

SIRIUS 42

SPECIFICATION

GENERAL

In commissioning David Thomas to design our new Sirius 42, Sirius Yachts Limited were assured of a handsome, up-to-date cruising yacht with easily driven hull with excellent performance and handling under sail or power. She combines ocean going range and safety considerations, with features that make her comfortable for coastwise cruising and on-board relaxation. With the security of steel construction she provides fast, easily controlled passage making with the best of equipment and well planned storage and services.

Part of the secret of the Sirius form of construction lies in the high quality steel used in the hull plating. The steel used is Grade 50A BS 4360 which has a higher yield and tensile strength than is usual in steel hull construction. Stringers from stem to stern give immense strength and these qualities, and the developed building techniques of Sirius Yachts, produce strong, fair hulls that are unrivalled in steel yacht building.

To achieve the necessary Righting Moment and sail carrying power without resorting to a heavy ballast/displacement ratio it is important to keep major weight units as low as possible. The Sirius 42 is built with a keel skeg forming a sump and extending aft under the engine beds to support the propeller shaft. (Making the vulnerable 'P' bracket arrangement unnecessary). This arrangement enables a very low slung, low centre of gravity cast iron ballast keel to be used with a particularly low, central engine installation. Engine beds, fuel and fresh water tankage all contribute to the yacht's stability instead of acting purely as dead weight when sailing.

Decks and cockpit structure are in 3mm steel to BS 4360 grade 50A and the coachroof is a show-piece of steel construction with radiused corners and carefully angled coamings to provide comfortable seating at all angles of heel.

Steering is by a highly efficient rudder section mounted behind a full depth steel skeg. Directional stability and control are transmitted to the helmsman through a high quality rod linked Whitlock Cobra system with binnacle and 36" steering wheel.

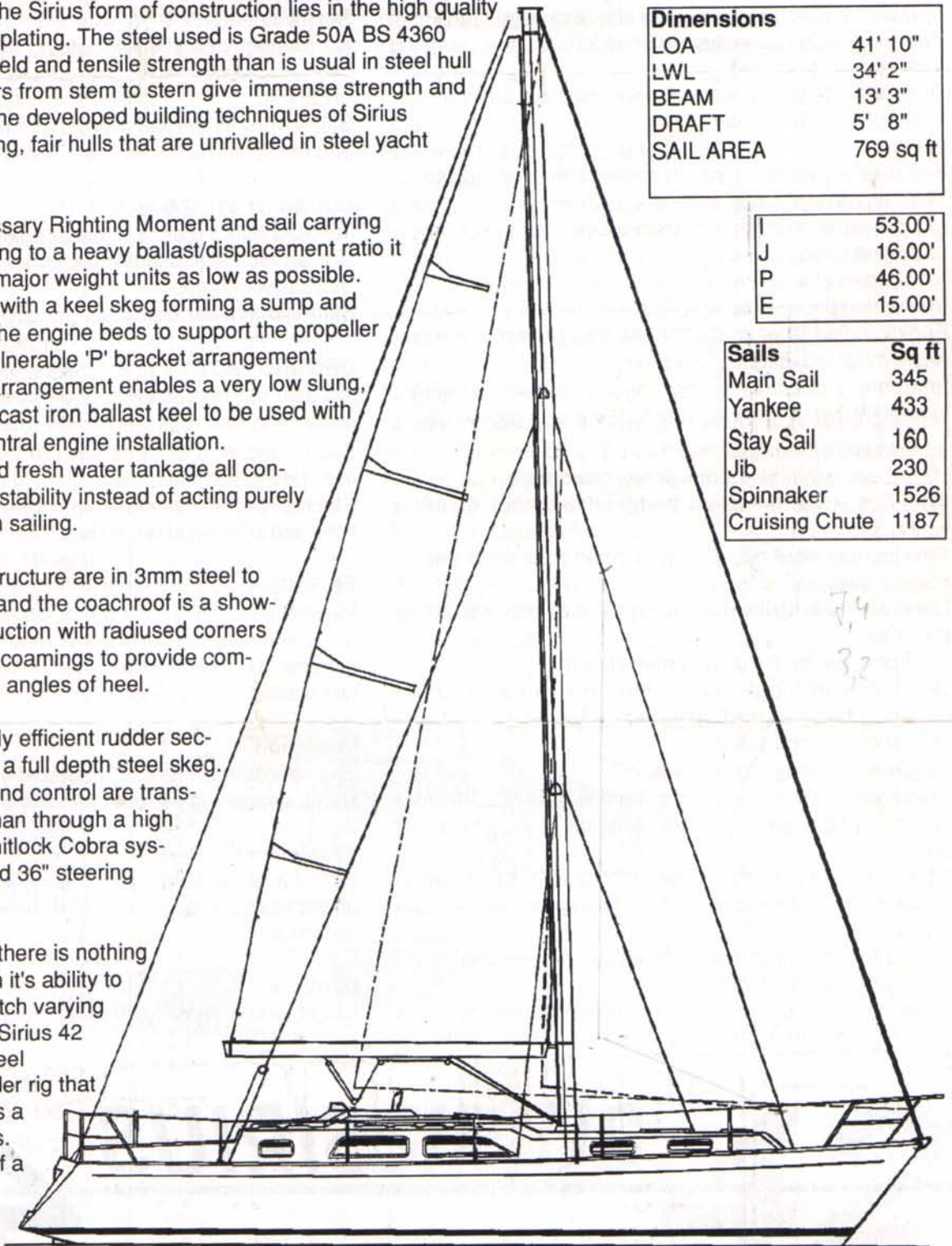
For a cruising yacht there is nothing to beat cutter rig with it's ability to "change gear" to match varying wind strengths. The Sirius 42 has an up-to-date, keel stepped, twin spreader rig that can also be sailed as a sloop in lighter winds. Deck equipment is of a very high standard.

Dimensions

LOA	41' 10"
LWL	34' 2"
BEAM	13' 3"
DRAFT	5' 8"
SAIL AREA	769 sq ft

I	53.00'
J	16.00'
P	46.00'
E	15.00'

Sails	Sq ft
Main Sail	345
Yankee	433
Stay Sail	160
Jib	230
Spinnaker	1526
Cruising Chute	1187



DECK FITTINGS & EQUIPMENT

Teak laid side decks with waterway under bulwarks and internal deck drains to boot top level to prevent stained topsides.

Teak Capping on Toerail.

Stemhead fitting with chain and rope rollers.

Pulpit and pushpit in stainless steel with gate in pushpit.

Mountings for navigation lights and ensign staff.

Stanchions, 685mm (27") in stainless steel with gateways port and starboard for twin stainless steel wire lifelines at maximum 6ft 6inch centres.

Fairleads - through bulwark forward and above bulwark aft.

Mooring cleats - correctly sighted 305mm (12") 2 forward, 2 amidships, 2 aft.

Deck glands for mast cables.

Sprayhood with clear panel, on stainless steel frame.

Two deck harness jackstays in nylon webbing, running from cockpit to pulpit.

Dorade vents to fore cabin, galley and main saloon.

Through hatch tannoy vents to fore cabin, toilet and saloon.

Self-draining cockpit through access cap in cockpit sole.

Teak covered cockpit sole and cockpit seats with foot chocks for helmsman. Contoured helmsman seat astern of steering pedestal.

Covered engine.

Instrument panel in cockpit side.

Engine single lever control on steering pedestal with binnacle mounted steering compass.

Instrument pod over main companionway. Lockable, watertight hatch to aft stowage locker with interior steps and stowage shelves.

Diesel and water fillers with screw down caps.

Whitlock wheel steering pedestal with 36" steering wheel.

Emergency steering tiller gear through access cap in cockpit sole.

Cleat for main halliard back up. Clutch stoppers for all halliards.

Cockpit stowage for up to 8-man life raft.

Welded watertight anchorages for forestay, inner forestay, caps, intermediates and lower shrouds, backstay and running backstays.

Single line reefing from cockpit.

Fixed windows in aluminium frames are fitted in fore cabin, saloon, galley, chart area, aft cabin and toilet areas.

Opening portlights to aft cabin, toilet and galley. Lewmar Rollstop deck hatch to fore toilet, fore cabin, saloon, galley.

Sliding hatch to main companionway.

Teak handrails on coachroof.

Stainless steel handrails and harness anchorage rings outside companionway.

Gas locker in aft cockpit for two 15" x 10" containers.

Hand operated bilge pump in cockpit.

LEWMAR WINCHES

Primarys	(2)	LEWMAR 52 C
Secondarys	(2)	LEWMAR 40 C
Halyards	(2)	LEWMAR 40 C
Reefing	(1)	LEWMAR 30 ST
Roller furling Genoa		LEWMAR 1 C

SPARS

MAST: Kemp anodised aluminium mast, keel stepped with double spreaders.

BOOM: in anodised aluminium with slab reefing for 3 reefs and attachments for main sheet.

STANDING RIGGING

Stainless steel 1 x 19 wire with swaged terminals top and bottom with stainless steel rigging screws and toggles. Forestay and backstay have additional toggles at masthead.

Sail-savers on spreader ends and nylon tubing on lower end of cap shrouds and lower shrouds.

LUCAS SYSTEM SAILS

Mainsail with 3 reefs and cover roller reefing yankee with U.V. protection (using Kemps Furlex system).

Staysail with hanks.

Storm jib with hanks.

GROUND TACKLE

Integral stemhead fitting carries the forestay rigging screw and has rope and chain rollers for a 60lb (28kg) C.Q.R. anchor and 53 metres (30 fathoms) of 9.5mm 3/8 inch calibrated chain.

Electric anchor windlass with manual override, wood lined self stowing chain locker.

ENGINE

Perkins M60 PRIMA 59 b.h.p. diesel. Cooling by closed fresh water system though a heat exchanger and wet exhaust. 1 1/2 in stainless steel shaft drives 20 x 14 inch two bladed folding propeller.

Insulation

Engine compartment is insulated with 1 1/2 inch foam sound deadening material with a lead membrane.

Ventilation

With the aid of a fan. Air to the engine compartment is drawn from the bilge area and out via trunking to stern ventilator.

Controls

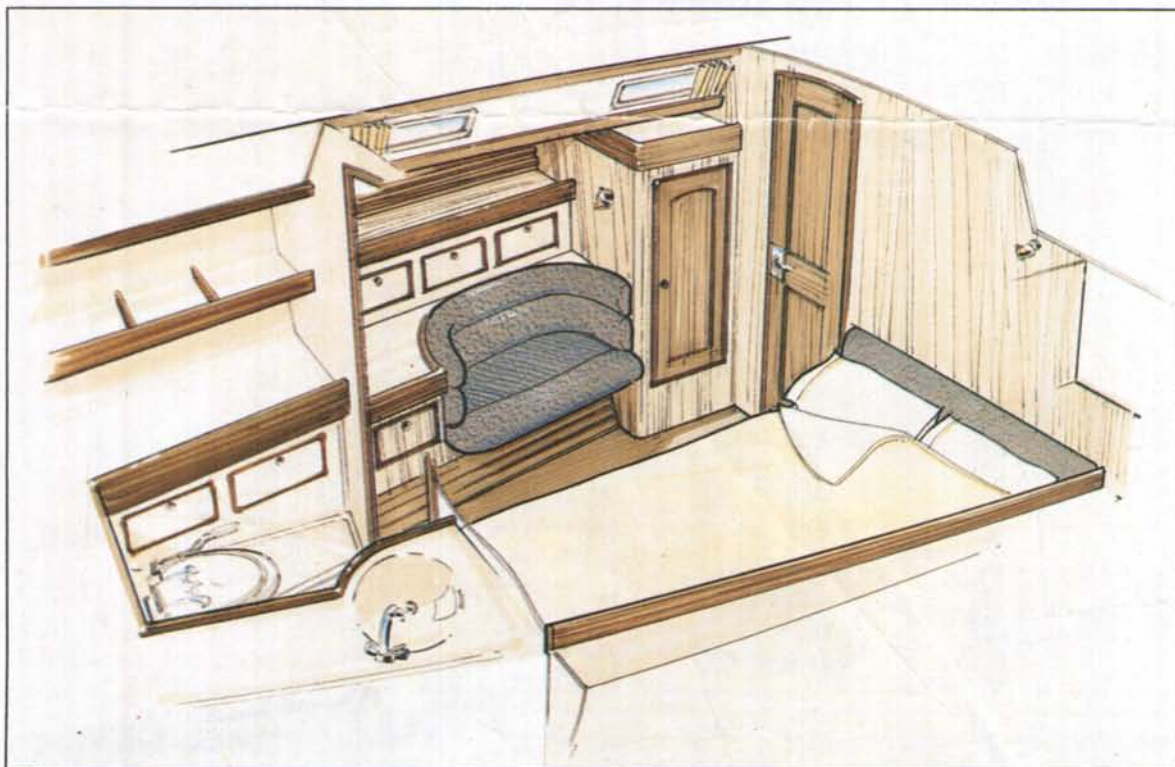
Single lever control on steering pedestal.

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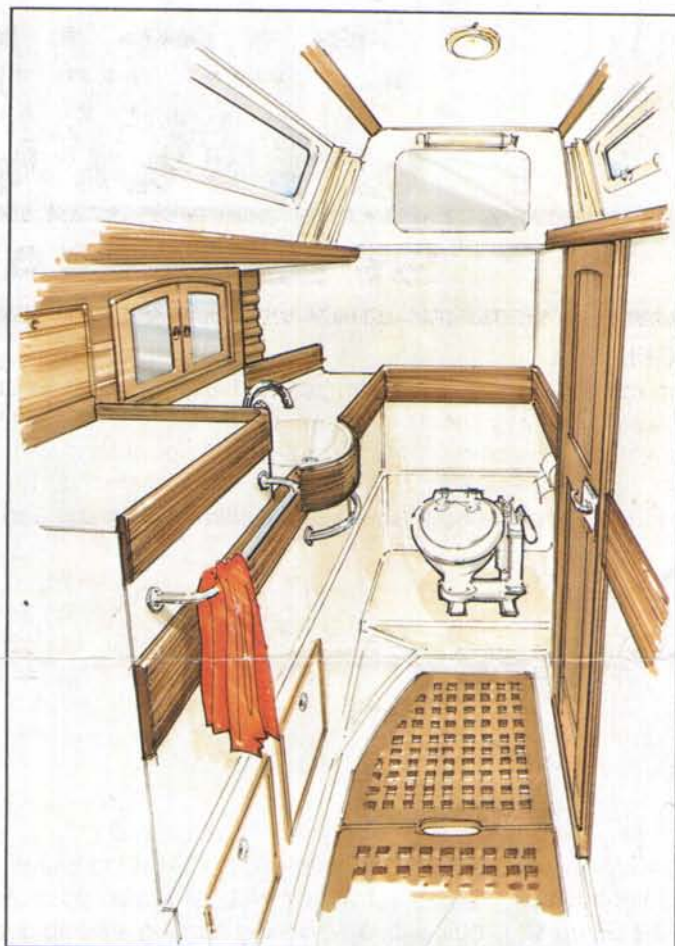
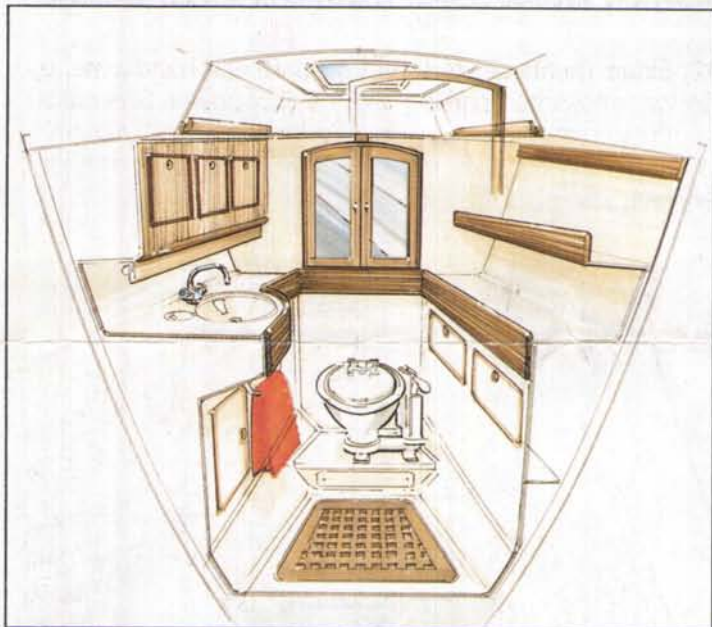
Galley and
main cabin



Fore cabin with
ensuite heads

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Forward heads



Aft heads with access to rear cabin and main cabin



Aft cabin

The Sirius 42 is a David Thomas design and these artist's interior illustrations are by Jonathan Sherwill.

SIRIUS
YACHTS

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Instruments

Instruments in cockpit include tachometer, oil pressure and alternator warning light, coolant temperature gauge, ammeter, start switch and stop control.

Fuel System

Stainless steel tank, holding approximately 80 Imperial gallons, sited under the aft double berth, filled from the side deck and vented. Stainless steel fuel tank has isolator valve and visual fuel gauge, breather to cockpit and overflow to return to tank. All fuel piping is copper with armoured flexible connections where appropriate. A primary in line filter/water separator is fitted in addition to the engine fuel filter.

Exhaust

Seawater cooling is discharged through the exhaust, which is rubber reinforced hose with its exit aft through a skin fitting. A waterlock is fitted at the lowest point and the engine cooling water return is looped and vented to prevent syphoning.

ELECTRICAL EQUIPMENT

Two separate heavy duty marine 12 volt battery systems, one for engine starting and one for domestic requirements. Charging and discharging controlled by a changeover switch. Both battery systems are charged by an alternator.

Batteries secured in covered, ventilated stowage and fitted with a changeover switch and a battery state meter. Wiring is by a two-wire system, carried throughout the yacht in conduit, protected by circuit breakers or fuses at the main switchboard.

Navigation Lights

One 25 watt bi-colour bow light, one 25 watt tri-colour masthead navigation light combined with 10 watt all-round white light, one 10 watt stern light, one 25 watt steaming light, one 25 watt sealed beam deck light.

Sockets

One 12 volt at main switchboard, one 12 volt in cockpit.

ACCOMMODATION

GENERAL

Insulation is applied to all above water line areas of the hull and decks to provide protection against noise and outside temperatures, to reduce condensation and corrosion.

Interior joinery is constructed from high quality materials. Cabin soles are teak veneered, undersealed marine plywood on hardwood spacers supported by steel bearers. All wood surfaces are to a high quality finish. Hull sides and deckheads are lined with compatible materials to the joinery.

Main saloon, galley and chart table areas are finished in teak veneers with laminated and solid teak trim. Forward and aft cabins are in light oak veneers with teak trim and removable carpet coverings. Access is available to engine, service, tankage and seacocks. Plumbing and electrical components are of high quality marine specification. Fuel and water tanks are of stainless steel.

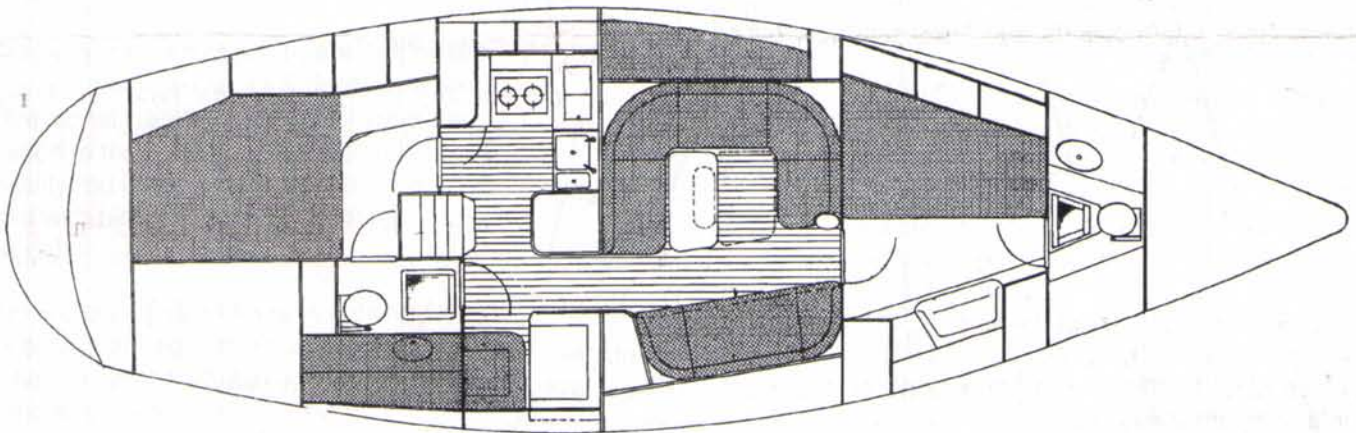
Freshwater tank capacity approx. 110 imperial gallons. Leecloths are supplied in all seagoing berths.

FORWARD TOILET COMPARTMENT

Baby Blake W.C. Wash basin with pressurised hot and cold mixer taps and shower rose to port. Light and mirror over. Personal lockers with mirror door and shower point to starboard. Emergency exit to deck. Access to chain locker. Draining shower tray with sump heavily epoxied. Easy to clean and comfortable teak shower grating. Showerproof door to Forward Cabin.

FORWARD CABIN

Joinery in light oak veneer with teak trim. Large double berth with high quality mattress to port. Upholstered, padded bunk front with underberth traps and deep drawer. Waste water holding tank under aft end of bunk. Open stow cave lockers and shelves above berth to port. Reading light over berth to starboard, light oak joinery with fiddle tops with central single "bucket" seat. Cupboard doors over with mirror fronts. Stereo speaker. Hidden strip light. Twin wardrobe and door to saloon.



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MAIN SALOON

Joinery is in teak veneer with teak trim. Vertical partitions are lowered where possible to give spacious effect and curved laminated teak fiddle/handholds accent this feature.

To port is a U shaped settee upholstered in sculpted units which also form padded bunk front to outboard pilot berth. Dining table is hinged athwartships and folds forwards to provide easy access to aft seating with fiddled table top.

Settee provides seating for 6/7 around the table.

Lockers and shelves behind starboard settee provide housing for video/stereo entertainment centre with drinks cabinet and work top.

Handholds are provided at waist and shoulder heights.

Flush lighting units are fitted in deck head with individual spot-lights over settees. Cabin sole traps give access to central bilge trunk with plumbing centralised and auto bilge pump at lowest point.

CHART AREA

The chart area is associated with saloon to starboard with 3ft x 2ft 2ins x 4in chart table. Ample mounting space for navigational instruments forward and outboard. Stowage in chart table plinth. Upholstered seat with stowage under extends aft under toilet compartment to form navigators sea berth. Switch panel is clear of navigators shoulder. Low level navigation book shelf. Access door to aft, W.C. and shower.

GALLEY TO PORT

Taylor LPG 4 burner model 041 cooker with hob and oven is fully gimballed with crash bar. Remote gas shut off valve. Twin stainless steel sinks with fiddled work surfaces. Range of cupboards and drawer under including rubbish disposal bin. Approximately 6 cu ft refrigerated compartment. Outboard lockers for crockery and further food storage. Space for microwave, space under companionway steps for generator/heater.

AFT CABIN

Joinery is in light oak with teak trim. Double berth has central divide and lee cloth to form two singles. Seat and double wardrobe to port with stowage shelf and cave lockers aft. Access to aft W.C. and shower compartment - fitted out as forward toilet but with access to oilskin stowage at aft end.

SIRIUS 42

including:

Perkins M60 Prima Diesel engine

Whitlock 36" wheel steering

Emergency tiller steering gear

Pedestal steering compass

Mainsail (Lucas)

Yankee jib (Lucas)

Stay sail (Lucas)

Storm stay sail (Lucas)

Spray hood

Mainsail cover

Heated and pressurised water system with showers

60lb C.Q.R. anchor and 30 fathoms 3/8" calibrated chain

Electric windlass

Masthead tri-white navigation lights

Deck flood lights

Anchor light

Steaming lights

Pulpit level navigation lights

Bathing ladder

2 mooring lines and 4 sausage fenders

Safety harness jackstay of nylon webbing

3 fire extinguishers and fire blanket

Commissioned and delivered at Southampton

Sirius Yachts Ltd reserve the right to amend prices and specification at any time without notice.



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