



Sirius 310 DS 



More than 40 years of boatbuilding experience, sailing and seafaring imbue every detail with tradition, experience and innovation.



1971



“When it comes to accommodation, sailing performance, build quality and scope for customisation in a 31-footer, the Sirius 310 DS sets the standard, says David Harding

So is she really all things to all men (and women)? That’s what it sounds like on paper, though how a designer and builder can squeeze up to two generous double cabins, 1.9m (6ft 3in) of headroom throughout, cavernous cockpit lockers and vast amounts of stowage into a boat of this length that actually sails is hard to conceive – until you meet the Sirius in the flesh.”



segeln „The little sister of the 35 DS combines an unusual amount of living space, a thoroughbred Interior and semi custom build individuality.“

Yacht “The Sirius 310 DS provides unique living comfort together with good sailing performance. ... Top quality workmanship, superior use of space”

Solid, fast and comfortable

Ask any of today's cruising yachtsmen to describe the boat of their dreams and most will demand cruising comfort combined with first-class sailing characteristics and sea-worthiness. They will also want generous headroom and cabin space, a warm and comfortable shelter in rough weather conditions, as well as good light and visibility in the main cabin areas. Satisfying these needs by creating thoroughbred sailing yachts with fine and elegant lines, carefully tailored to meet each owner's needs, has been the recipe for success at the Sirius yard for over 40 years.



"The first sight of the boat immediately tells you that she is something special. ... Three side windows give a particularly special character to the interior of the central cabin, which is increasingly appreciated during the voyage - it is not surprising that we all imagined this cabin as the one for ourselves. ... The boat has a great manoeuvrability under engine. ... A light northerly breeze was sufficient to push the boat into the wind at over 5 knots with the jib and main. ...When helming, the view through the cabin windows is uniquely good. ...the 310 has a lot of technical features that can serve as examples to others, and some even take your breath away."



*"Performance plus:
... The genoa was the right sail for those conditions, driving us along at 5.3-5.4 knots between tacks of less than 80°. That's good going, and we'd undoubtedly have overtaken a fair few conventional cruisers of similar size had we found any to sail against...
Even so, had I been blindfolded I don't think I would have guessed that I was sailing a heavy, high-volume deck-saloon cruiser."*



*"A notable feature was the lack of transom-drag, the water flowing cleanly from the stern. She was easy to sail, with a nicely balanced helm that loaded up progressively if she was deliberately pressed. Provoking her by bearing away in the stronger patches with the sheets pinned in would take the rudder to the limit of its grip, but she kept it all together. ...
In the moderate conditions of our test, both Sirius yachts were pleasantly responsive and rewarding to sail, stiff, well balanced, obedient and manoeuvrable..."*





The 310 DS is the second of the new designs for Sirius from the board of Marc-Oliver von Ahlen. The design was selected following a large competition, and with extensive input from owners and others passionate about the marque. The clean lines of the design were then brought into reality by the skills of our team at the Sirius yard.

The 310 DS is the "smaller sister" of our Sirius 35 DS, which was nominated as 'European Yacht of the Year 2010/2011'. 'Yachting Monthly', the English sailing magazine, awarded the 35 DS the highest score that it has ever given in a boat test by some distance. The 310 DS and 35 DS have similar hulls, sail plans and general external appearances. Internally, the 310 DS is the "bigger sister" of our classic Sirius 32 DS and continues, in a more modern style, the virtues of that design into the fifth generation of boats of this size. Sailing the Sirius 310 DS will really convince you of its true pedigree. On the water you will see what we mean, whether, in a light breeze, you are making good progress or, in heavy weather, feeling absolutely secure in the deep cockpit. The Sirius 310 DS is not a compromise, but an intelligent combination of craftsmanship and sailing experience.



The design of the living areas

The philosophy behind the design of our deck-saloon yachts lies in the inter-connection of the most important living areas on board. What we mean by this is that everyone, whether in the galley, the saloon, at the interior helm or in the cockpit can enjoy the fun of sailing. Everyone is at the same eye-level, so that all enjoy the same views as the helmsman, whether they are at work in the galley or relaxing in the corner of the saloon, and everyone remains closely in contact with each other. Under way, the dining table makes a huge navigation desk, and the navigator not only has the unusual benefit of a superb view out, but can discuss things with the helmsman who is either alongside at the interior helm or just outside in the cockpit. This layout generates a totally new set of conditions on board. Life does not revolve merely around the cockpit, but everyone can be actively involved, or if they choose, can relax in the comfort of the saloon but still be one of the party.

The saloon

From the cockpit, go down two shallow steps (which can have cavernous drawers built into them) and you enter the heart of the Sirius 310 DS – the saloon. Anyone who wants to live on board for a longer time will value the



ambience. With around two metres of headroom, the saloon has an elevated position with a comfortable rounded settee where you can enjoy the panoramic view. A bookcase can be built behind the settee so that books are conveniently to hand. The generous living area, the wonderful quality of the woodwork and the many large windows make life on board pleasant and comfortable, even during stormy days in harbour. For colder climates, the windows can be double-glazed, and a hot-air heating system installed. A variety of lighting is available including power-lean LED lights. Up to six people can have dinner around the large wooden table, and, to keep the

conversation flowing, the table has an integrated bottle store. While sailing, the saloon table doubles as the chart table, with charts stored flat in the dedicated space beneath it, and the navigator has a superb all-round external view. As an option, and especially useful on the for 2 versions, the seating area around the table can be converted quickly into a very comfortable double berth of 1.40 m x 2.08 m. Whether cooking for your crew, helming sheltered from the weather, or simply being a passenger enjoying the sea view, under way, in harbour or whilst at anchor, you can enjoy life in the saloon!



Yacht "The door leads into warmth, not down into the cellar."



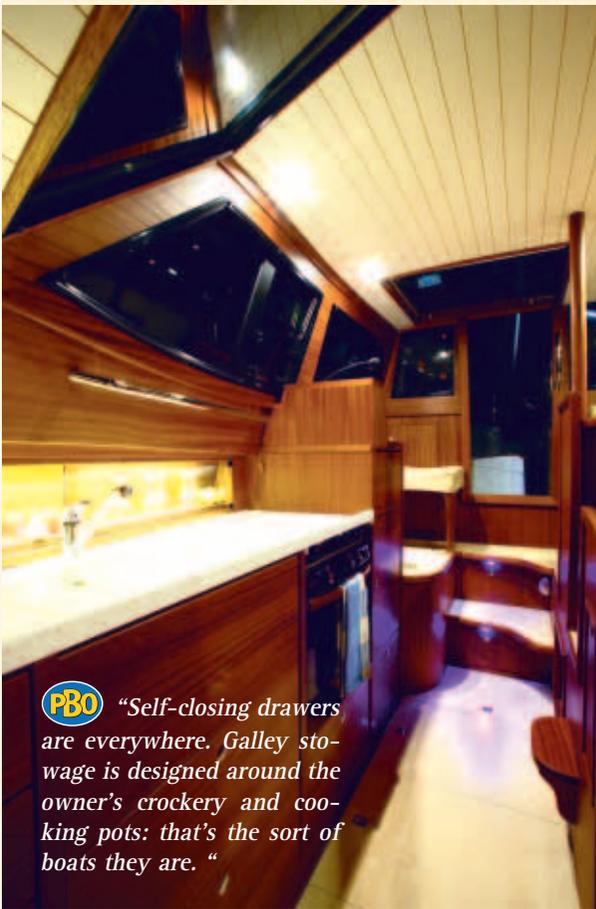
Yacht "There are no alternatives to be found on the market for those who seek the comfort of a real deck saloon yacht, at least not with this ability and with this massive amount of space. The Sirius easily surpasses any 35- or 36 foot yacht with regard to pure comfort in a boat for two people with guests. In addition, the high quality of the building process guarantees a long life with exceptional resale value."

PBO "On both boats the finish is hard to fault, the level of detail is superb and every cubic inch of space is used."



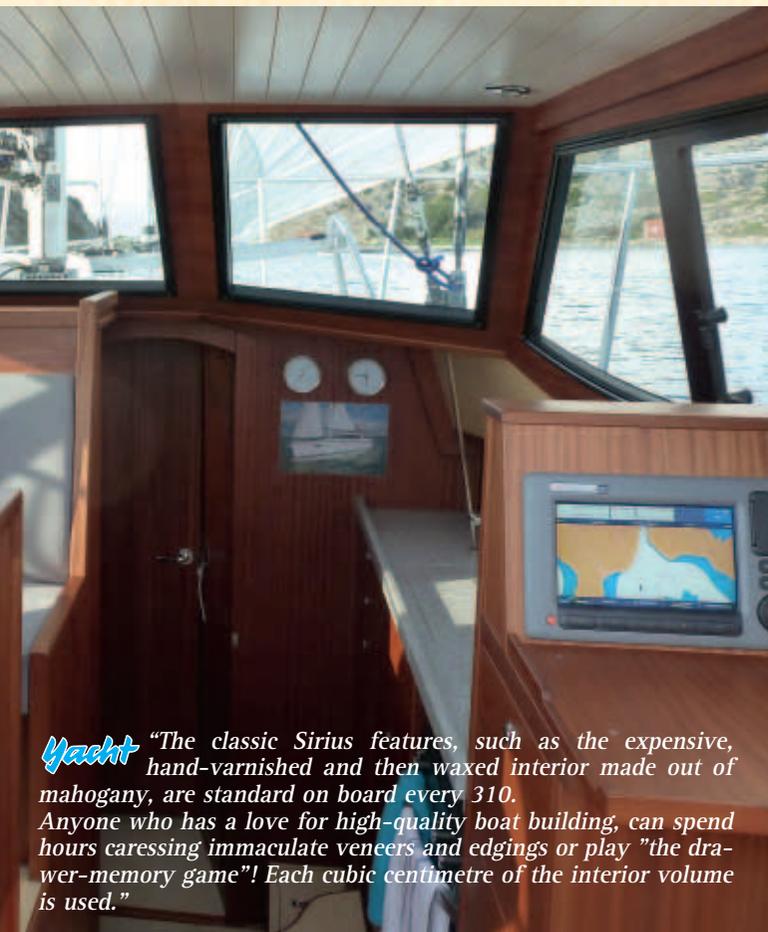
The galley

Standing in the galley, your eye is at the same level as someone sitting in the saloon. Thanks to the view, the cook in the galley is fully involved in the activity on and around the boat. Glancing up, the cook can help keep a look-out for other boats, for interesting wildlife, or for passing buoys. All this helps to make it far less likely that the cook will suffer any ill-effects from being 'down below'. Convenient features in the galley include a refrigerator and/or a cool box or freezer, a half-gimballed stove with oven and grill (if desired), a double sink and – as throughout the saloon – 2 metres of headroom. A surprise to you will be the storage space of almost 1,500 litres! It is all easily accessible, in the well-organised and smooth-running drawers, in the enormous under-floor storage compartments and in the (optional) illuminated cupboards. Below the water line are four large, cool storage areas, easily big enough to hold several drinks boxes, ample food for a long cruise and a considerable wine stock.



“Self-closing drawers are everywhere. Galley storage is designed around the owner’s crockery and cooking pots: that’s the sort of boats they are.”



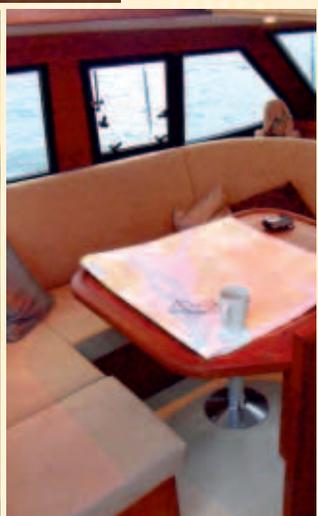


Yacht "The classic Sirius features, such as the expensive, hand-varnished and then waxed interior made out of mahogany, are standard on board every 310. Anyone who has a love for high-quality boat building, can spend hours caressing immaculate veneers and edgings or play "the drawer-memory game"! Each cubic centimetre of the interior volume is used."



Navigation

The saloon steering position can be equipped with engine controls, navigation aids, and electronic or wheel steering. Here, you can helm comfortably, protected from the weather, next to the navigator seated at the large saloon table in its role as the chart table. There is outstanding visibility in all directions, and because you can see under the foresail, you do not have the blind spot that is common on many sailing yachts. The sails can be monitored through a large plexiglass hatch. If you opt to use a remote control from the comfort of the sofa, the interior helm can be replaced by a dedicated navigation corner. One step takes you from the internal helm to the cockpit, through a fully transparent door. Even when the door is closed, you can see from the cockpit a chart-plotter at the internal helm position.



You have the choice

Every Sirius is built to the specific requirements of the owners, so that their ideas about the design and equipment can be fully incorporated. This close cooperation and our accumulated experience have led, in recent years, to some interesting lay-outs and variations in equipment. In turn, many of these ideas have been adopted into the further development of our boats, or they have become available as interesting possibilities for others. In our experience, every customer is someone special and has different demands regarding the sail configuration, draft, potential single-handed sailing, family comfort, equipment and feeling for colours. As a result, no yacht that leaves our yard is exactly like any other one. You have the choice, according to your sailing area, between six different drafts, wheel or tiller steering, and different mast and sail configurations. You may also choose between many exciting and sometimes surprising interior versions, with a wide range of upholstery and floor designs.

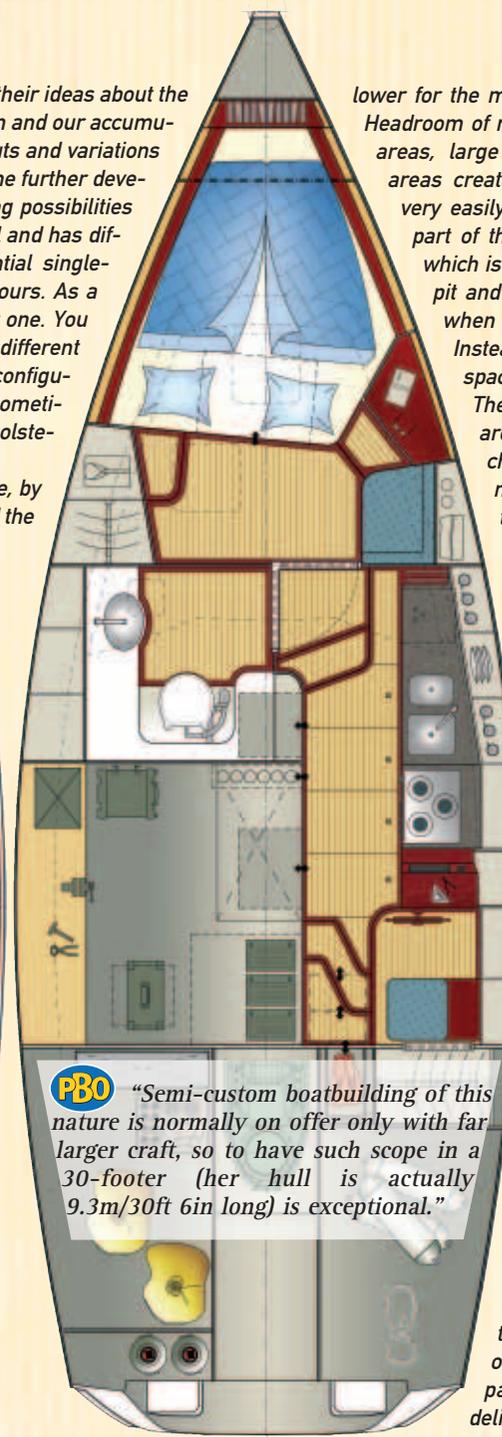
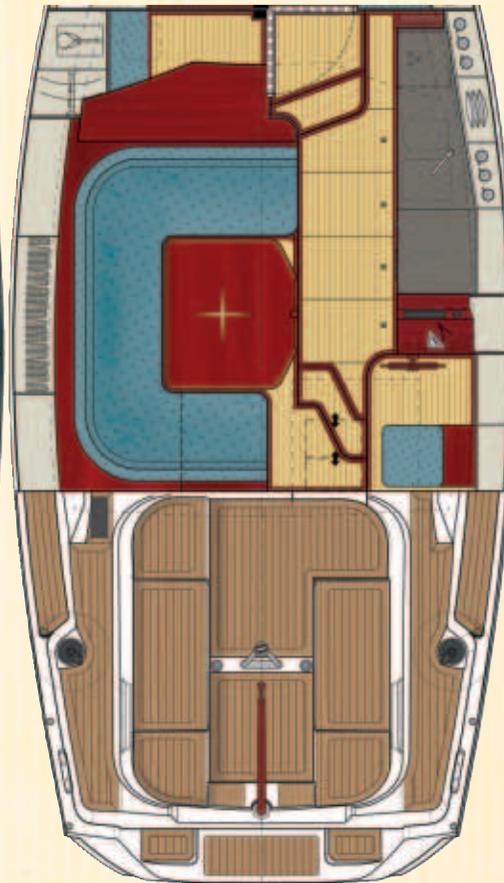
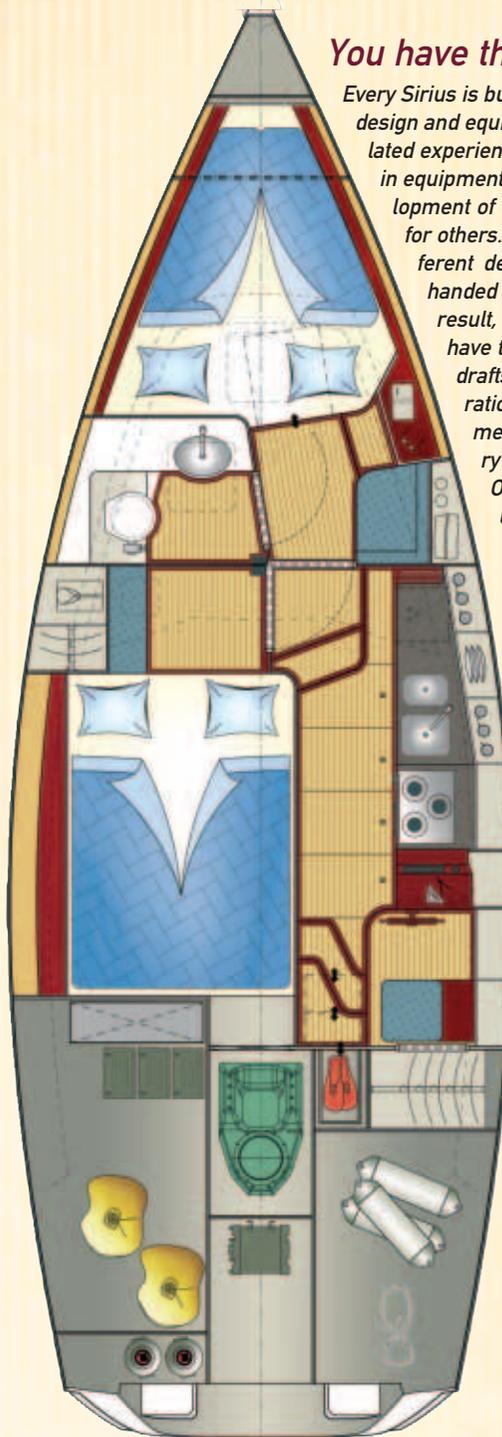
Our concept is to use the greatest width of the boat twice, by using it at two levels, the higher level for the saloon and the

lower for the main cabin or for a technical room. Headroom of more than 1.90 metres in the living areas, large bed sizes and massive storage areas create a roomy feeling that compares very easily to yachts six feet longer. The aft part of the boat is not laid out as a cabin, which is often limited in height by the cockpit and anyway can give sleepless nights when waves slap under the transom. Instead the stern is used as storage space.

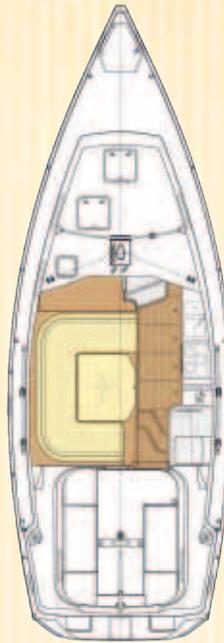
The saloon, galley and navigation area are always similar, apart from the choice between the interior command position or separate chart table. However, we have two main design variants in the lower area.

In the 4-berth versions, up to six crew members can be accommodated in three separate cabins, two on the double bed made by lowering the saloon table. The for 2 versions are designed primarily for two people, whose occasional guests can be accommodated in the saloon. This is a popular option for customers who are used to much larger boats, as it gives space for a luxuriously large fore-cabin and heads. It also creates a voluminous workroom for any special technology that is required, such as a swing keel, a generator, air conditioning.... Heavy installations such as the batteries, holding tank and hot water tank can be located centrally in the boat, and of course the technical room gives yet more very useable storage space.

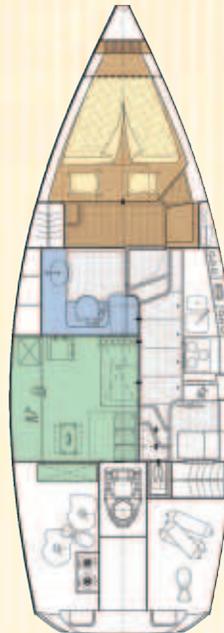
In the following pages you will find pictures and detailed descriptions of the many interior design variants that have already been realised in our 310 and 32 boats and that can, in part, be combined. We would be delighted to advise you in detail.



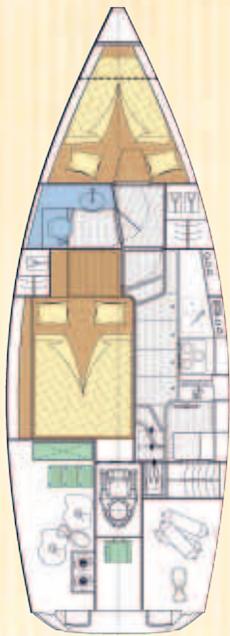
PBO "Semi-custom boatbuilding of this nature is normally on offer only with far larger craft, so to have such scope in a 30-footer (her hull is actually 9.3m/30ft 6in long) is exceptional."



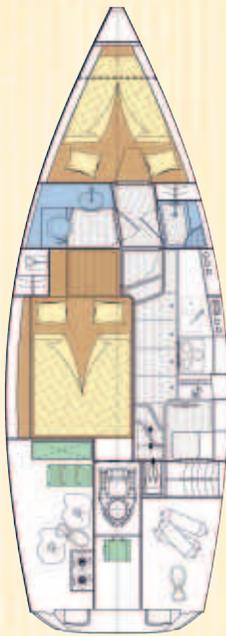
Saloon :
Settee and Table convert to
Double Guest Berth



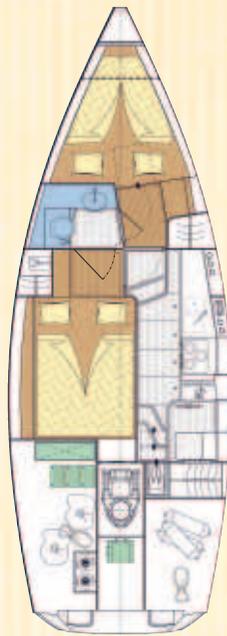
for 2 Standard Version



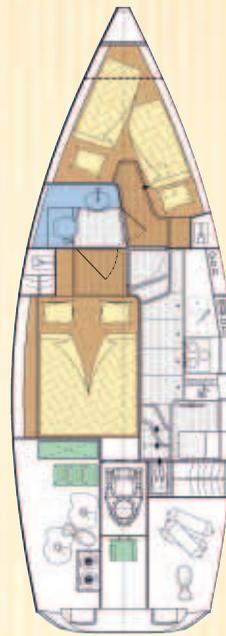
4-berth Standard Version



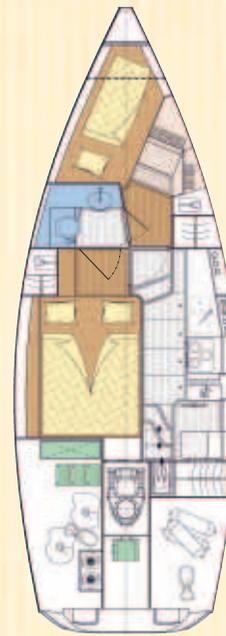
4-berth Version with Shower



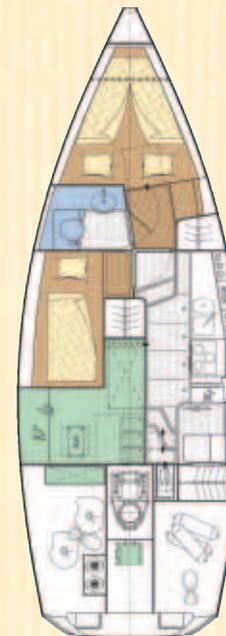
4-berth Comfort Version



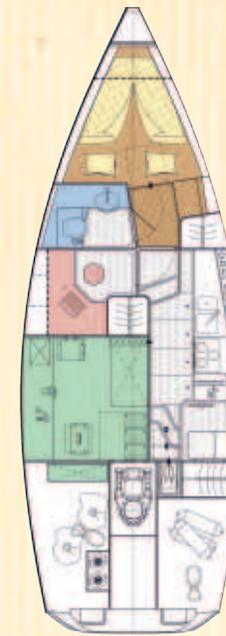
4-berth Comfort Version with staggered Berths



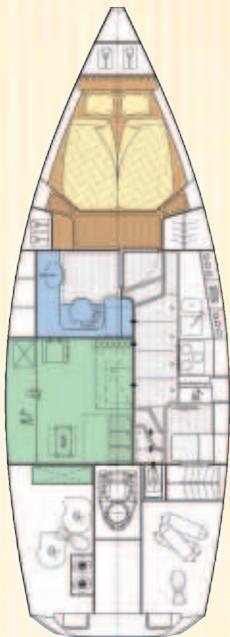
4-berth Comfort Version with Library



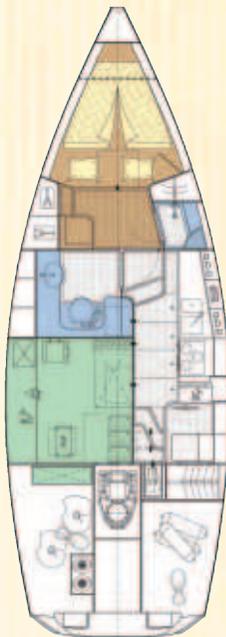
3-berth Comfort Version with Technical Room



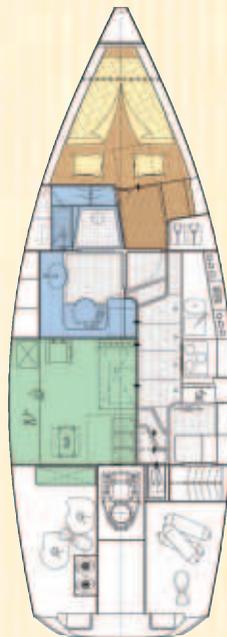
2-berth Comfort Version with Office



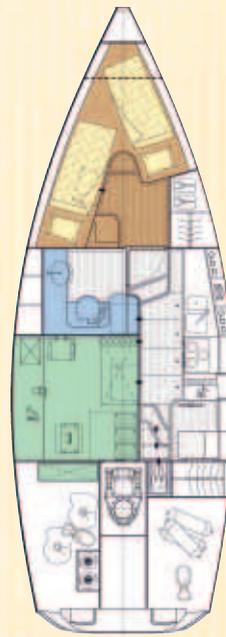
for2 Comfort Version



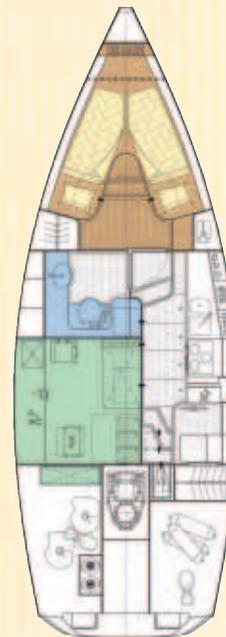
for2 Version with separate Shower



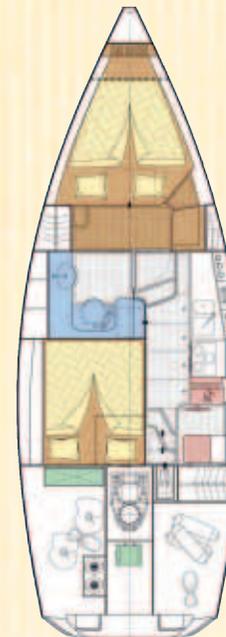
for2 Version with Luxury Shower



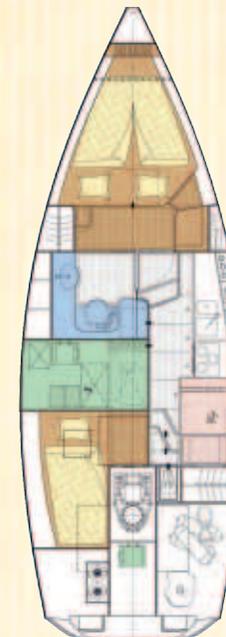
for2 Version with staggered Berths



for2 Version with central access to the Berths



for2 Standard Version with Guest Berths, here with Internal Steering



for2 Standard Version with Pilot Berth, here with separate Chart Table

Which is your Layout ?



"Like her bigger sisters, the 310 fits in more living space than a competent sailing boat of her size has any right to.

...a capacious double cabin, with a berth that's excellent out at sea because, being central and low down, it's close to the centres of pitch, roll and yaw. Down here in port or at anchor you won't be disturbed by water slapping under the stern, while having the cabin in the middle leaves the space under the cockpit seats free for a pair of vast lockers."

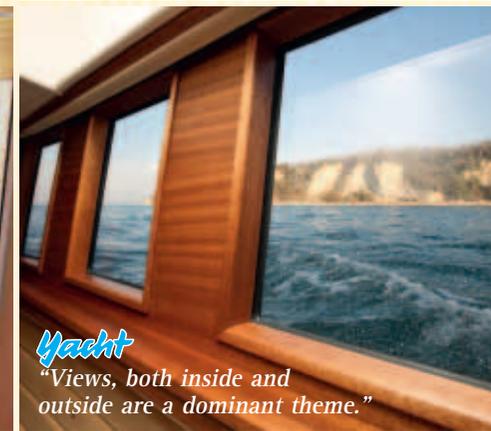


4-berth variants

In our ever-popular 4-berth versions, a spacious owners' cabin is provided beneath the raised seating area. Up to six crew members can be accommodated in three separate cabins, with two sleeping on the double bed made by lowering the saloon table.

Owners' Suite

The owners' suite is situated in the centre of the boat. Positioned to ensure the least amount of movement, it boasts a luxury double berth of width 1.55 m all along its length of 2.10 m. Generosity and functionality combine to give more than 1.90 metres of headroom, a large locker with shelving for clothes, a coat rack and cupboards with doors, as well as a seating area. Ample light and air is provided by permanent ventilation, a window, a hatch and, if required, also by a sliding hatch to the galley, or by hull windows. The cabin has a roomy feeling that would honour even a 43 foot boat.



Yacht

"Views, both inside and outside are a dominant theme."



Heads and shower

The heads surprises everyone with more than 1.90 metres of headroom and a large washbasin. The mirrored wall, fitted surfaces and a cupboard under the washbasin combine practicality with comfort. An integrated shower can be installed.

Unusually for a 31 foot yacht, as an alternative to the integrated shower, you can have an optional shower unit totally separate from the toilet. It is sensibly located on the opposite side and, in addition to the oilskin locker in the companionway, the two big lockers and various cupboards, the shower can be used as wet weather storage space, as it is fitted with a removable coat rail.

Forecabin

The comfortable forecabin provides a berth substantially more than 2 metres in length and of a very generous width. Storage is provided in a locker located at the entrance to the cabin, where there is 1.90 metres of headroom, and there is even more storage space in cupboards. As you would expect, all berths allow air circulation behind the wooden slats on the sides of the cabin which are trimmed with light maple, white lacquer or classical dark mahogany.



segeln "The sheer amount of space that has been created here through smart design is remarkable."



The *for 2* variants

Countering the trend for packing ever more berths into small yachts, we have followed the wishes of our clients with these versions. Boats of around 10 metres are often used mainly by two people, with occasional guests on board. The *for 2* is designed entirely with these needs in mind.

The forecabin occupies all of the space forward of the main bulkhead, including the space otherwise used for the shower, locker and toilet. This allows a luxury berth measuring 2.20 m x 1.70 m offset to one side. You will also find two spacious lockers, as well as a dressing table seat. Drawers that are 70 cm deep make good use of the space under the berth. The open space left in front of the double berth, with around 1.90 metres headroom, adds to the roomy feeling and allows two people to dress or get ready for bed at the same time. Other arrangements of the beds include two single berths arranged either side-by-side or staggered, and an island-bed, as shown on the layout plans.

In the space aft, usually used for the entrance to the owners' cabin and for locker space, we can install the generously sized wash room from our Sirius 38, with its large washbasin, toilet, and lockers in a space with full 1.90 metres headroom.



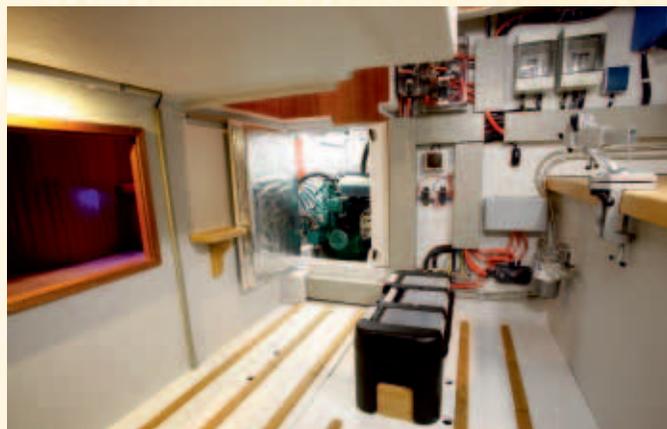


Workshop

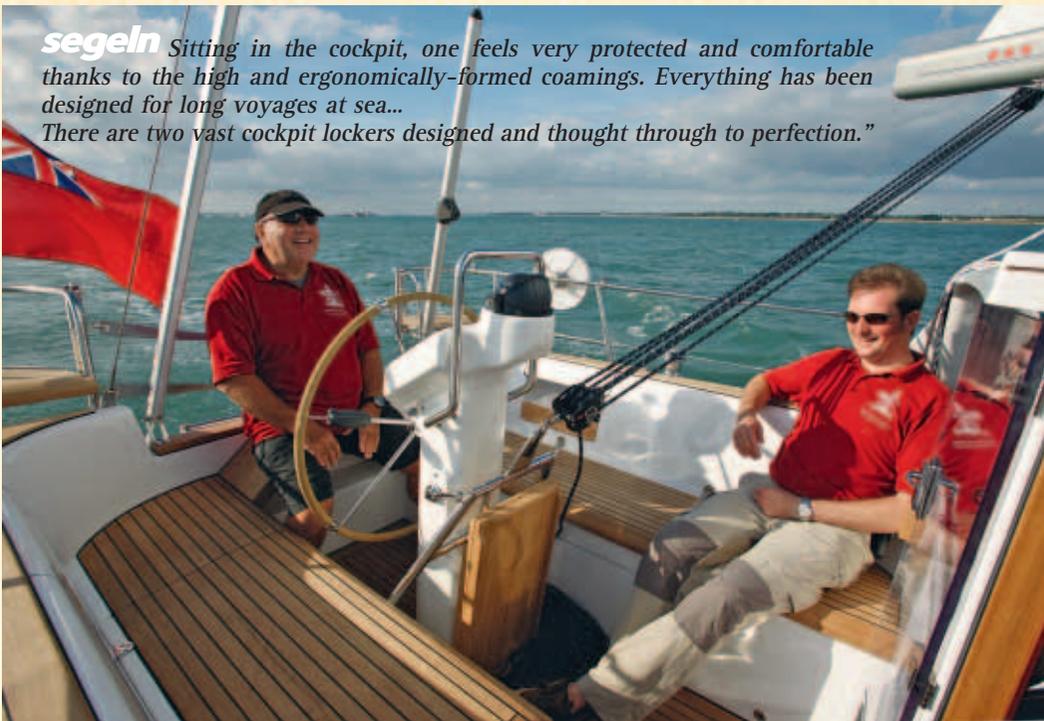
In the centre of the *for2* version, directly above the keel, is the technical room. Here, as on our 38 foot yacht, all tanks and technical equipment are placed near the yacht's centre of balance. The room is accessible from the saloon. In the middle, a seat is situated in front of a small workbench where you can access and maintain the technical equipment. Ample space remains to store tools, for additional options like washing machine, air conditioning or a generator, and for special options like additional guest berths or, as once realized in a 32, even a two-person Nordic sauna!



segeln „All 310s offer the same exceptional quality throughout that the yard is renowned for: The wooden frames for all the windows, the expensive finish of the ceiling and the wooden slats covering the cabin sides are just particular examples of a consistently high quality interior ... Even when one checks carefully, there are no unvarnished edges or badly finished joints. Batteries, electrical components and ventilation systems are clean and accessible. In all aspects the well-known love of, and attention to, detail is shown.”



segeln *Sitting in the cockpit, one feels very protected and comfortable thanks to the high and ergonomically-formed coamings. Everything has been designed for long voyages at sea... There are two vast cockpit lockers designed and thought through to perfection."*



Additional security and safety come from handrails that are mounted at the proper height, the (optional) solid stainless-steel guard rails and the bulwark that rises at the foredeck.



"One notable point about the 310... is how well the ergonomics work. ... Everything looks as though it comes from a bigger boat: nothing is under-sized... As she did under sail, the 310 proved obedient and remarkably manoeuvrable under power."



The cockpit

Solidity, good sailing characteristics, sea worthiness, safety and comfort are the parameters on which designer Marc-Oliver von Ahlen and the Sirius team have based the whole construction. You will feel these qualities as soon as you enter the spacious stern cockpit of the 310 DS. The 2 metre long ergonomically shaped benches have high coamings and well-designed bracing positions. A helmsman of average height can see easily over the coachroof, and there is also a clear view through the large glass deck saloon windows. Here, in this deep cockpit, you will feel perfectly secure and have excellent shelter in bad weather. By omitting an aft cabin, the full-depth locker space of almost 4,850 litres beneath the cockpit seats easily takes folding bicycles, a dinghy, davits and all the equipment necessary for a long cruise.





Yacht "She has a modern appearance... In summary the lines are pleasantly clean, with a consistent style. ... The concept of combining maximum all-weather living comfort with excellent sailing characteristics is realised better than ever before."

Enjoy the freedom !



PBO *This is an amazingly big little yacht in which everything has been thought through with exceptional thoroughness and put together with obvious skill and care. It would take a week of testing and a report long enough to fill an entire magazine to do her justice.*

Despite the Teutonic logic and precision that underlies behind every aspect of the design, however, she does exude a certain charm. ... She offers so many big-boat features in terms of quality, space, attention to detail and scope for customisation that I suspect a lot of people will decide there's really no need to buy anything bigger."



segeln *"The Sirius holds itself steady, even in the very light evening breeze. ... She is unmatched amongst those of her size."*



The Sirius 310 DS deck saloon yacht offers a great deal! It is well thought out, and built by a yard with many years of experience of deck saloon boats. The highest manufacturing quality, the love of working with wood, the huge number of individual solutions for extension and her charismatic appearance make the Sirius 310 DS a very extraordinary boat.

*Please come and see for yourself. We will gladly welcome you at our yard and take you for a test sail so that you can discover the many possibilities offered by our boats and be amazed about how much more our concept offers.
Sirius 310 DS – so comfortable – so much luxury in 31 feet!*

We would be delighted to work out an individual concept for your “dream boat” and, together with you, to design and build it with the specification and equipment for your specific requirements. We are looking forward to your ideas!

*With best sailors’ regards
The team of the Sirius yard and
Yours Torsten Schmidt*

Torsten Schmidt



Technical data:

Dimensions:

LOA	9.30 m
LWL	8.55 m
Beam (Max)	3.38 m
Beam waterline	3.00 m

Draft fixed keels	1.80 m
- optional	1.75 / 1.35 / 1.15 m
Twin keel (optional)	1.25 m
Swing keel (optional)	0.75 – 2.00 m
Ballast	ca. 2.4 t
Weight	ca. 6.3 t

Sails:

Mainsail (standard)	26.3 m ²
Self-tacking jib (standard)	16.7 m ²
Genoa I	34.2 m ²
Genoa II	27.0 m ²
Furling Gennaker	60.0 m ²
Furling Drifter	43.0 m ²

A Performance Rig with up to 20% more sail area is possible.



Design und Konstruktion: Yachtdesign v. Ahlen GmbH / Torsten Schmidt

The standard equipment of the Sirius 310 deck saloon yacht:

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

Hull and deck: Made in hand-laid GRP. The hull is an exceptionally strong one-piece moulding with vinyl ester gel coat and using resin, fibreglass mats and rovings, which are especially developed for boat building. Parts of the deck are built in sandwich-construction. The hull-deck connection and the bulkheads are laminated from all sides.

Underwater finish: Epoxy primer and antifouling, waterline and top stripes, in the colour of your choice.

Keel: Depending on the keel version up to 2,400 kg of cast steel and/or lead, and is glued and screwed to the hull with stainless steel bolts through flat-rolled steel. The forces are redistributed by massively laminated bottom floor sections. Other keel options are described below.

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

Deck coating: solid 10 mm teak deck for coamings and in the cockpit, fully vacuum bonded laid in a bed of Polyurethane.

Deck fittings: Complete guard rail, pulpit with step, stern pushpit, bathing platform with bathing ladder, 8 stanchions in stainless steel and 2 life lines, 4 mooring cleats and 2 spring cleats, strong solid wooden rubbing streaks. Bow fitting with anchor roller and anchor windlass in the anchor locker, 15 kg anchor with chain forerunner and rope. Three skylights (two at 50 cm x 50 cm, one at 33 cm x 33 cm), plexiglas sliding-hatch in the saloon, closable ventilator in the anchor locker, all deck saloon windows are made out of special hardend security glass, frameless glued, with solid internal aluminium frame (option: double-glazing). There is an opening window above the galley and optionally also for the seating area. Self-tacking jib system, genoa tracks. Halyards and trim lines are led back to the cockpit through halyard stoppers via a self-tailing winch and into a halyard box.

Cockpit: 3 cockpit drains, teak laid benches, coaming and cockpit floor, 2 cubby holes in the cockpit coaming, gas box (for two 5 kg cylinders), 2 big lockers with approximately 4,850 litres storage volume.

Galley: Two-burner half-gimballed gas stove with oven, 50 litre refrigerator with ice-box, stainless steel double sink unit, pressurised water system, 5 drawers, 4 cupboards, waste box, deep bottom shelves with approximately 1,500 litres storage volume, with room for crates of big bottles.

Head: large washbasin, manual sea toilet, waste water tank (from 70 litres upwards) with overboard-discharge and outlet for deck pump-out, large mirror and cupboard, window and large hatch. There are three separate, optional, shower cabin designs.

Water system: pressure system, water tank from 170 litres upwards with tank display and filter.

Engine: Volvo-Diesel D1-30, 21 kW (29 HP) with saildrive, folding propeller and freshwater-seawater cooling system, hot water heating, seawater and diesel filters, 14 V, 115 A generator, tacho, single lever engine throttle; diesel tank from 100 litres upwards with tank display.

Electrical equipment: Control-centre in the navigation corner with main switches and fuse box, compass; LED position lights, complete navigation lights with deck light, 2 lamps for each double berth, one ceiling lamp in each room, 1 lamp in the galley and engine room. One starter battery (70 Ah) and one domestic battery (100 Ah) on a separate electrical circuit.

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

Rig: 2-spreader rig with forestay, backstay, 2 top 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, rod kicking strap; all active used halyards and trim lines are led back to the cockpit. Mast and boom are made out of aluminium.

1 set of sails: including 16.7 m² self-tacking jib, main sail 26.3 m² with 2 reefing lines, plastic battens, sail emblem and sail bag. Jib sheet and main sheet included.

Each boat is made individually to the specification requested by the owner. Please refer to the above described standard list and the current price list for more details or ask us directly. We reserve the right to change the construction and the standard equipment. The pictures and text in this brochure show boats with items of special equipment and of various designs options.

Production and sales: **Sirius-Werft GmbH**

Ascheberger Str. 68, 24306 Plön / Schleswig-Holstein (22 Km south of Kiel, 90 km north of Hamburg)

Tel.: 0049-4522-45 65, Fax: 0049-4522-45 61, 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.

