

CS 30

CS promised the world, and eventually, it delivered

BY PAT STURGEON

The 1985 Toronto Dockside Boat Show is a show I will never forget. It was a time when the market place was looking for something completely different, and CS Yachts responded with the introduction of its new 30-footer.

Those were the days when the new boat industry in Ontario was booming, and selling 20 boats at a four-day boat show was not uncommon. I remember that the crowd on the first day was upset that there was neither a boat, nor literature, available for inspection — only a banner announcing the company's intentions. Finally, on the evening of the second day, the printer arrived with the literature. It felt like feeding time in a hen house, as a large crowd gathered around the docks to get their hands on one of the precious documents, which promised over six feet of headroom, sleeping for six and a diesel inboard for only \$47,900.

At that four-day boat show, CS Yachts took 44 deposits on orders for the new CS 30, based entirely on the brochure and the solid reputation of owner Paul Tennyson and his company. The plan was to have the prototype ready for viewing at the January boat show, but with Ray Wall, the company's in-house designer and problem-solver, gone to pursue other projects in Vancouver; the CS 30's designer, Tony Castro, living in England; and the plant in Brampton, ON, it was going to be a challenge. CS couldn't begin production until the hull and deck molds arrived from England, and things across the pond started to fall behind schedule. Although, the company's plan to use some of the existing modules from the CS 33 would drastically reduce the time required to complete the interior, the deadline was fast approaching. Finally,



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the moulds were shipped off on a freighter bound for Halifax, but when the truck arrived in Halifax to pick them up, they had disappeared.

Panic set in and the trace was on. After a few days the moulds were found back in England — they had never even left the dock. In a desperate attempt to make the show, Tennyson chartered a jumbo-jet and had the moulds flown to Toronto airport. The next day the headlines read "The boat that missed the boat caught the next flight out." At great expense, CS was now back on schedule, and by working around the clock, they could still complete a boat for the show. But CS's bout of bad luck continued. The existing CS 33 modules would not fit the new hull, and new parts would have to be designed and built for the interior. This time, hopes for a completed boat for the show were

completely shattered.

It was also a struggle to get the prototype completed by spring 1994. The first boat to hit the water was just a shell with a rig. CS brought out Hans Fogh to do the sea trials and get the balance right, but after extensive testing, it was determined that the balance wasn't right and the keel was too light, and once again CS was scrambling.

Despite all of the production problems, CS continued to promote the boat, based on its performance, accommodation and price. The orders kept coming in, and with three complete sets of tooling in use, production started to catch-up and take control of the backorders. In spring of 1985, CS yachts commissioned more than 90 CS 30s, and the boat started to sell itself. With almost 500 boats built between 1984 and 1990, the CS 30 represents one of

the largest production runs of a 30-foot boat over such a short time period.

Made to last

The hull was hand-laid with solid glass, the internal grids were glass, and the bulkheads were glassed into the hull and deck all the way around. The deck is bolted down with a toe rail on top. This type of construction ensures minimal movement under strain, and reduces the possibility of leaks and

cracks in the deck. In addition, CS saved countless hours on construction, because the fiberglass modules were much larger than traditionally thought possible. For example, the double quarter berth was all one part, and could be fitted and installed quickly.

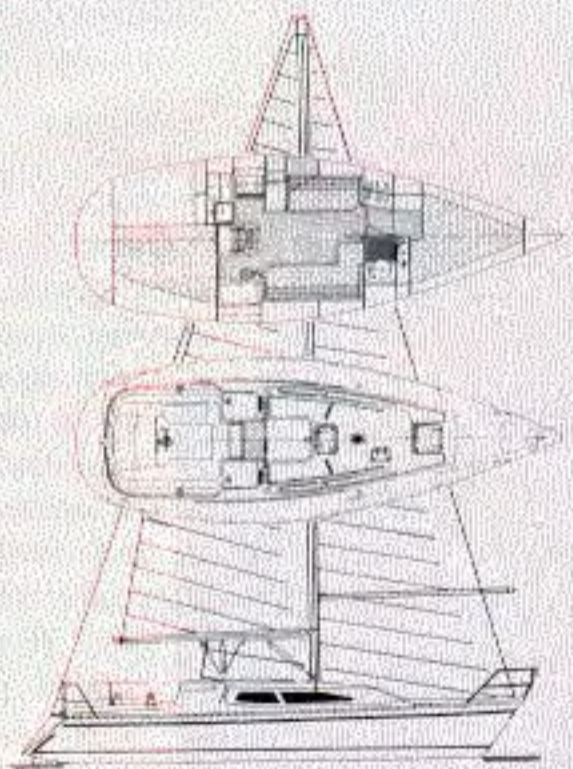
The hull shape had a flat bottom, which meant that the keels had to be poured from the side, instead of from the top, to create a curve at the top of the keel that would mate with the hull. Most of the boats had to be "printed" to properly fair the hull keel joint. This is done by lowering the hull down on a keel with a build-up of mill fibre and resin on top. The mixture fills any gaps between the keel and the hull.

The deck is balsa cored, with fir plywood in areas of the fittings, and the interior liner has cutouts in the deck head to provide easy access to all the deck fittings from below. The bow has a stainless-steel cast anchor-roller and a stem head fitting with built in chocks. The anchor well is large enough to store two anchors and all their rode. Unlike the traditional designs, CS put the pump-out fitting on the deck beside the anchor locker instead of inside, which is a much better arrangement.

Below decks, the CS 30 has that big boat feel. The main saloon is very spacious with over six feet of head room and a large fold-up table. There is an opening-hatch overhead for ventilation, and opening ports were an option for buyers. On the starboard side is a fold-out double-berth, and a fold-up cushion back which stores the in-fill cushion and bedding. On the port side is a settee that can be used as a small berth for kids. Just aft of the main double, is a chart table, which is orientated fore and aft

(Many times I have half-fallen off of the seat when the vessel is heeled over to port). The galley has a large 6.3 cu. ft. ice box, which is large enough to support a refrigeration unit without using up all of the storage space. The stove is a two-burner propane stove with a large oven. There is a large, two-layered dry-goods compartment, as well as a very deep cupboard and cutlery drawer.

The v-berth comes to a sharp point, which makes for a friendly double. The proclaimed seven-foot length is deceiving because you have to remain on an angle when you sleep to take full advantage of it, but some owners have remedied this shortcoming by making their own in-fill cushion. On the port side, and across from the head, there is a full-sized hanging locker with a door that can also be used to close off the v-berth area, forming a forward cabin. On the starboard side is a very large head compartment made from a one-piece, integral fiberglass module, with four separate storage lockers. Some boats have a shower, an option which became available after the first year of production. The largest berth in the boat is the aft



double, which extends a full 7 ft 6 in. It is an honest double, however the head room for the person inboard is a bit tight. CS offered an optional opening port into the cockpit to improve the ventilation, but on a hot summer night it can still get a little warm.

The engine compartment is underneath the steps. When the steps are removed, there is full access to all sides of the 18-horsepower Volvo diesel engine. This engine pushes the boat along at about 6.5 knots quite easily. There is a 30-gallon fresh water tank, a 19-gallon fuel tank and a 32-gallon waste tank. Unfortunately, the holding tank is slightly angled away from the outlet hose, so you need a few bodies hanging onto the stern rail to get a proper pump out.

Sailing characteristics

The original CY review of the prototype, dubbed the CS 30 "a tender boat." This judgement was unfairly based on designs of the past, and didn't take into consideration the new era of sail-plan design that was beginning to emerge. Having been aboard the CS 30 for all types of sailing in virtually every type of condition, I feel that the time has come to rewrite the boat. Tony Castro designed a relatively light superstructure with a very heavy keel, to achieve better performance and stability. This made the CS 30 very stiff. He also gave the boat an enormous amount of sail area by moving from the conventional high-aspect main and jib, to a tall double spreader mast and a longer-than-normal boom. The boat's high-aspect foretriangle and a low-aspect main made it almost like dropping a V8 into a golf cart.

When the wind picks up to over 15 knots you have to reduce sail to keep the boat at a comfortable angle of heel. This does not mean that the boat is tender, but rather that it has more horsepower than most boats of its time. You simply have to learn how to control the accelerator. The boat is not the best sea-kindly design, as it has a flat bottom and rather steep entry into the water. It also tends to pound a bit and throw water back to the helm in heavy seas. I would consider the CS 30 an ideal lake cruiser and club racer, with the structural integrity to handle offshore conditions, but not for any extended length of time.

It has a predictable market with little fluctuation, and with a price range of just under \$50,000 to just over \$57,000 for all years and types, the CS 30 is the best investment you can make. □