

1991 Canadian Sailcraft (CS) 34 "Rode Trip":

LOA: 33.50 ft
Beam: 11.25 ft
Draft: 6.25 ft
LWL: 27.67 ft

Displ: 10,500 lb

I=43
P=37.4
J=13.5
E=13

Performance ratios and PHRF measurements available on <https://sailboatdata.com/sailboat/cs-34>

ECSA PHRF Rating (Spin) 129

Sail Inventory:

UK Tape Drive Roller/Reefing cruising Genoa (good)
Hood Vectron Cruising Main 2+2 batten with two reefs (good)

Neil Pryde technora string/laminate Racing Main (excellent)
Neil Pryde AP1 Technora string/laminate Racing Genoa (almost unused)

UK symmetrical spinnakers (three: 1.5oz, .75oz, .5oz)
UK AP1 Genoa (good)
UK AP1 (poor)
UK Light #1 Genoa (good)
Shore #2 Genoa (good)
UK #3 jib (fair)
UK #3 jib (unused)

Storm Jib

Anchoring:

25lb Lewmar Delta with 5/16" chain and 5/8" rode

Shore Power:

50ft 30a cable
2-bank Battery Charger
GFI-protected interior outlets
Hot Water Heater Loop

Updates:

Repowered 2013 - Universal M25XPB replaced Yanmar 2gm20f. 26hp.

New prop shaft and strut spring 2013

16x12 Vari-Prop feathering prop (2007). Pitch adjustable fwd/rev.

Harken Primary Winches - Radial STA 46.2 (2011)

Standing Rigging and Harken MkIV Furler replaced spring 2012

Forte Carbon Spinnaker Pole

Raymarine i70 Instruments and Axiom 9 Chartplotter (2015-2019)

Raymarine EV-100 Autopilot (wheel) (2019)

AIS (receive only) (2019)

Helm Pod for chart plotter (2019)

ICOM VHF with Command Mic at helm

Miller Marine Canvas cover (mast down) new canvas 2018

Miller Marine in-water cover mast up. Used one winter.

Interprotect Barrier Spring 2007

Water Based Hydrocoat Eco paint currently in use

Domestic Water Heater (post 2010)

Lee Cloths

Lifelines replaced (2012)

Traveler System (2008) Lewmar

LED lighting

AGM 100ah batteries (2 house 1 start/spare - linked for charging)

Navtec Hydraulic backstay adjuster.

Dodger and fly (can sail with fly up for shade)

All hatch lenses and port lenses replaced (2008-2018)

General Layout:

VBerth fwd with shelves and small hanging locker. Deep storage under and two smaller compartments.

Main cabin - settees p/s with water tanks under and storage behind seat backs. These have custom lee cloths that can be set up. Dining table with flip up tops p/s.

Aft of settee is galley to port with 2 burner propane stove with oven and double sink. Ice box in that counter top.

Nav station to starboard with storage under desk and then under that is refridgerated storage. Electrical panels above.

Aft to port is large quarterberth with hanging locker and door.

Aft Stbd is head compartment with separate stand/sit shower. Hanging locker aft of shower.

Cockpit has very large deep locker for fenders/lines and a shallow locker for misc lines/winch handles/emergency tiller.

Steering is Lewmar/Whitlock and uses rod link – no cables.

Helm seat has storage and propane tank .

Transom has step for easy dinghy access.

3 opening hatches and 13 opening ports ventilate the interior so well it's often cooler inside than outside.

General comments:

This has been a great boat for us as a coastal cruising/day sailing/club racing couple. Easily handled, well mannered, extremely good up wind. Very dry in chop and easy to move around on deck. Engine upgrade makes this CS34 unique on the market and it performs far better than the 2gm20 original engine. Very secure and comfortable cockpit. Most lines lead to the cockpit so even a first reef can be done without going forward. Easy to single or doublehand. Original gelcoat topsides and nonskid deck in good shape. CS was a competitor to C&C and the build quality is better in most opinions.

We are hoping to explore the ICW and Canals/rivers/lakes in the northeast so a trawler is the next boat.

This is not a project boat and should be seen.

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