

CS 40

A comfortable cruiser with a racing pedigree

By Lloyd Hircock

A yacht can't be all-things to all people, but if one listens to Malcolm Stringer, the CS 40 is as near as you can come to the ideal performance cruiser. Stringer is CS's service manager, which might suggest a vested interest in the public perception of this design. Still, it's hard to argue with success. As a weekend skipper, Stringer had the CS 40 Mistral flying last summer, with a string of PHRF-class firsts and seconds in local events and a sixth in IOR II at the Youngstown Yacht Club's Level Regatta. Not too shabby for a cruising yacht. The turn of speed shouldn't come as a surprise. The CS 40's designer, Tony Castro, is a Portuguese-born Briton who also provided CS with its 30, 36 Merlin and 44 models. His custom designs can be found in international IOR competition, and the 40's hull is derived from Castro's One-Tonner Blade, which was campaigned by CS with respectable results in the 1986 Southern Ocean Racing Conference.

CS Yachts of Brampton, Ont., is one of Canada's more established yacht builders. It celebrated 25 years in business last year, and is still run by its founder, Paul Tennyson. Nearly 2,500 hulls in 10 models, including a 15-footer and a small catamaran, have been launched since 1962. CS now builds six performance-cruiser monohulls from 30 to 44 feet. Tennyson says the CS 40 was launched to meet a market need for a 40-footer (the design is actually 39 ft. 3 in.) that combined sailing performance with cruising comfort. The new model had to be a quality product, but it also had to be affordable, which is what \$155,000 sail-away is these days in this size range.

Viewed in profile

The CS 40's pleasing profile features an extended cabin rise aft, which incorporates two opening ports and a roomy bridge deck. While the extension results in a slightly smaller cockpit area, the functional integrity remains. I liked the bridge deck; it provides a platform for spinnaker and halyard work effectively out of the cockpit traffic during racing, and creates a hutch to huddle in during inclement weather while cruising. Down below, the bridge deck rewards the crew with additional headroom over the nav station and aft cabin. The helm area is large and business-like. While I'm not Andre the Giant, I do like plenty of space between the steering wheel and cockpit coaming for easy switches of helmsmen, as well as for plenty of leg-room while sitting. I got both. The helm seat was high enough to offer a fairly unrestricted view forward. The teak inlay on the seats and companionway are a nice touch. Mistral, our demonstration boat, had running rigging carried neatly aft to the cockpit through a series of collectors to a bank of Spinlock line-stoppers secured to the coach roof. The entire network terminated at the bridge deck area, and was cleverly positioned and easy to work. The flat coach roof design accommodated the system perfectly. The mainsheet traveller is located just forward of the binnacle, pinned between the cockpit seats. I found it surprisingly unobtrusive, and it left the rest of the cockpit and bridge deck unencumbered. If desired, CS will position the traveller slightly aft of the bridge deck.

Deck hardware

Adequate deck and cockpit hardware, including sheet tracks and cars, collectors and Spinlocks, are standard issue. Two Lewmar No. 52 self-tailing winches are installed in the cockpit, while a pair of Lewmar No. 43 self-tailers handle the running rigging on the coach roof. The entire deck area is fenced in with double railed, welded bow and stern pulpits with upper and lower lifelines. A moulded-in transom swim platform is available.

Cabin concept

The concept below is strictly open spaces. This is a roomy interior for a boat slightly longer than 39 feet. After thousands of miles sailing in friendly and hostile climates, one of my first explorations below focuses on ventilation. Those who have shared my displeasure of shipping aboard vessels designed with little regard for properly positioned hatches and ports will commiserate with my fanaticism. CS must have shared my concern. By opening all the ports and hatches while at dock, I was able to conjure ample cross-ventilation-even in the galley, which is peculiarly neglected area in some designs. For those would-be offshore chefs determined to display their culinary prowess, CS has provided a spacious, well-designed and equipped galley. While not all owners will wish to be fed on the run, the CS 40 galley can accommodate cooking under sail. The galley unit is set apart from the living area, allowing the cook to work without fear of skidding across the cabin in a blow. Hot and cold pressure water and a three-burner propane stove with oven are standard. A bank of shut-off valves for the 100 gallons of freshwater is handily located under the twin stainless steel sinks. Although the yacht boasts a large icebox, I was surprised that a refrigeration system was not included in the standard package.

The main cabin area is attractively designed. I was impressed with the quality of joinery, upscale nav station and the location and size of the cedar-lined hanging lockers. Tops and bottoms of cupboards and lockers are finished with teak veneer rather than the usual vinyl or interior gelcoat. A new option available from CS is two coats of varnish on interior joinery rather than a rubbed oil finish. Both the V-berth and aft cabin are comfortable, with the aft cabin offering a private vanity. A spacious, well appointed head forward has a separate en suite entrance.

Test sail

Tied at the dock, the 40 could indeed live up to its billing. Our test sail was held in five to eight knots of true wind, with a slight Lake Ontario chop running. Mistral is a deep-draft version -- the CS 40 is also available with a winged or a shoal keel. With a stated displacement of 17,000 lbs. incorporating 7,200 lbs. of ballast, the design exhibits a stiff 44-per cent ballast to displacement ratio. The double-spreader Isomat rig employs a baby stay. Rod shrouds are machine-swaged to open-barrel turnbuckles. Halyards are run internally to above-deck exits. The semi-balanced rudder, fixed through three bearings, is mounted on a four-inch stainless steel stock. A skegg one-third the rudder size provides rudder protection and additional directional stability.

Kudos for the 40

We tacked effortlessly, with Mistral powering up to speed quickly. She was responsive, easy to handle and slipped gracefully through the persistent chop. Her powerfully designed aft sections also promise good off-wind performance. The 40's large masthead rig allowed us to accelerate quickly out of the tacks in the light winds. Off the wind the boat tracked well, maintaining good speed. The 150-per-cent Genoa was furled on a Harken roller reefing system. On gybing to a beam reach, the yacht swung smoothly, shifting quickly into high gear. Bearing away onto a run, Mistral flattened out and sailed smoothly on her lines. There was no hint of sluggishness or bow-down trim, nor any perceptible hobby-horsing associated with heavy end sections. Driving the boat to weather was achieved with fingertip steering. The design felt nicely balanced and powerful, and can be readily set up for singlehanding.

Back at the dock

Returning to dock under auxiliary, I found engine noise below unobtrusive. Sound insulation is fitted on all engine compartment panels. The standard power plant is a turbo-charged Volvo Penta 43-hp marine diesel; drive is through a gear reduction system. A Racor fuel-water separator and raw water heat exchanger are standard. The ample 50-gallon fuel tank, with chart table fuel gauge, should provide a good motoring

range. Engine access is straightforward: simply remove the companionway stairs. The engine compartment is large enough to accommodate most maintenance chores with relative ease. The stuffing box is reached through a removable side-panel. A 20-amp battery charger is mounted in the aft-cabin locker and feeds the three-battery, 112-amperehour 12-volt system when plugged into a 110-volt outlet. Vacuum-bag technique is used in manufacturing. This method should ensure stiffness and strength, while eliminating unnecessary weight at the cored areas by controlling resin. The CS 40 appears to be good value for the money. Considering the numerous standard features, it's certainly competitively priced.

Specifications

LOA 39 ft. 3 in .

LWL 32 ft. 8 in.

Beam 12 ft. 8 in.

Draft Deep 6 ft. 7 in. Wing 5 ft. 6 in. Shoal 5 ft.

Displacement 17,000 lbs.

Ballast 7,200 lbs.

Sail area 766.5 ft.