

Safety

The wide, planing surfaces of the CS 17 not only dramatically increase speed potential at the top end, while giving up minimally at the lower end of the speed spectrum, but it also greatly increases the form stability of the hull, increasing both safety and comfort.

The side decks, forward deck, and coaming around the boat minimizes water ingress and provides greater seaworthiness by allowing greater angles of heel before water comes in. The large forward and aft compartments, with water resistant hatches and longitudinal air tanks under the seats, provide an excess of floatation capacity and minimize water holding in case of boarding waves.

While the CS 17 is a very stable hull form, it is an unballasted boat to allow for ease of planing. As with all unballasted boats, it is possible to capsize it, although, the CS 17 is likely to be far more resistant to capsize than many other unballasted sailboats. Capsize is most likely to occur if one forgets to loosen the mainsheet before the mizzen.

If you do happen to capsize, self rescue is easily achieved, as the boat will have only 4-5 inches of water, once righted. An optional Anderson Bailer allows you to drain remaining water quickly and easily by simply getting boat speed up to around 4 knots.

This CS 17 is floating on it's side. Notice how much of the hull is out of the water? Graham is not kneeling on the beach, he is knee deep in water!

If you look on the port side you can see how little water is on the cockpit seats as the coaming is about to come up out of the water. Once you get back in the boat, this is all the water you will need to deal with.

