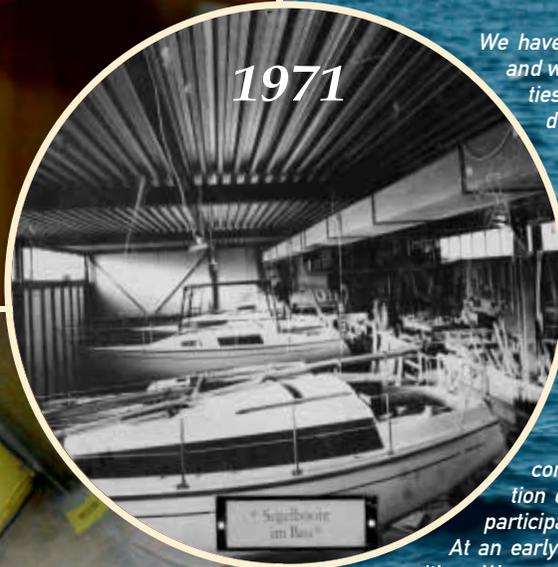




Sirius  35 DS 



More than 40 years of boat building, experience at sea and sailing are reflected in every detail with tradition, experience and innovation.



1971

A story of success

With some pride we would like to take you on a journey through the evolutionary history of an extraordinary yacht, to tell you about some fantastic cooperation and to invite you, as Chris Beeson from **YACHTING** wrote: "...to explore the most impressive cruiser we've ever tested".

The development took 5 years of intensive preparation and consultation with our customers and in-house team, supported by our 40 years of experience and tradition. Numerous discussions took place with well-known naval architects. Eventually, four of them were invited to align ideas, experiences, design approaches and feasibility, to combine tradition with modern ideas and new lines.

The **Frankfurter Allgemeine** writes:

"A short time ago, in Plön, there was a design competition started which would have been a credit to any car manufacturer. The customers were asked for their opinions and a number of naval architects were invited to present their ideas - similar to architects bidding to design a soccer stadium."

We have not only listened to the experience, ideas and wishes of our customers and interested parties, we also included them in a large survey - during which we sometimes had over 100 enthusiastic answers a day.

In the whole development, concept alignment and selection of the design we let them participate in the decision making. At an early stage we received recognition. We are no longer just known only by insiders for our extraordinary customer focus, our great attention to detail, our inventiveness and our high quality construction.

Segler-Zeitung

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

palstek

„In conclusion, the brand stands for an independent yacht concept - Sirius customers appreciate the individual design, the "real" deck saloon, the unique use of space, the variety of individual possibilities, as well as the endless well designed solutions both on deck and below, which has been developed with a foundation of over 40 years boat building experience.“

The first presentation at the trade fair was a sweeping success:



YachtingWorld „This 35 is the first launch and was so popular in Düsseldorf it was difficult to get aboard“

SEILAS „The most original boat of the exhibition“

...however, even after the first test sailing with well known journalists, we were not prepared for **Nomination for European Yacht of the Year!** by the 11 largest European Yacht magazines

»»» Bootshandel

„Perfection in 35 feet“ ... „In just 10.6 metres, the boat offers as much space as a 41 foot yacht“

„The concept of a deck saloon yacht is nowhere so consistently thought through as in the Sirius yachts“



As well as conclusion:

YACHTING "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!"

The **EUROPEAN boatbuilder** writes:

„The Art of Perfection“

„So a boat that can get a respected, sober and thoroughly objective consumer magazine such as the UK's Yachting Monthly to ask questions such as „Is this the best boat ever built?“ is bound to get the immediate attention not only of potential customers, but the entire marine industry.“

„Achieving such a thing always means very close attention to detail and rigorously eliminating anything that might be interpreted as substandard – be it in appearance or performance. Sirius, however, seems to have done more.“

In fact the worldwide attention was a huge unexpected success and some of those who had not yet experienced the concept found the scores difficult to believe. But Chris Beeson was confident in his judgment and felt it necessary to defend the scores given by publishing:

We want to extend our thanks for this success not only to our naval architect Marc-Oliver von Ahlen, but particularly to our customers and friends, for their exchange of experience, their ideas and their part in this success!

We are going to pursue the strong customer tie further and organize company outings, in which the yard team crew for the customers to experience the event together. By bringing together all this concentrated experience, every ship is tailored to your individual wishes from the first to the last production step. Throughout the five month construction time, our in-house, highly qualified and motivated staff use the best of traditional and solid construction methods, exploit the most modern materials and apply extraordinary attention to detail.



Yacht

„An uncompromising comfortable cruising sailing boat, that you don't find in the eleven-meter-class everyday ... a miracle of space ...a public attraction ...as individual and exciting as a mega yacht“

And finally on the front page of England's largest yachting magazine:

YACHTING „Is this the best boat ever built?“

YACHTING

„Our technical editor Chris Beeson stands by his verdict – the Sirius 35 DS is the best cruiser he's ever tested.“

„Anyone who stepped aboard or sailed her would be generous with their scores!“

Segler-Zeitung

„So what is the secret of a Sirius? Probably that the customers feel that the boat-yard will respect all their requirements and wishes.“

We are proud to present to you here the result of this extraordinary cooperation:

the

Sirius 35 DS

YACHTING COMING "...the Sirius 35 DS may well be the best 35ft cruiser we've ever tested."

Yacht „Lively in relation to the weight... very good natured sailing characteristics

... she gives a light and well-defined rudder pressure ...

The first showers bring 20 knots of wind and more heeling, but barely more pressure on the helm. ... Reaching, she easily sails at her hull speed and more. At the maximum we log 8.3 knots. ... The cutter stay at the bowsprit 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 again; 22 or 40 square metres on demand. ...second reef in the mainsail, only the self-tacking jib at the bow. This operation can be done in less than one minute by only two people thanks to the clever routing of the lines and the cockpit ergonomics. The 35 can then 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.“

»»» **Bootshandel** "Before we run smoothly and very quietly under power into the open sea, the yard manager demonstrates the impressive manoeuvrability of the yacht in the harbour. The engine, with sail drive, is mounted well aft which results in a direct prop wash on the rudder. With this directed thrust to the rudder, the yacht manoeuvres easily in a restricted space - it is even able to rotate on the spot.“

YACHTING "Motorboat-style stainless steel guard-rails, gunwales and grabrails make moving on deck safe and secure.“

"The GZ curve shows that she nearly always has a positive righting moment, thanks to the deck saloon.“

»»» **Bootshandel** "I was totally awestruck by the small tacking angles we achieved. To convince myself, I checked the results by tacking over and over again. She tacks through less than 80 degrees!“



A yacht as individual as you

From our experience, every customer is someone special and has different demands for their sailing, single-handed and family comfort, equipment and choice of colours. Hence no two yachts that leave our yard are exactly the same. Additionally you have the choice - according to your sailing area and preferences - among seven different keel types and draft, wheel or tiller, various mast and sail configurations, several exciting and maybe surprisingly variable interior versions, furniture, floor and colour designs.

Special requests, for example, warm water central heating, air conditioning, generator, diving compressor, electrical stern anchor windlass, cockpit or targa style arch, cutter stay and davits have been developed through the years – partly in close cooperation with our owners „on world wide tour“ – and are part of our daily work.

Sailing the Sirius 35 DS will really convince you of its true pedigree. On the water you will see what we mean; in a light breeze, you make good progress and, in heavy weather, you feel absolutely secure in the deep cockpit. The Sirius 35 DS is not a compromise, but an intelligent combination of craftsmanship and sailing experience.



»»Bootshandel
"The view ahead is perfect."



Yacht "German craftsmanship in a modern package. The stronger the wind and the worse the weather, the more she is able to shine. Ideal as a long distance cruiser."

»»Bootshandel "Viewed from the bow, the new boat impresses you with modern and very distinctive lines."

YACHTING *"This is one of the most painstakingly designed and built semi-custom yachts in the world, from a German yard that inspires near-fanatical loyalty in a growing European community of owners. The deck saloon principle knows no better exponent - eye-lines are immaculately executed and your height is factored into the build."*



YACHTING
"The deck saloon is brilliant."



Franfurter Allgemeine
ZEITUNG FÜR DEUTSCHLAND

“While under sail, there is a seamless, natural living space, spanning the helm position, protected by the deck saloon, the navigator’s comfortable armchair inside the yacht, and the saloon and galley. If anyone is feeling cold, he can take off his foul weather gear, go inside and switch on the heating - it’s as simple as that!”

Yacht

„The highlight: inside but still outside. The benefit of the all-round view is obvious but the yard makes additional use of the deck house. 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 which is well lit thanks to the hull windows.“



YACHTING “Sit at the wheel or on the coamings and you can see through or around the deckhouse, so views forward are surprisingly good.”



Meeting at eye level

The philosophy behind all our Sirius deck saloon yachts lies in the inter-connection of the most important living areas on board. Also on the Sirius 35 DS the same eye-level visibility is shared by the saloon and the cockpit making it possible while sailing: to relax in the comfort of the protected saloon without the worry of seasickness, remain in contact with the helmsman and crew – simply enjoy life on board.



The connection of living areas

The saloon forms the heart of the Sirius 35 DS. With around 2 metres of headroom, the saloon has an elevated position with a comfortable round settee where one can enjoy a panoramic view to all sides.

Whether cooking for your crew, acting as helmsman sheltered from chilly and unpleasant 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! Standing in front of the galley or sitting at the interior command position, you are exactly at eye-level with your smaller and bigger crew members who are sitting in the saloon, even with those in the cockpit. While sailing, this generates a totally new set of conditions on board, not just a life revolving around the cockpit. The generous living area, the stylish ambience and the many large windows make life pleasant and comfortable on board, even during stormy and rainy days in the harbour.

Surprise yourself also by the convenient equipment in the galley. A vast number of drawers and very deep, cool underfloor storage make use of every corner, with the weight low down where it should be.





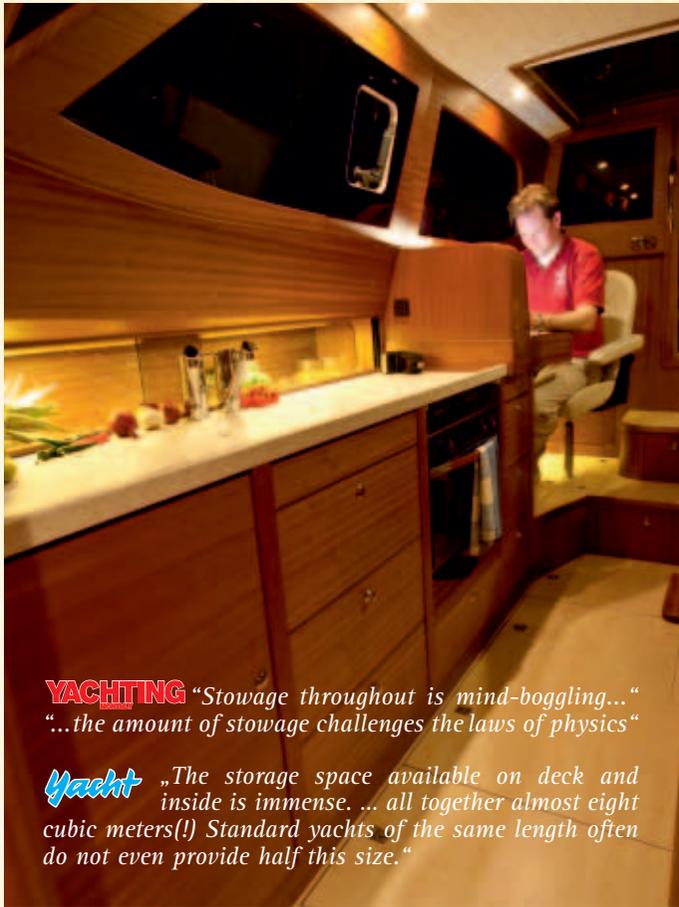
***Yacht** „...sea view everywhere: the deck saloon with its 360 degrees panoramic view. ... Light and view are dominating the whole boat. ... Whether standing in the galley, or sitting in the saloon or in the cockpit – the eye level remains the same““*



segeln "The galley leaves nothing to be desired."
 "Under the four large floorboards are 1600 litres of storage, enough space for a long distance cruise."



»»Bootshandel "In the interior alone, there are 5000 litres of storage space at your disposal."



Galley

The galley is situated at the same eye-level with the settee opposite. Because of the panoramic view the cook in the galley stays fully involved in the activity on and around the boat.

Comfortable features: Refrigerator and/or cool and freeze box, half-gimballed stove with oven, double sink and – as throughout the saloon – around 2 metres of headroom. The almost 2500 l of storage space will be a surprise to you! All is easily accessible in illuminated cupboards, several well organized and smooth-running drawers, as well as enormous bottom storage compartments. Below the water line are four "cooled" large stowage areas, easily big enough for several drinks boxes, ample food supply for a long cruise and a considerable wine stock.

YACHTING "Stowage throughout is mind-boggling..."
 "...the amount of stowage challenges the laws of physics"

Yacht "The storage space available on deck and inside is immense. ... all together almost eight cubic meters(!) Standard yachts of the same length often do not even provide half this size."





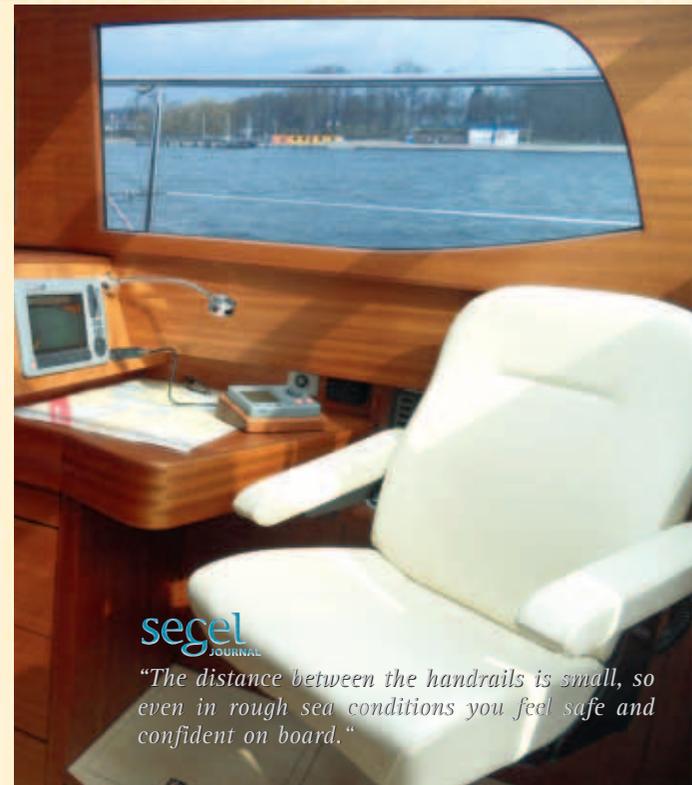
The Interior command position

The interior command position is located directly under the large glass sliding-hatch and enables you to helm comfortably, protected in all weather conditions. If requested it could also be built with 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 brace yourself at the opposite seating area and steer the boat, always having excellent vision.

Sail settings can also be monitored at all times through the large plexiglass sliding hatch above the companionway. The optimized arrangement enables the navigator to orientate to all sides and - because of the closeness to the companionway - he easily stays in contact with the crew. He can join them immediately by only one single step through a real door into the cockpit.

In the evenings the rotating and height-adjustable "captain's chair" will make for a convenient seventh seat at the large saloon table seating area. Next to the companionway an oilskin locker takes up all sailing clothes, shoes and life vests of the entire crew.



segel
JOURNAL

"The distance between the handrails is small, so even in rough sea conditions you feel safe and confident on board."



SEILAS "The boat has two incredible cabins. The large windows in the hull have a fabulous effect within the boat."

YACHTING "The sumptuously fitted out forecabin has an amazing amount of stowage."



Yacht „Below decks the Sirius shines as few other boats. Whether you take the standard of the interior design, the mahogany veneers which are first varnished inside the boat, the exact fit of the blinds or of the whole furniture – overall you will find exquisite quality, a quality that only a few yards offer today. “



Forecabin, heads and shower

Also the front cabin, which offers a berth of 1.75 meters width and 2.03 m up to 2.15 m length and a reading seat as well as a large cupboard and drawers. It offers a direct access to the luxurious heads.

Directly opposite the owner's suite and the washroom a separate shower cabin is located. This can also be used as well ventilated wet weather storage, or for „fine clothes“. This comes in addition to the large oilskin locker beside the companionway, two big lockers and the side cupboards as well as drawers underneath the beds.



YACHTING "This is the most salubrious heads we've ever seen ... looks like it belongs in the "The Ritz"."

»»**Bootschandel** "A beautiful and large ceramic basin here is an eye-catcher which offers 5-star ambience."

YachtingWorld "A sumptuous cabin lies under the deck saloon."



YACHTING

"These hull ports are genuinely bulletproof."



YACHTING "The central cabin... if I could give 11/10 scores, I would."

"It's located midships, so would make an excellent sea berth."



As a different design option it would be possible to build an additional office room with direct access from the fore ship or integrated into this.

Owner's suite

With an astonishingly roomy feel and size this suite impresses especially with the sea view through the optional hull windows. These allow a lot of light and air to enter along with the large windows, hatches and skylights.

One or two comfortable seats invite for handy dressing, but also seduce to stay and read, if the saloon is occupied or some privacy is required.



YACHTING

"The centre cabin's hull ports make it a remarkably tranquil place to sit and watch the miles unfold."

Bootshandel

"The mid ships cabin is quiet - no ripples or wave slapping to disturb the peace, a well know problem with some aft cabins"

Yacht

Hull windows: ".... allow ... exciting prospects; they not only open the boat to let in a lot of light but also give impressive panoramic views. Just like the all-round glass deck house, the hull windows connect the inside and the outside, whether you are anchored or at sea."

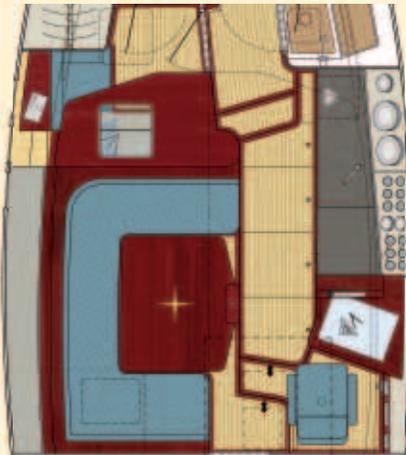
The interior design

Living space – lifetime dreams

As well as possibilities to brace and support yourself on board in a proper way, the quality of life is also defined by well-lit and airy rooms with 1.95 m headroom or more, a bright, fresh but also balanced design and a smart mixture of usable storage space and practical details.

By omitting an aft cabin (in our 4-berth and for2 versions), which is sometimes narrow and affected by waves which hit below the stern, by incorporating a companion way which is located sideways and taking advantage of the U-formed seating area, the whole low-level area provides space which is even more spacious than on our Sirius 38 DS.

For more guests on board the saloon table quickly converts into a double berth (1.40 m in width and 2.20 m long, optional).

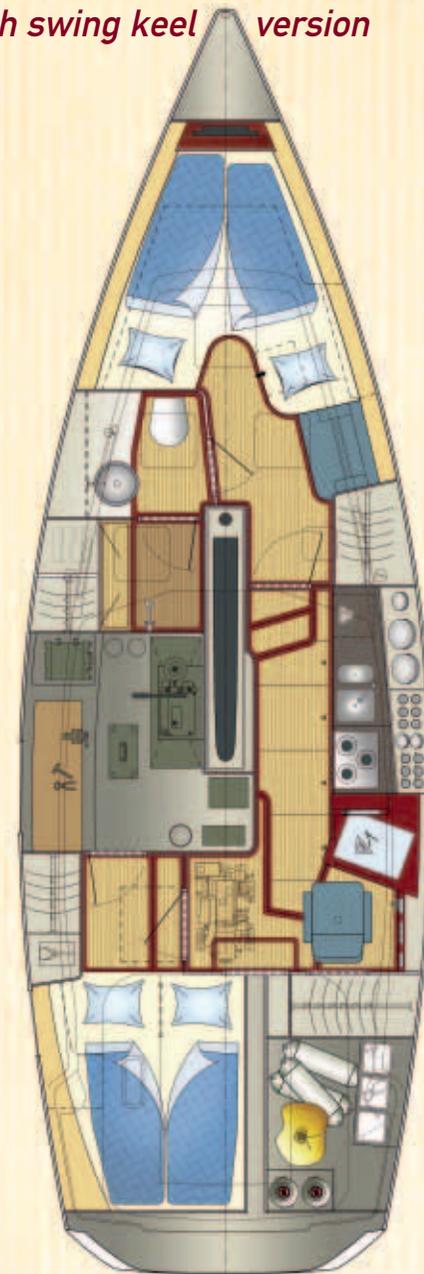
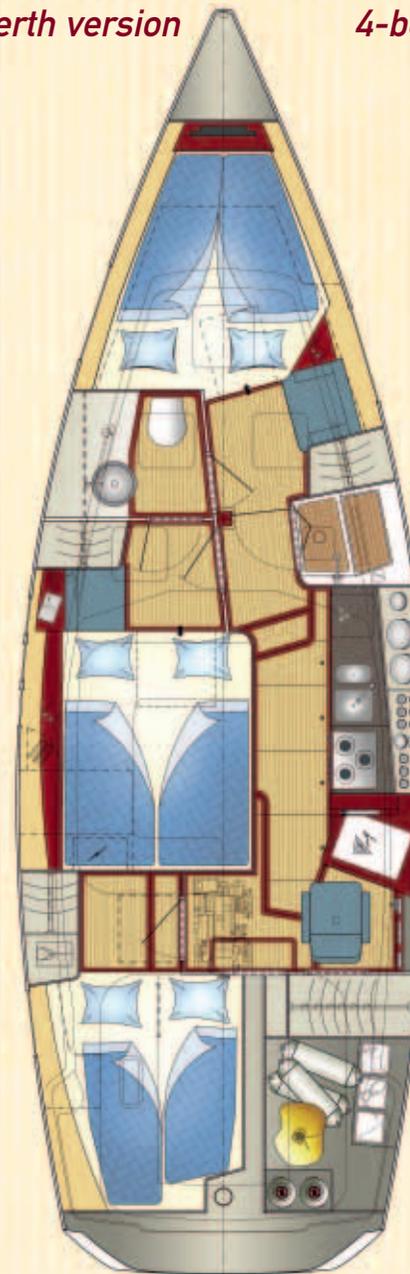
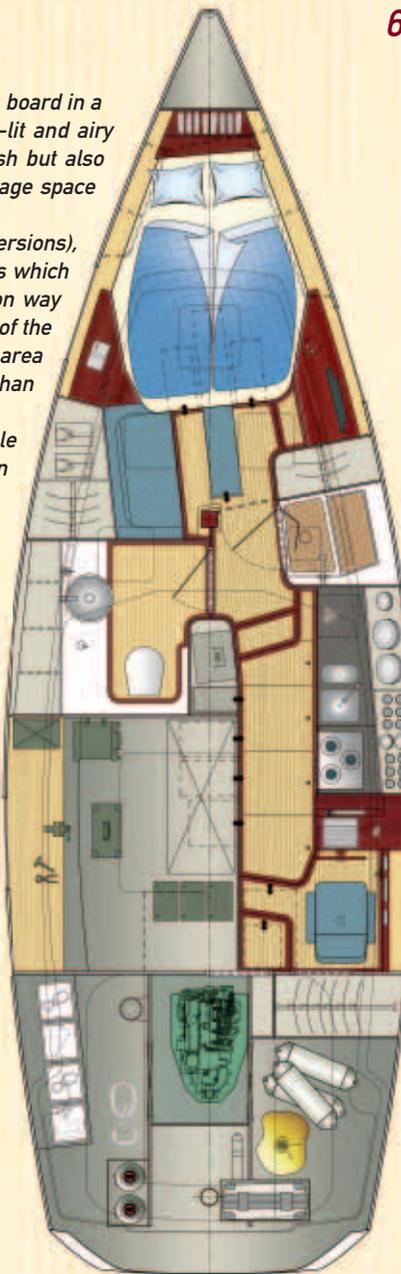
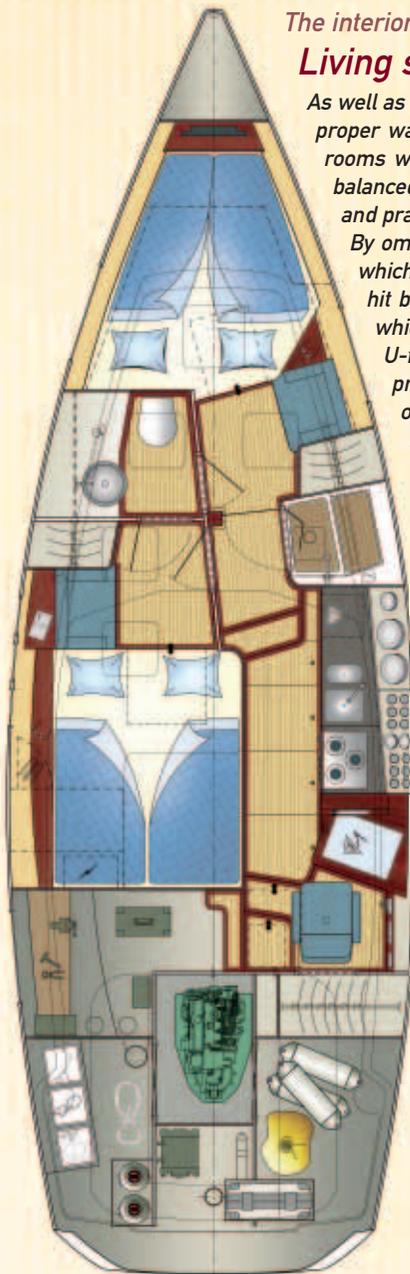


By moving the saloon seat forward you access the engine and walkway to the workshop, where most of the technical equipment is located as well as plenty of storage for tools and spares.

YachtingWorld "It's a superb layout of two good double cabins for the size."

6-berth version

4-berth swing keel version



4-berth version

In the 4-berth version the owner's cabin is situated half under the seating area in the centre of the boat, ensuring the least amount of noise and movement. It boasts a luxury double berth of 2.04 m in length and 1.60 m width running the full length. You will experience light and air in a completely new dimension !

for2 Version

In our for2 version the forecabin occupies all the space forwards of the main bulkhead in front of the mast. Next to a bed, which is truly big for this size of a boat, there remains enough room for a cosy double sofa with removable foot bench on top of a drawer and a television and book shelf opposite, all with 1.90 m head room. Because of this an airy and well lit "second saloon" is created, which is without equal as it is provided with three large hatches, two windows in the deck and two optional hull windows.

In this version the room under the saloon can be built as a workshop and can have several additional drawers accessed from the galley. Another possibility would be to build an additional „reserve“ berth, as well as the option to lower the saloon table.

Individual design solutions

To offer new interior designs, we have developed the seating within the saloon, so there is a generous distance and shelf/storage area to the front windows. This area provides the headroom for the owner's cabin and ensures luxurious space. It is also possible to have a shorter seating area – which we are using in our 38 DS – placed further forward. This produces space for a comfortable entry, through a door and a sliding hatch, to an aft cabin between the companionway and the settee. For this reason we are able to offer in our **6-berth version**, three separate, completely enclosed double berth in addition to the optional double berth in the saloon.

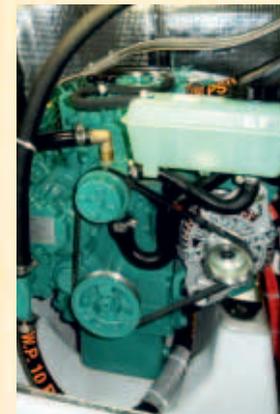
An absolute novelty in the 35 foot class. In this setup the boat's tanks and technology are arranged partly under the berths and partly behind the engine, as on other yachts. If even more extra space for additional technology is required, e.g. big generators or very large tanks, those can be accommodated in the

generous engineering room below the seating level instead of a mid-ship cabin and can be accessed through a door from the aft cabin. In this version it is possible to move the washroom one bulkhead aft to achieve a grand size bow-cabin with a detached king-size bed. Because of the centre board in the forward mid position of the boat, our **swing keel version** lends itself to the for2 or **4-berth design with aft cabin**. A mid-ship berth would be still possible, but you would have to enter it from the bow and the washroom. Please find some pictures of a 35 DS with swing keel at the bottom left. Plain to see: In the area of the saloon, navigation and galley you won't lose any space in the swing keel version. In comparison to nearly all other designs on the market this is a "real" swing keel, moving all of the ballast up and down. This is a very reliable and safe but complex technology. If your focus is not in the radical draft reduction and you are more interested in drying out, we would recommend our **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 our fixed keel yachts – as many tests confirmed.

Workshop: Please find to the right on this page pictures from the engine and engineering room of our 4-berth standard version.



segeln "Gigantic for a 35 footer - with own workbench!"





SEILAS "Unlike the competition, Sirius offers a deep and low cockpit."

Yacht "The high coamings, the wide benches and the seating possibilities for the helmsman, are simply awesome: all are secure and comfortable and give good visibility even through the deck house"



YACHTING "The rudder makes turning all but instant."

Quality of life at sail
Solidity, good sailing characteristics, sea worthiness, safety and comfort – also in poor weather conditions – are the main parameter, on which Marc-Oliver v. Ahlen has based the whole design.
You will already feel this when you enter the spacious stern cockpit of the Sirius 35 DS, an area with little motion while underway, because of its deep position. With its 2 metres long, ergonomically shaped benches, the high coamings, the smart possibility to brace, it offers a clear view through the large panorama-glass deck saloon windows and perfect safety and shelter in bad weather.



YACHTING "Both mainsheet and genoa sheet winches are within reach of the helmsman, and deep coamings make great backrests."

YACHTING "Note the neat, midships mainsheet horse, sturdy steel guardrails and useful halyard stowage."

Yacht “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 channel. This talent results from mounting the engine far aft. The rudder blade lies nearly directly in the flow – unlike most modern boats. ... Furthermore the forefoot at the bow reaches about 40 cm down into the water, which ensures a better tracking than is usual today. Having turning acceleration at the stern and a hold at the bow, you have above average manoeuvrability, and an expensive bow-thruster seems almost unnecessary.”

Yacht Parts of the „Yacht’s“ fazit:
“The detailed solutions are shown by the experience and meticulousness of the north German boat builders. ... Were it not for the high price, the deck saloon yacht would be the perfect boat for a majority of cruising sailors. ... In general you will hardly find a more versatile boat design... With this approach the people from Plön are quite alone in the market, which is mostly dominated by conservative deck saloon yachts. Those who like it cosy will perhaps find the Sirius to be closest to the perfect cruising boat.”

- ⊕ Modern deck saloon- interpretation
- ⊕ can realise many owners' wishes
- ⊕ high long-cruise suitability
- ⊕ lively in relation to weight
- ⊕ single-handed sailing possible, also with genoa
- ⊕ countless brilliant detail solutions
- ⊕ light and view everywhere under deck
- ⊕ extremely large useful storage space
- ⊕ top workmanship
- ⊕ very good components everywhere
- ⊕ top results: dimensions of berths and standing heights
- ⊕ top results: stowage and sound insulation

segeln “The sail drive (with folding propellor) is mounted in such a position relative to the rudder that the thrust allows the boat to perform stunningly tight circles, by juggling the throttle.”

segeln “You won't find any uneven gaps or imperfect surfaces. Instead, gadgets such as the dimmable ceiling light, which can be switched to night lighting, or the vented wardrobe for wet weather gear reflect the long, thoughtful development.”

- ⊕ general quality of manufacturing
- ⊕ general room setup
- ⊕ good basic configuration
- ⊕ sophisticated, uncompromising cruiser concept
- ⊕ individual interior solutions
- ⊕ large storage space
- ⊕ loving attention to detail in the interior
- ⊕ design of the deckhouse as a consistent living space including the cockpit
- ⊕ manoeuvrability
- ⊕ protected and functional cockpit





YACHTING "She has a sturdy cockpit table and a clever canting wheel."



Bathing platform and fittings

A real door and the option for a canting steering pedestal make a clear passage on to the large bathing platform.

By the waiver of an aft cabin (4-berth and for 2 versions), three full-depth locker spaces beneath the cockpit seats easily take foldable bicycles, dinghys, davits and all equipment for long cruise (almost 3.000 litre!)

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.



YACHTING "There's a whopping 3,000 litres of stowage in the two cockpit lockers, plus a liferaft locker and a gas locker beneath the helm seat."



»»Bootshandel "I am convinced that I have met the perfect cruiser."

palstek "The Sirius 35 DS is not only convincing as a high quality, seaworthy and well-equipped cruiser, but also is agile and easy to handle even in strong gale conditions. She is a well controlled sailing boat with a surprising potential for speed."

Discover the versatile possibilities of this amazing yacht and experience in person what has already astonished customers, boat show attendees and journalists.

The highest manufacturing quality, the love to work in wood, the enormous number of individual solutions for extension and her charismatic appearance make the Sirius 35 DS into a very extraordinary yacht. Please let us convince you: We gladly welcome you at our yard and arrange a test sail.

We would be delighted to learn more about your special needs and ideas and to work out an individual concept for your "dream boat" together with you, to design and build it with the equipment and design to your specific requirements.



With best regards!
The team of Sirius yard and yours
Torsten Schmidt



Torsten Schmidt
Sirius 35 DS

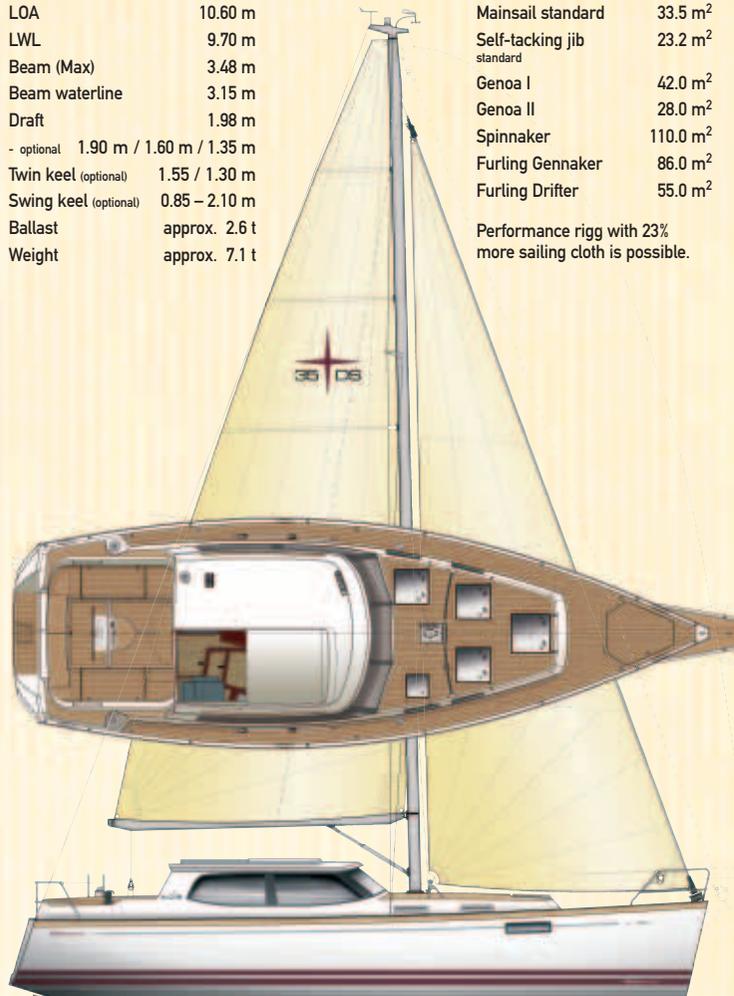
YACHTING MONTHLY 100-POINT RESULTS (Excerpts)

UNDER SAIL		ON DECK		BUILD		BELOW DECK		TOTAL SCORE		
PERFORMANCE ... slipped along easily ...	AT THE HELM ... lots of comfortable helming spots... the visibility is surprisingly good	DECK LAYOUT The cockpit is an excellent example. Safe, dry and comfortable, with plenty of stowage ...	SAILPLAN ...with the genoa's extra horsepower and the gennacker's light air promise, she's well canvassed.	DESIGN & CONSTRUCTION ... the design is excellent – a huge amount of experience has been designed into this yacht. Build quality is as good as it gets, so it's not just the windows that are bulletproof.	MAINTENANCE Access to steering, electrical, propulsion and water systems is first class and the workshop will be a huge boost ...	CHART TABLE Stowage is very good and the panoramic views are a delight ... it's secure, comfortable ...	GALLEY Again, stowage is phenomenal. Lots of work space ... good light ...	HEADS It's genuinely impressive heads, very stylish, spacious but safe too.	LIVING BELOW The deck saloon is brilliant and the eye level principle connects crew on deck with crew below. The central cabin's windows are a great feature and there's standing headroom throughout. If I could give 11/10, I would.	93 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.
8 _{/10}	9 _{/10}	9 _{/10}	9 _{/10}	9 _{/10}	10 _{/10}	9 _{/10}	10 _{/10}	10 _{/10}	10 _{/10}	

Technical Dates:

Dimensions:

LOA	10.60 m
LWL	9.70 m
Beam (Max)	3.48 m
Beam waterline	3.15 m
Draft	1.98 m
- optional	1.90 m / 1.60 m / 1.35 m
Twin keel (optional)	1.55 / 1.30 m
Swing keel (optional)	0.85 – 2.10 m
Ballast	approx. 2.6 t
Weight	approx. 7.1 t



Sails:

Mainsail standard	33.5 m ²
Self-tacking jib standard	23.2 m ²
Genoa I	42.0 m ²
Genoa II	28.0 m ²
Spinnaker	110.0 m ²
Furling Gennaker	86.0 m ²
Furling Drifter	55.0 m ²
Performance rig with 23% more sailing cloth is possible.	

The standard equipment on the Sirius 35 Deck Saloon Yacht includes:

CE-registration: Category A, Ocean, for world wide traveling
Hull and deck: Made in hand-layed GRP. The hull is built exceptionally strong, above the waterline with vacuum-adhered sandwich, in a one-piece mould with vinylester-gelcoat and resin, fiberglass mats and rovings, which are especially developed for the boat building. Parts of the deck are also built in sandwich-construction. Hull-deck connection and bulkheads are laminated from all sides.

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

Keel: approx. 2.60 t casted iron (optional: hardened lead bulb), glued and screwed to the hull with up to ten 20 mm stainless steel bolts through flat-rolled steel. The forces are redistributed by massively laminated bottom floor sections.

Rudder: pre-balanced rudder blade with half-skeg; tiller (wheel option).

Deck coating: solid 10 mm teak deck for side decks, upper deck and in the cockpit on the coamings and bathing platform, nearly screw less, fully vacuum bonded into a bed of Polyurethane (GRP-deck possible).

Deck fittings: Bow pulpit, stern pushpit, guard rail with 8 stanchions in stainless steel and 4 life lines, strong solid wooden rubbing streaks, bow fitting with anchor roller and anchor windlass in the anchor locker, 20 kg galvanized anchor with 8 mm chain forerunner and 25 m rope; self-tacking-jib system; halyards and trim lines are led back to the cockpit through halyard stoppers into a halyard box, 1 self-tailing 28 winch; closeable permanent ventilator in the anchor locker, telescopic bathing ladder, 6 Kleeets, 5 skylights which are recessed-mounted into the deck (3x 50x50 and 1 each 33x33 and 60x60 cm); plexiglas sliding-hatch in the saloon; all deck saloon windows are made of safety-glass (option: double glazing) recessed glued in and are screwed through a solid aluminum frames fracture. Optional windows in the hull are made from bullet-proof Polycarbonate, frameless glued. There is an opening window above the galley and optional also for the seating area.

Cockpit: 4 cockpit drains, 10 mm teak laid benches, coaming and cockpit floor, 3 cubby holes in the cockpit, gas box, 3 big locker seats with approximately 3000 l of storage volume.

Galley: Two-flame half-gimbaled gas stove with oven, 100 l refrigerator with icebox, stainless steel double sink unit, pressurized water system, 7 drawers, 1 upper shelf with LED-light; waste box, deep bottom shelves with approximately 1600 l of storage volume.

Head: Separate shower room; toilet room with manual sea toilet, large wash-basin, mirror and large cupboard on top and bottom. Waste water tank (from 138 l upwards) with overboard-discharge and outlet for dockside emptying.

Water system: water pressure system, water tank from 220 l upwards with tank display.

Engine: Volvo-Diesel D2 40, four cylinders, 29 kW 38 HP, double cooling system, seawater filter, saildrive with folding propeller, generator 14 V - 115 Ah,

tacho, single lever engine throttle; diesel tank, from 150 l upwards with tank display and oil filter.

Electric device: Control-center in the navigation corner with main switches and fuse box, compass; complete navigation lights with deck light, one ceiling lamp each in heads, shower and corridor, 3 lamps in the saloon, 3 lamps in the galley, 2 reading lamps and 1 ceiling lamp in both cabins, 1 engine room light; 1 starting battery (70 Ah) and 2 consumption battery (each 100 Ah) with separate electric circuit.

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

Rig: 2-spreader rig with forestay, shared backstay with cascade system, 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 in boom 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 aluminum.

1 set of sails: including 23.3 m² self-tacking jib, main sail 33.5 m² with 2 reefing rows as well as jib and main sheet.

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

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

Ascheberger Str. 68

24306 Plön / Schleswig-Holstein (22 Km south of Kiel,

90 km north of Hamburg)

Tel.: 045 22 - 744 61-0 · Fax: 045 22 - 744 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 plenty of variants in the keels. Take the opportunity to equip your boat also with sail characteristics of your choice and suitable for your preferred area.

There are four different fixed keel variants available. We offer the performance orientated deep keel with lead bomb, the low cost standard solution made out of cast steel or you can choose one of the shallow keels.

Our twin-keel design has been optimised 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. The design restricts certain interior options, but it offers high security and excellent performance, having an electro-hydraulic moving keel that carries the full ballast.

Design und Konstruktion:  / Torsten Schmidt

Engineered by **JIB design**
MARINE TECHNOLOGIES



7 different keel options

www.sirius-werft.de