

# SIRIUS 42

*Those considering some serious long distance cruising might add this uncompromising steel-hulled yacht to their list of possibles. She's built for that specific purpose, but at a price*

**B**uilders of yachts intended for high volume production must aim their products at popular markets. This leaves the field relatively clear for the smaller builder, such as Sirius Yachts of Stourport-upon-Severn, managed by Bryan Jones and Philip Bishton, to take care of more specialised demands.

The company have made a name for themselves thanks to the quality of their steel work and their standard of fit out and general repair work. Now they have decided to build their own range of steel-hulled yachts, aimed at the owner intending to cruise seriously offshore and David Thomas was invited to design the first yacht – the Sirius 42.

Thomas has drawn a powerful, moderately high displacement hull which will carry considerable weight of stores necessary for blue water sailing without unduly eroding performance. A low,

teak-capped rail disguises the height of the stepped cabin trunk which allows standing headroom in excess of 6ft (1.8m) throughout the accommodation.

Grade 50A BS 4360 steel plate is used for both hull, deck and superstructure. The standard of fairness is exceptionally high. The main deck area is skinned first with sheet plywood onto which the laid teak is applied. The laid teak and plywood in the yacht we sailed was over-thick; both materials are to be reduced in thickness by about one third in subsequent yachts.

Although the yacht can be sailed as a sloop in light to moderate conditions, she is really cutter headed. The main advantage of this is that the sail plan may be cut up into more manageable areas, better suited to specific conditions when long distance cruising.

The underwater profile shows a deep forebody which permits generous head-

room in the forecabin. The exterior iron ballast keel is carried on a pronounced sump which contains the freshwater tanks and allows the engine to be sited unusually low. The designer's aim has been to achieve a satisfactory righting moment without having to resort to a high ballast/displacement ratio.

The propeller shaft runs through an extension aft of the keel skeg which protects the shaft and eliminates the necessity of a vulnerable 'P' bracket. Sensibly, designer David Thomas has opted for a fully skegged rudder of generous area which will ensure control when the yacht is being flung around in heavy seas.

## Accommodation

Access to the accommodation is down a broad-treaded companion at the foot of which is a large galley to port and the navigator's domain to starboard. Stowage in the galley is generous and there is an adequate amount of worktop space. Standard equipment in the galley includes a Taylor model 041 cooker, a double bowl stainless steel sink served by pressure hot and cold freshwater – there is also a salt water supply manually pumped – and a top access refrigerator which is adjacent to the cooker. The inboard end of the galley peninsula forms the engine cover. Regular service points are readily accessible, but the whole cover may be easily dismantled if total access becomes necessary.

The navigating area is provided with a large, desk-top chart table with adequate stowage. There seemed to be plenty of room for sailing instruments and



*The cutter rigged Sirius was well balanced on all points*



**Top**, all controls are led aft to the cockpit. **Above**, a good navigation station.



# ON TEST

communications equipment. Tucked behind the navigator's seat is a tunnel quarter berth which would be very secure at sea.

In the yacht we sailed, the bowl and plumbing of the wash hand basin fitted in the after head intruded untidily into this area, but the builders assured us that a more satisfactory solution would be found for subsequent yachts.

Deeply upholstered settees grouped round a two-leaved table made for a very welcoming saloon which is trimmed out in well matched teak. There is a run of lockers behind the straight settee on the starboard side and a comfortable pilot berth outboard of the C-shaped settee to port. Care has been taken to make as much use as possible of stowage areas. Where these are deep, a mid-depth plate has been fitted with access through to the lower compartment.

Forward of the main bulkhead is a very comfortably appointed forecabin with an en-suite head/shower between it and a watertight crash bulkhead partitioning off the foremost part of the hull. Stowage for personal belongings and toiletries is adequate.

The double berthed cabin at the after end of the yacht may also include the after head ensuite, but it is not quite so conveniently appointed as the forward arrangement. Both sleeping cabins are ak relieved with teak trim.

## Under power and sail

Under power, the yacht tracks well and machinery noise levels are low at cruising revs. There is negligible vibration and no feeling of prop wash over the



*The Sirius is an easy boat to sail and there's plenty of room in the cockpit*

rudder. The forward siting of the auxiliary has allowed the propeller also to be moved forward and set deep: prop-walk is almost undiscernible, even when reducing way using plenty of throttle. She comes under command when going astern just as soon as way is established.

A sound rig is a prerequisite of any serious cruising yacht. The three panel mast is well supported fore and aft and laterally. The lower shrouds taken to the first set of spreaders are opposed by a babystay - this was slacked right off in the yacht we sailed. Setting this up would have produced a fairer bend in the mast. The inner forestay is opposed by running backstays which are not essential in light conditions.

All sail control lines are led aft through ferruled holes in the breakwater either side of the main hatch garage, to

batteries of rope clutches backed up by Lewmar 40ST winches. A fully battened mainsail managed by lazyjacks is standard and the yankee is set from Furlex furling/reefing gear. The staysail is hanked on.

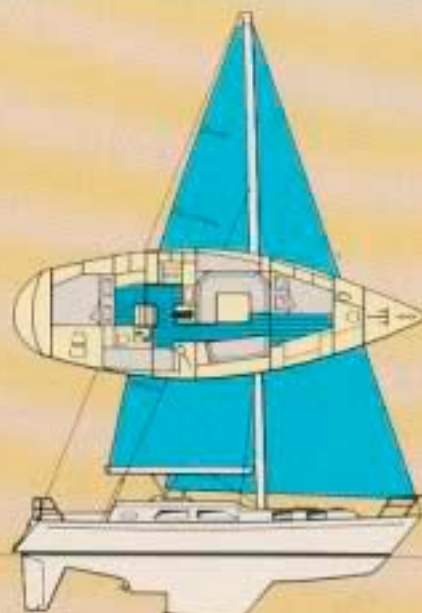
We found the yacht well balanced on all points and liked the eagerness with which she accelerated as soon as sheets were hardened in. The sheets for the yankee (or the genoa when the yacht is operating as a sloop) are handled by a pair of Lewmar 52STs. Secondary winches are 40STs. The mainsheet is taken down to a track running across the after end of the garage of the main hatch; the working end of the sheet runs down the lines of the rod vang and is then led aft to a 40ST winch mounted on the after end of the coachroof.

The Sirius 42 is a solidly built and well finished yacht with true blue-water capability. In the market for which this yacht is intended it is not likely that many owners intent upon extended cruising would want to leave the original layout unmodified. Steel construction permits each owner, within reason, to specify a layout which suits his or her particular purpose.

Basic equipment includes a 60lb (27.2kg) CQR anchor attached to 30 fathoms of 3/8in calibrated chain. This is handled by a Simpson-Lawrence Seawolf electric windlass. Sprayhood, mainsail cover and three fire extinguishers are also included in the basic price. On reflection, the basic price of this yacht is pretty substantial - one can buy one-and-a-half Swan 43s for the price of a single Sirius 42.



*The en-suite head compartment up forward*



### Dimensions:

|   |                              |                     |
|---|------------------------------|---------------------|
| LOA   | 41ft 10in                    | 12.75m              |
| LWL   | 34ft 2in                     | 10.41m              |
| Beam  | 13ft 3in                     | 4.04m               |
| Draught                                     | 5ft 8in                      | 1.78m               |
| Disp  | 25,000lb                     | 11,340kg            |
| Ballast (iron ballast keel only)            | 8,640lb                      | 3,919kg             |
| Sail area (inc 100 per cent fore $\Delta$ ) | 769ft <sup>2</sup>           | 71.44m <sup>2</sup> |
| Berths                                      | 6                            |                     |
| Engine                                      | Perkins Prima 59hp (43.96kW) |                     |

**Price:** From £235,000 ex VAT

**Designed by:** David Thomas

**Built and marketed by:** Sirius Yachts Ltd, Redstone Wharf, Sandy Lane, Stourport-on-Severn DV13 9PN. Tel. (02993) 71048.