

SISU

1983 Canadian Sailcraft CS33 · Owner's Dossier

Sisu is a 1983 Canadian Sailcraft CS33, sailed and cruised exclusively on the Great Lakes since launch — never in salt water. Over the past five years she has received **\$33,768 of documented investment**, including a 2023 KiloVault lithium electrical system, a 2022 effective engine rebuild, a 2022 full Raymarine and B&G electronics suite, a 2023 Raymarine EV-100 wheel-pilot autopilot, 2025 ground tackle (Vulcan anchor and Maxwell RC8 windlass), a 2025 OGO composting head, and a 2025 bottom paint refresh on a 2009-applied West System epoxy barrier coat. She is set up specifically for short-handed and single-handed sailing — in 2025 alone, the current owner sailed her roughly 1,000 nautical miles single-handed across Lakes Michigan and Huron.

Make / Model	Canadian Sailcraft CS33
Year	1983
Hull material	Fiberglass
LOA	33 ft (32' 6" deck length)
Beam	10 ft 6 in
Displacement	10,000 lb
Engine	Bukh DV20 (20 hp diesel)
Lying	McKinley Marina, Milwaukee, WI
Asking price	\$32,500 USD
Documented upgrades	\$33,768 (last five years)
Owner contact	Jay.Fisher@C3Partners.biz · 414-640-2817
Documentation	svSisu.com

Note: The documented upgrade total exceeds the asking price. The buyer is effectively receiving the boat itself for free, with the recent investment as additional value.

This dossier is intended for serious buyers and their surveyors. It summarizes the boat's specifications, full upgrade history with model numbers and dates, equipment inventory, and notes on usage. Routine maintenance — oil changes, impellers, seasonal commissioning — is performed on schedule and is not enumerated here.

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1. Specifications

Designer / Builder	Raymond Wall / Canadian Sailcraft (Brampton, ON)
Year built	1983
Hull number	ZCUN3483M84B
LOA	33 ft (32' 6" deck length)
Beam	10 ft 6 in
Draft (shoal)	4 ft 6 in
Displacement	10,000 lb
Hull construction	Solid fiberglass below waterline; cored deck
Rig	Masthead sloop; hydraulic backstay
Theoretical hull speed	6.83 knots; sustained 7.5–8 knots observed
Holding tank	Removed in 2025 with composting head conversion
Freshwater history	Yes — never in salt water

The CS33 is widely regarded as one of the better Great Lakes cruiser-racers of its era, balancing stiffness, sail-handling, and interior comfort. Approximately 450 hulls were built between 1979 and 1987. The boat was designed by Raymond Wall, who came to CS in 1977 after a career as Chief Designer (Sail) at Camper & Nicholsons in England. The CS33 has solid fiberglass construction below the waterline (with balsa-cored decks, period-typical), and a reputation among owners as exceptionally well built for a production boat of the era. A small but active owners' association maintains build records, technical resources, and owner-to-owner support.

2. Recent Investment & Upgrade Log

Total documented investment over five years: \$33,768. The figures below are component costs from the owner's records and exclude routine maintenance.

2025

Item	Detail	Investment
Anchor	Vulcan 33 lb (15 kg) — top-rated by SV Panope testing	\$787
Rode	35' of 5/16" chain + 200' of 5/8" nylon	\$510
Windlass	Maxwell RC8 with bow remote	\$2,415
Bow roller	Kingston Stainless Steel Bruce EP	\$480
Cockpit enclosure	New eisenglass (full enclosure structure 2009)	\$4,131
Opening cabin ports	All new	\$500
Refrigerator	12V refrigerator/freezer, makes ice	\$2,500
Water heater	DC-powered	\$2,648
Head	OGO Composting; black water tank removed	\$985
Forestay	New	—
Lazy jacks & jacklines	New	—
Fuel tank	New	—
Bottom paint	Sanded, two coats Vivid, burnished	—
Exterior / nav lights	LED	—

On the 2025 bottom work: the previous Vivid application lasted five seasons before needing refresh — well above the 1–2 year cycle of typical ablative paints. The 2025 refresh (sand, two coats, burnish) means the next owner should not need to think about bottom paint until approximately 2030.

2023

Item	Detail	Investment
House battery	KiloVault 300 Ah Lithium-Ion	
Starter battery	100 Ah AGM	\$2,300 (combined)
Alternator	Balmar 100 A with programmable voltage regulator	\$925
Voltage regulator	Balmar programmable for Lithium or AGM	\$767
Battery isolators	Two switches (separate house and starter)	\$50
ACR	BluSea — always-on charging for both banks	\$160
Shore charger	Sterling 50 A, programmable Li/AGM	\$540
Battery monitor	Victron Smart Shunt with Bluetooth	\$100
Inverter	1,000 W	\$415
Cabin upholstery	All replaced, indoor/outdoor fabric	\$8,393
Autopilot	Raymarine EV-100 wheel pilot, P70 head, Rudder Reference	\$1,349
Bilge pump	New	—

2022

Item	Detail	Investment
Engine major work	Fuel system rebuilt tank-through-injectors with all gaskets; all hoses (incl. muffler) replaced; new Racor; new water pump	—
Stuffing box	New (winter 2022)	—
Chart plotter	Raymarine Axiom 7 on swivelling NavPod	\$994
VHF radio	B&G V60 with DSC + AIS receiver; full-function wireless handset; cockpit speakers toggling between VHF and entertainment	\$1,007
Wind	Raymarine i60 display with masthead sensor	\$883
Depth / speed / temp	New transducer	—
Network	All instruments on SeaTalk	—
Deck hardware	Eight new Lewmar clutches, deck organizers, traveller tunnels	\$629
Running rigging	All new	—
Steaming / deck light	LED	—

2020

Item	Detail	Investment
Cabin sole	Teak and holly — refinished, undersides epoxy, upper varnish	—
Engine gauges	New	—
Interior lighting	LED, switchable white / red	\$300

2009 (prior owner)

Item	Detail	Investment
Bottom	Stripped and re-painted with three layers of new West System epoxy barrier coat. No blisters found.	—

The 2009 barrier-coat treatment is unusually thorough for a boat of this era. Combined with the freshwater-only history and the 2025 paint refresh, the bottom is in a genuinely good place.

3. Sails & Rigging

Sisu carries a complete inventory for cruising and short-handed sailing. The fully-battened, loose-footed main has two reef points; with the exception of hooking the reefing tack to the rams-horn at the mast, all reefing is done from the cockpit.

- **Main:** Fully-battened, loose-footed, two reef points
- **Genoa:** 130% on roller furler
- **Storm jib:** separate
- **Symmetric spinnaker** with pole, four forward halyards, and pole lift — included with the boat

Rigging: All running rigging replaced 2022. Forestay replaced 2025. Other standing rigging is original to the boat — Sisu has never been in salt water and shows no corrosion. A hydraulic backstay allows mainsail shape control under sail.

Sail-handling hardware: In 2022, eight new Lewmar clutches replaced the original sheet stoppers, with re-routing through the traveller bridge and new deck organizers. All sail-handling lines now lead aft. Lazy jacks and jacklines replaced 2025.

4. Engine & Mechanical

Sisu is powered by a Bukh DV20, a 20 hp marine diesel originally specified for ocean-going lifeboats. It is a robust, fuel-efficient, long-lived engine well known to the cruising community.

In 2022, following a fuel-tank misfueling incident, the entire fuel system was rebuilt. The fuel tank, all hoses and lines, the muffler, and the Racor were replaced. Injectors and fuel pumps were rebuilt. A new raw-water cooling pump was installed. All gaskets were replaced. The engine itself was inspected and found sound; the head cover was not pulled. The stuffing box was replaced that same winter (2022). The fuel tank was replaced again in 2025.

Engine gauges were replaced in 2020. On a recent multi-day cruise, the engine was documented at **0.52 GPH at 5.2 knots motoring** at approximately 2,200 RPM — representative of typical motoring economy. The propeller is a folding two-blade, right-hand turning, optimized for minimal drag under sail.

5. Electrical & Electronics

In 2023, Sisu received a full electrical system replacement. The house bank is a **KiloVault 300 Ah Lithium-Ion** battery; the starter is a 100 Ah AGM. A **Balmar 100 A alternator with programmable voltage regulator** refills the bank in approximately 3–4 hours of engine run time — in practice, motoring in and out of an anchorage replaces a full day's draw.

A **BluSea ACR** (always-on charging) and a **Victron Smart Shunt** manage charging and report real-time usage and state-of-charge to Bluetooth devices. A **Sterling Pro 50 A shore charger** is configured to safely service both lithium and AGM chemistries. A **1,000 W inverter** supports cooking, computing, and power tools at anchor and under way. Two isolator switches separate house and

starter banks.

The 2022 electronics upgrade installed a **Raymarine Axiom 7** chartplotter on a swivelling NavPod, allowing the helm display to be seen from any position in the cockpit. A **B&G V60 VHF** with DSC, AIS receiver, and full-function wireless handset feeds the SeaTalk network; AIS targets and configurable alerts appear on the Axiom. Cockpit speakers toggle between VHF and entertainment audio.

The 2023 **Raymarine Evolution EV-100 wheel-pilot autopilot** with **P70 head and Rudder Reference Device** is fully integrated into SeaTalk. It will steer to a target, to a compass heading, or hold apparent wind. A Wi-Fi remote allows autopilot control from anywhere on the boat. A 2022 Raymarine i60 wind display with masthead sensor and a new triducer (depth/speed/temp) round out the electronics suite.

6. Ground Tackle & Anchoring

The 2025 ground tackle refit is comprehensive. The primary anchor is a **33 lb (15 kg) Vulcan** — widely cited (including by SV Panope's well-known anchor testing) as among the top modern anchors for holding, setting, and resetting. The bow roller is a **Kingston Stainless Steel Bruce EP** model, sized for the Vulcan.

The primary rode is 235' total — 35' of 5/16" chain spliced to 200' of 5/8" nylon. A **Maxwell RC8 electric windlass** with a bow remote was installed at the same time, supporting short-handed and crewed anchoring.

A **Fortress backup anchor** with 200' of rope and chain rode is aboard. An anchor alarm runs on the Axiom 7 — when linked to the boat's Bluetooth audio system, it produces an alarm loud enough to wake even a deep sleeper.

7. Living Quarters

The CS33 is built for stability and sailing performance, so the cabin is somewhat narrower than what you'd find in a Catalina or Hunter of similar length. The trade-off is a stiffer, more weatherly boat — a worthwhile bargain on the Great Lakes.

The layout is well-suited to a cruising couple: a separate forward V-berth, a separate enclosed head, and a main cabin with port and starboard settees and a folding table that converts the starboard settee to a queen berth. The main cabin therefore serves as a second sleeping area when guests are aboard.

Recent interior work:

- All cabin upholstery replaced 2023 with sturdy indoor/outdoor fabric
- Teak-and-holly cabin sole refinished 2020 (undersides epoxy, upper varnish)
- All-new opening cabin ports 2025
- LED interior lighting throughout, switchable bright white / night-vision red
- OGO composting head 2025 — black water tank removed entirely from V-berth
- DC-powered hand shower with 2025 water heater

Galley: 12 V refrigerator/freezer (2025) capable of making ice; gimballed stove with integrated pot holders; pressure water; the 1,000 W inverter runs a toaster oven or Insta Pot. The 300 Ah lithium house bank reliably holds the refrigerator overnight at anchor.

8. Hull, Deck & Bottom

Sisu has been sailed exclusively on the Great Lakes since launch. She has never been in salt water. The hull below the waterline is solid fiberglass; the deck is cored, in the period-typical CS construction.

The bottom story is unusually strong for a boat of this age. In 2009 the prior owner stripped the bottom and applied **three layers of new West System epoxy barrier coat**. No blisters were found at the time. Sisu has been maintained on Vivid antifouling since. The previous Vivid application lasted **five**

seasons before needing refresh — well above the 1–2 year cycle typical of ablative paints.

In spring 2025, the bottom was sanded, given two new coats of Vivid, and burnished. Combined with the 2009 barrier coat and the boat's freshwater history, the next owner should not need to think about bottom paint until approximately 2030.

Topside, the boat has been waxed annually with a full de-oxidization treatment in spring 2025. The 2009 cockpit enclosure structure was given new eisenglass throughout in 2025.

9. Cruising Record & Usage Notes

Sisu is in active use, not a dock queen. In 2025 alone, the current owner sailed her roughly 1,000 nautical miles single-handed across Lakes Michigan and Huron, including a multi-week solo cruise. Detailed daily logs from that season are published at svSisu.com.

Several aspects of the boat are specifically configured for short-handed and single-handed sailing:

- All sail-handling lines led aft
- Eight new Lewmar clutches (2022) with deck organizers and traveller tunnels
- Lazy jacks for sail control
- Swivel-mount Axiom 7 chartplotter readable from anywhere in the cockpit
- Autopilot with Wi-Fi remote — will steer to course, heading, or apparent wind
- Maxwell RC8 windlass with bow remote
- AIS traffic awareness with configurable alerts
- Anchor alarm with audible Bluetooth integration

The owner regularly works remotely aboard with Starlink and a dual monitor setup — the boat's electrical system and connectivity support genuine multi-day office use at anchor.

10. For the Surveyor

The owner welcomes the buyer's choice of surveyor and will fully cooperate with a haul-out inspection. Prospective surveyors should be aware of the following:

- **Hull:** Solid fiberglass below the waterline. 2009 strip and three-layer West System epoxy barrier coat by prior owner; no blisters at that time. 2025 sand and re-coat with two coats of Vivid.
- **Deck:** Period-typical CS cored construction. Routine inspection of hardware penetrations recommended (jib track cars, stanchion bases) — readings in those zones are typically elevated relative to open deck areas in any cored deck of this era.
- **Mast step:** Owner has not observed water staining or other indicators of intrusion. Recommend standard moisture survey of structural load points.
- **Standing rigging:** Forestay replaced 2025. Other standing rigging original to the boat. No salt-water exposure in the boat's history. The rig has not been pulled for a full inspection in recent years; the owner recommends a buyer plan for a rig inspection in the near term as a routine matter.
- **Engine:** Bukh DV20. 2022 fuel-system rebuild (full new fuel tank-through-injectors with all gaskets, all hoses, new Racor, new water pump). New stuffing box winter 2022. New fuel tank 2025. New engine gauges 2020. The head cover was not pulled in 2022. Compression test welcome.
- **Electrical:** 2023 system, professionally installed. ABYC-style wiring. Victron Smart Shunt monitoring data is available via Bluetooth for review.

- **Tankage:** Black water tank removed 2025 with composting head conversion. Fuel tank new 2025. Fresh water tank original (or as documented).
- **Documentation:** Owner maintains a public log at svSisu.com of systems work, trips, and observations. This dossier and the website together provide a more complete picture than is typical for a boat of this age.

11. What's Not Included & Why She's For Sale

What is not included: The asymmetric spinnaker (with ATN-style tacker and North Sails snuffer) is being retained by the current owner. The **symmetric spinnaker and all associated gear** (pole, four forward halyards, pole lift) is included with the boat.

Why she's for sale: The current owner is moving up to a CS34, driven by an interest in better light-air performance, an aft-cabin layout for guests, and a more capable galley. There is no condition-based reason for the sale.

Sisu has been a beloved boat. The buyer should expect a thorough, transparent transaction and a willing seller who wants her to go to an owner who will sail her and care for her.

Contact

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Asking	\$32,500 USD