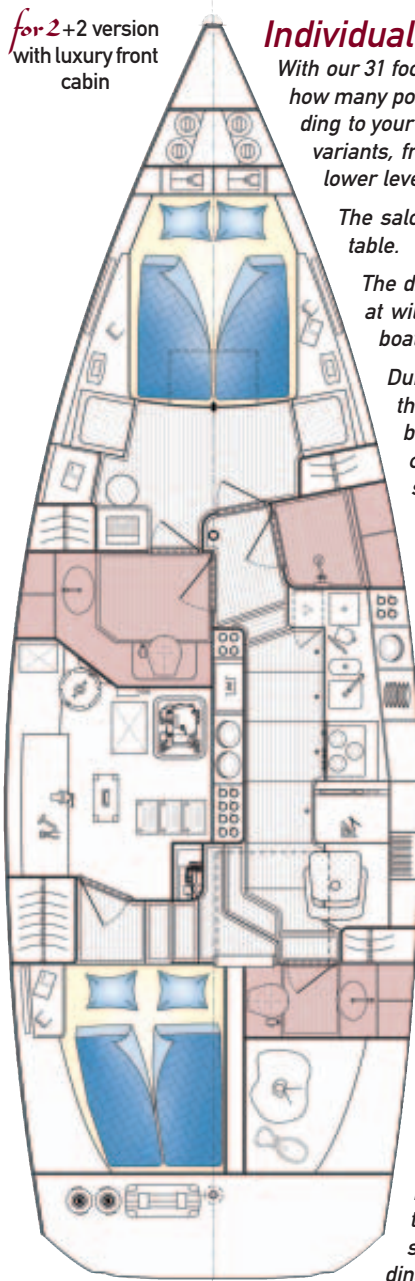
Workshop

A special feature of all of our yachts is the workshop.

In the first 3 versions the entry to the workshop is under the folding seat in the saloon seating area. Here you sit

comfortably and it is easy to access and maintain the engine and most of the units and technical equipment of the vessel.

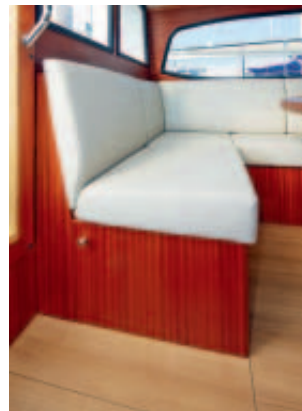
There is plenty of space for spare parts, tools as well as for a washing machine, generator, air conditioning and any other potential options or upgrades.



Yacht "The quality of material and technology is first class, the craftsmanship is of a very high standard."



Yacht "The engine is excellent to reach and maintain."



Yacht "a man's cave - The workshop of your dreams."



YACHTING "Bracing around the cockpit is excellent for helmsman and crew."



SEILAS "In comparison to the competition, Sirius offers a deep and low cockpit."

Zit magazine "The ergonomics in the cockpit are perfect and the view from here is better than I expected: seated, you look through the big windows in the deckhouse and standing or seated on the coaming, your line of sight is perfectly free over the deckhouse roof."



Quality of life at sail

Solidness, good sailing characteristics, sea worthiness, safety and comfort – even in poor weather conditions – are the main parameters on which Marc-Oliver v. Ahlen has based the whole design. You will instinctively feel this when you enter the spacious stern cockpit of the Sirius 40 DS, an area with little motion while underway because of its deep position. With its 2.5 meter long, ergonomically shaped benches, high coamings and comfortable bracing width, it offers a clear view through the large panoramic glass deck saloon windows and perfect safety and shelter in bad weather. The canting wheel and swivelling plotter house option as well as the neat cockpit table which can house the life raft are clever features.



What's she like to sail?

She's not a lightweight boat and testing her with almost a ton of brochures and provisions gave an honest impression of how she might sail when loaded. Good news then that her performance, while not fast, was respectable for a yacht designed to go places.

Her aft waterline beam is quite narrow and she throws up no surprises. Bracing around the cockpit is excellent for helm and crew, so if pushed she will just lean until the mainsheet – which is in front of the helm – is released.

What's she like in port and at anchor?

Having cruised Scotland on a yacht with windows the size of small fenders, I'm wholly sold on Deck-saloons – the ability to see where you are and enjoy the view, whatever the weather, improves life on board no end.

The layout of the Sirius is social: seated eye-level in the saloon, standing eye-level in the galley, seated eye-level in the navigation station or cockpit. The accommodation is vast for a 40ft yacht. Putting the headboard against the forward bulkhead in the forecabin makes an already big cabin feel class-leading. The mid-cabin (with optional bulletproof polycarbonate windows) is a delightful place to be in harbour, lying on the berth looking passing swans in the eye.

Even the under-cockpit cabin doesn't feel like a compromise. Then there's the technical area, hull-deep cockpit locker, fender/warp stowage in the bow locker, and the 70cm-deep lockers under the galley floorboards. In port, the large rudder aids manoeuvrability under power.

Would she suit you and your crew?

The internal volume must be seen to be believed – she could easily be a yacht five feet longer. On paper the layout looks unusual, but on board it works. I might question why a boat designed for shorthanded, long-distance passage-making needs three good double cabins, but they don't have to be cabins, they could be bigger technical spaces, day heads, offices, increased stowage or all of the above. Though I'm baffled why you would need more stowage – it would be like adding an extension to the Tardis!

She has so many clever features, from the open outfold down transom to the extendable saloon table, to the use of space that makes her so interesting and unique.

Unless you're after a cruiserracer or a yacht that puts beauty before practicality, the 40 DS could be the semi-custom boat you want her to be: fin keels (deep, medium and shallow), bilge keels and swing keel are all options.

Layouts can be chosen or modified. And she's a genuine deck saloon, offering 360° views from the galley, saloon and nav station.

She might not have the classic lines of some other yachts, but she has things they don't offer – space and practicality in abundance.



Sam's verdict:

If I was planning to sail around the world and live aboard, this is the yacht I would go for. She's solid, meticulously thought out, extremely comfortable to live with and superbly finished. The 'eye level' concept in the cockpit and saloon and 'double decker' accommodation both work a treat, making sailing a much more sociable activity. The only real question mark here is that 90% of us don't use our yachts for blue water cruising and all those ingenious touches are frankly a bit wasted on a weekender.



Yacht

"Well thought out – For docking the boat the fold down transom can stay up as a door is opening for the way out"



The highest manufacturing quality, the love and attention gone into the woodwork, the enormous number of individual interior solutions for extension and her charismatic appearance make the Sirius 40 DS into a very extraordinary yacht.

Please convince yourself:
Discover the versatile possibilities of this amazing yacht and experience in person what has already astonished customers, boat show visitor and journalists.

We would love to welcome you to our yard and arrange a test sail for you. We would be delighted to learn more about your special requirements and ideas, and to work out an individual concept for your "dream boat" together with you, to design and build it incorporating your specific requirements.



YACHTING "The fixed railing made from stainless steel in motor boat style, Flush hatches, the high foot railing and handrails provide for safe movement on board."

Bathing platform and fittings

A real door and a canting steering pedestal make a clear passage to the jetty even without the need to fold down the large bathing platform. On one – or depending on the interior version on both sides, full-depth locker spaces beneath the cockpit seats easily take foldable bicycles, dinghys, davits and all equipment for long cruise (almost 4.500 litre!). All fenders and wet ropes will find space in the huge deck storage behind the anchor locker. The handrails which are mounted at a proper height, the solid stainless steel guard rail and the continuous toe rail, which rises to the foredeck, provide stability and safety under all conditions.



With best regards!

The team of Sirius yard
and
yours Torsten Schmidt

Torsten Schmidt





*„This is definitely a sailing yacht.”
“I’d have to say the Sirius handled both
with aplomb and was very impressive in
the blustery stuff.”
“She tacked through 75 degrees so is no
slouch to windward.”*

Yacht

*“Boat building at its very best –
maybe the best build series yacht currently
available.”*

Zilt
magazine

*“Many things on this boat are just a bit diffe-
rent than we are used to. So many good ideas
are applied in this design that I’m really
impressed.”*

Technical Datas:

Dimensions are based on the standard boat floating on the CWL

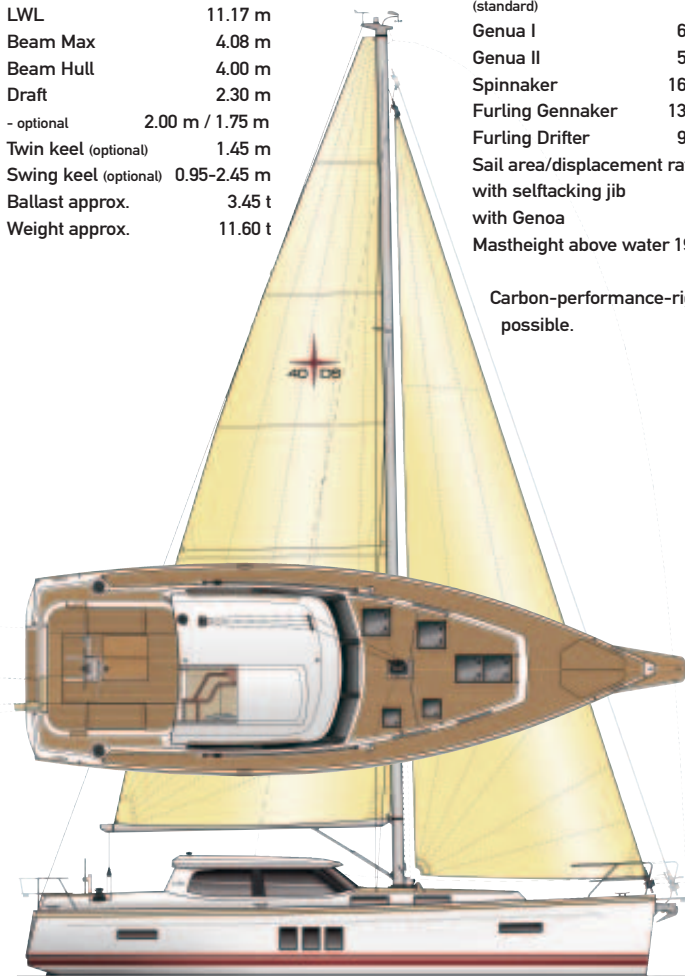
Dimensions:

| | |
|-----------------------|-----------------|
| LOA | up to 12.90 m |
| L Hull | 11.99 m |
| LWL | 11.17 m |
| Beam Max | 4.08 m |
| Beam Hull | 4.00 m |
| Draft | 2.30 m |
| - optional | 2.00 m / 1.75 m |
| Twin keel (optional) | 1.45 m |
| Swing keel (optional) | 0.95-2.45 m |
| Ballast approx. | 3.45 t |
| Weight approx. | 11.60 t |

Rig and Sails:

| | |
|--|----------------------|
| Mainsail (standard) | 49.0 m ² |
| Self-tacking jib (standard) | 32.3 m ² |
| Genua I | 63.6 m ² |
| Genua II | 50.3 m ² |
| Spinnaker | 160.0 m ² |
| Furling Gennaker | 136.4 m ² |
| Furling Drifter | 92.7 m ² |
| Sail area/displacement ratio with selftacking jib with Genoa | 4.4 / 5.1 |
| Mastheight above water | 19.80 m |

Carbon-performance-rig possible.



Design and Construction:  / Sirius Yachts Design Team

The standard equipment on the Sirius 40 Deck-saloon Yacht includes:

CE-registration: Category A, Ocean, for world-wide travelling

Hull and deck: Made in hand-laid GRP. The hull is built exceptionally strongly, above the waterline with vacuum-adhered Corecell M-foam sandwich, in a one-piece mould with vinyl ester-gelcoat and resin, fibreglass mats and rovings, which are especially developed for high quality boat building. Parts of the deck are also built in foam-sandwich-construction. Hull-deck connection and bulkheads are laminated from all sides.

Underwater finish: 1 layer epoxy primer and hard anti fouling, 2 waterline stripes in the colour of your choice.

Keel: approx. 3.45 t cast iron (optional: hardened lead bulb) glued and screwed to the hull with fourteen 20 mm stainless steel bolts through steel reinforcement. The forces are redistributed by massively laminated bottom floor sections.

Rudder: pre-balanced rudder blade with half-skeg; wheel steering.

Deck coating: solid teak deck for side decks, upper deck and in the cockpit, on the coamings and bathing platform, screwless, fully vacuum bonded into a bed of Polyurethane (GRP-deck with antiskid and alternative materials for example "flexi-teak" possible).

Deck fittings: Bow pulpit, stern pushpit, guard rail with 10 stanchions in stainless steel and 4 life lines, strong solid wooden rubbing streaks, bow fitting with anchor roller and electric anchor windlass in the anchor locker, 25 kg galvanized Rocna-anchor with 50 m of 10 mm calibrated chain; self-tacking-jib system; halyards and trim lines are led back to the cockpit through halyard stoppers into a halyard box, 1 self-tailing 40 winch; closable permanent ventilator in the anchor locker, 2 stainless steel bathing ladders (1 telescopic in a drawer), 6 cleats, 6 skylights which are recessed-mounted into the deck; plexiglass sliding-hatch in the saloon; all Deck-saloon windows are made of safety-glass recessed, glued-in and screwed through a solid aluminium frame structure (option: double glazing). Optional windows in the hull are made from bullet-proof polycarbonate, frameless glued. There is an opening window above the galley and optionally also for the seating area. Gas box inside the big deck storage behind the anchor locker.

Cockpit: teak laid benches, coaming and cockpit floor; 2 cubby holes in the cockpit, 2 big locker seats with up to 4500 litres of storage volume. Door in fold-down transom. Big cockpit table with fold-down wings and box.

Galley: Two-burner half-gimballed gas stove with oven, 130 litre refrigerator with icebox (optional without and 41l icebox extra), stainless steel double sink unit, pressurized water system, 14 drawers, 1 upper shelf with LED-lights, 2 huge waste boxes, deep bottom shelves with approximately 1600 litres of storage.

Heads: two heads, one with shower (option both); manual sea toilets, large wash basins, mirrors and large cupboards on top and bottom. Waste water tanks (from 60 + 100 litres upwards), with overboard-discharge and outlet for dockside emptying.

Water system: water pressure system, 45 litre immersion heater via engine and 240 V, water tank from 400 litres upwards with tank display.

Engine: Volvo-Diesel D2-55, four cylinders, 40.43 kW (55 HP), double cooling system, seawater filter, saildrive with folding propeller, generator 14V - 115 A, tachometer, single lever engine throttle; diesel tank, from 200 litres upwards with tank display and pre-filter.

Electric device: Control-centre in the navigation corner with main switches and fuse boxes, compass, wind, log and lot; complete navigation lights with deck light, two ceiling lamps each in heads and corridor, 3 lamps in the saloon, 3 lamps in the galley, 2 reading lamps and 2 ceiling lamps in both cabins, 2 workshop lights; 1 starting battery (70 Ah) and 3 consumption batteries (total of 300 Ah) with separate electric circuit. Shore connection with 50 A charger.

Cushions: 10 cm foam material with high-quality fabric covers, ergonomically shaped.

Rig: 2-spreader Selden rig with furling forestay, self-tacking jib system, adjustable backstay with winch handle tensioner, 2 upper shrouds, 2 middle shrouds, 2 lower shrouds; 1 main halyard, 1 jib halyard, 1 reserve halyard on the mast; main boom with 2 single line reefing-systems, kicking strap; all active halyards and trim lines are led back to the cockpit. Mast and boom are made out of aluminium.

1 set of sails: including 32.3 m² self-tacking jib, main sail 49.0 m² with 2 reefing lines as well as jib and main sheets.

We reserve the right to change the construction and the standard equipment. The drawings, pictures and text also show special designs and options. Typing errors reserved.

Production and exclusive distribution: **Sirius-Werft GmbH**

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(22 Km south of Kiel, 90 km north of Hamburg)

Tel.: 0 45 22-744 61-0 · Fax: 0 45 22-7 44 61-29 · e-mail: info@sirius-werft.de

More information and up-to-date photos at: www.sirius-werft.de

Keel options: There are also five possible keel options. Take the opportunity to equip your boat to have the sailing characteristics of your choice and to be best suited to your cruising area.

We offer the performance orientated 2.0 m deep keel with lead bulb, the 2.3 m low cost standard solution made out of cast iron or you can choose the 1.75 m shallow fin keel.

Our twin-keel design has been optimized according to the latest hydrodynamic research, and comparison tests have shown that there is little or no loss in performance compared to the standard fin keel. The twin-keels are ideal if you wish to dry out. Alternatively, considerable flexibility is provided by our unique swing-keel. Instead of a half skeg and centre-line rudder, this version has double rudders (optionally three rudders). This design restricts certain interior options, but it offers high security and excellent performance, having an electro-hydraulic moving keel that carries the full ballast in the centreplate.



5 different keel options

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