

C&C 115 Specifications & Features

Hull

- Hull construction is a vacuum infused BPA epoxy, unidirectional "E" glass, and synthetic cored laminate
- The incredible adhesion properties of BPA epoxy allows the structural laminate to be comprised primarily of uni-directional fibers instead of chopped strand mat. Chopped strand mat is the cheapest, heaviest, and weakest component and dominates conventional polyester hull construction
- Pound-for-pound an infused BPA epoxy resin laminate is far stronger than any polyester resin laminate
- Hull cosmetics are also enhanced by the extremely low shrinkage of epoxy resin vs. polyester resin and the reduction in overall resin content thus eliminating or reducing post-cure hull distortions found in conventional polyester laminates
- * The vacuum infusion process and strict resin control produces a hull laminate with 60% glass reinforcement content. The industry norm for polyester resin hull laminates is 25% glass content. Our laminating process produces a stronger yet lighter hull
- * Synthetic foam coring is used for maximum impact resistance, stiffness, strength, and light weight. The cored hull also offers superior hull insulating properties, both thermal and acoustical
- Premium grade gelcoat provides superior gloss, fade resistance, and resistance to surface crazing
- Interior is completely painted out for enhanced cosmetics and to seal interior laminate surfaces
- Hull is backed by an industry leading, transferable 15-year no blister, hull structure warranty

Deck

- Deck is a balanced composite laminate utilizing BPA epoxy resin, uni-directional "E"-glass reinforcement, and high strength/stiffness Baltek premium sealed balsa coring
- CNC computer cut balsa coring offers thermal & acoustic insulation
- Our custom resin infusion process creates the best resin to glass reinforcement ratio possible resulting in the stiffest, lightest, strongest deck in production boatbuilding
- The deck is locally reinforced at high load areas with additional plies of bi-directional "E"-glass reinforcement
- White, light gray, or white/sandstone and white/gray two-tone decks with patterned non-skid are available
- Premium grade gelcoat provides superior gloss, resistance to fading, and resistance to crazing
- Deck coring windows are located at all hardware installations to maintain the watertight integrity of the deck coring
- Hull to deck joint is secured with stainless machine screws centers through the full-length 6061 T6 aluminum backing plate imbedded in the hull flange. This method exceeds the recommended installation requirements of the ABS scantling for offshore sailing yachts.
- Hull to deck joint is sealed with 3M 5200 adhesive sealant
- Hinge-up carbon-fiber reinforced helm seat with gas shock support
- Composite light RTM match-molded deck locker hatches assure strict thickness controls allowing accurate gasket seal of cockpit openings. Conventional construction uses single-sided moldings with painted raw fiberglass underside.
- Walk-through transom with drop down ladder
- Double lifeline gate at transom
- Instrument pod integrated onto housetop with convenient wire chase for instrument installations or additions
- Bonded-in aluminum hardware backers

Keel

- 4,200 lb. (1905.1 kg) state-of-the-art, high-lift fin design
- 36% ballast/displacement ratio
- Keel attached to hull with stainless steel bolts
- Keel design features extremely low center-of-gravity (CG) bulb-design that produces overall VCG below designed waterline for extraordinary stability, safety, and sail-carrying ability
- All lead, epoxy-coated keel provides maximum stability

Rudder & Steering System

- Elliptical, foam-cored rudder blade with unidirectional E-glass and carbon fiber skins
- NASA high lift, low drag rudder section for maximum control and performance
- Carbon-fiber, custom rudder post
- Custom, 1:1 ratio ultra-responsive steering system with Edson bulkhead-mount
- 60" wheel in a trough offering excellent visibility both under sail and under power
- Stainless steel compass guard installed on steering pod
- Emergency tiller supplied

Interior

- Structural fiberglass longitudinal and athwartship grid bonded to hull and deck, utilizing high-strength epoxy adhesives and methylmethacrylate adhesives providing superior structural bonding of key components vs. low tech production construction techniques
- Aerospace adhesive technology used in the attachment of internal furnishings to further stiffen the overall structure
- Bulkheads and risers are pressure laminate or cherry-faced plywood
- Ventilated, solid-stock varnished cherry panel locker doors with push button latch sets
- Ventilated panel varnished cherry passage doors with high quality locking latch hardware. Doors are mounted in laminated cherry doorframes
- Light weight composite construction utilized in lockers and cabinets
- Curved laminated cherry locker and cabinet trim
- Cabinets and trim are varnished cherry
- Varnished drop leaf solid cherry table that folds to take up minimum interior space when not in use and while racing

Interior cont'd

- Lockers and cabinets are finished throughout and do not show raw fiberglass, plumbing, electrical runs or raw plywood edges
- Cabin sole is varnished teak and holly with bilge maintenance access lift out with lift ring
- Low maintenance FRP overhead
- A selection of designer fabrics optimized for the marine environment is available for interior upholstery
- Varnished cherry interior house side trim doubles as a full-length hand hold
- Companionway handholds
- Angled FRP and teak companionway steps offer non-slip surface and security in a seaway
- Two-color interior gelcoat finish, cabins in sandstone, head and overhead in bright white

Hatches & Portlights

- Forward stateroom: (1) 24" X 24" deck hatch, (1) 12" x 17" deck hatch
- Aft stateroom: (1) 5" x 15" opening portlight, optional cockpit opening port available
- Head: (1) 5" x 15" opening portlight, fixed portlight
- Main cabin: (1) 12" x 17" deck hatch; (1) companionway hatch, portlights port and starboard

Engine & Electrical

- 28 HP diesel saildrive with geared folding prop provides maximum horsepower to the prop and unmatched smoothness. No leaky stuffing box, engine intake thru-hull, shaft alignment or poor reverse performance
- Single lever cockpit-mounted engine control with removable handle to avoid snagging running rigging when under sail
- Superior engine access through hinge-up companionway steps and aft cabin removable engine compartment box
- 26-gallon (98.42 L) fuel capacity in custom-built aluminum tank with remote gauge located in nav station
- Fuel filter
- White interior cabin dome lights and berth directional lights
- USCG approved navigation lights
- Electric sump pump with automatic float switch
- Electric bilge pump with automatic float switch and manual override
- Tinned copper wiring used throughout
- 12 Volt DC metered panel, with extensive spare breakers for future electrical installations
- 110volt AC shore power with distribution panel installed per ABYC recommended practices
- 50-foot shore power cord
- 1 KW inverter/charger
- (2) 105-amp batteries with selector switch
- Wiring is enclosed in PVC wiring conduits with additional conduit in place for future installations
- All wiring is properly chafe protected where it passes through cabinetry, bulkheads, and interior liners
- Copper bonding system includes, rigging, fuel tank and deck fitting, engine, and keel
- Courtesy floor lighting in cabin and cockpit

Galley & Plumbing

- 2-Burner gimballed propane stove with oven
- (1) 11 lb (4.99 kg) LPG tankd
- Remote sniffer and LPG shut off
- Molded Granicote solid surface countertop with large, molded 8" deep sink
- Storage under galley sink through ventilated varnished cherry door
- Molded icebox with Granicote solid surface countertop. Four inches of insulation
- Hot and cold pressure water with easy service access to pump and plumbing
- Y-valve & macerator for head
- Freshwater plumbing features polyethylene tubing and Whale mechanical fittings
- All below-waterline hose connections are double-clamped for added security
- Premium marine grade hoses throughout
- Extensive lockers and shelves
- 70-gallons (264.98 L) freshwater with two tanks
- Forespar marelon thru-hull fittings throughout, UL approved and corrosion free
- 6 gallon (27.1 l) stainless steel water heater, operates on 110 VAC or engine heat exchanger

Head

- Marine head with 20-gallon (75.71 L) holding tank with deck pump out
- Marine premium grade sanitation hoses with low odor permeability
- Separate shower stall with plexiglass enclosures and molded seat
- Shower in head with drain to sump and automatic pump
- Y-valve & macerator for head
- Pull-out premium grade head faucet for shower
- Molded Granicote solid surface sink and countertops
- Ample storage in upper vanity and sink locker through low-maintenance ventilated access doors

C&C 115 Specifications & Features

Accommodations & Storage

- Forward cabin with lockers, hanging locker and shelved storage
- Hinge-up V-berth with storage under
- Over-length V-berth for added comfort set low for easy access
- Bunk-length main cabin settees fitted with contoured cushions
- Water resistant storage in main cabin seatbacks accessed through gasketed doors
- Furniture-grade bunk cushions
- Main cabin has cherry cabinets throughout
- 6' 4" (1.93 m) headroom in main cabin
- Full navigation station, finished in varnished cherry
- Navigation locker with storage space for extensive electronic installations
- Aft double berth
- Storage below aft double berth
- On-deck LPG storage well
- Cockpit storage lockers
- Large cockpit lazarette on port side

Spars & Standing Rigging

Mast:

- Carbon-fiber mast for greater strength and stiffness, lower weight, increased safety margin, and improved performance
- Black coated double spreader design
- Tapered mast section for reduced weight aloft
- Tapered airfoil swept-back spreaders eliminate need for running backstays
- Custom carbon masthead includes sheaves for 1 main, 1 genoa and 2 spin/wing halyards
- Rod standing rigging with forged turnbuckles
- Internal halyards
- Mast-to-deck turnbuckle to carry running rigging loads
- Custom stainless steel chain plate system ties to extensive internal FRP structure and hull
- Masthead anchor light
- Steaming light with foredeck illuminator
- Spartite mast-sealing and chock system
- Harken roller-furling with furling line led aft to cockpit or Harken carbo racing foil
- Minimum-height stainless steel stem tang keeps furling drum as low as possible maximizing headsail luff length
- Remote panel hydraulic backstay adjuster

Boom:

- Durable black powder-coated aluminum boom
- Single-line slab reefing led aft, one line for tack and clew
- Internal 4:1 outhaul led aft to housetop winch and stopper
- (3) Sheave outboard boom-end custom welded fabrication
- (3) Sheave inboard boom-end custom welded fabrication
- 2-part boom topping lift
- Solid boom vang with control line led aft to housetop
- Cunningham led to housetop

Running Rigging:

- (1) Low stretch genoa halyard
- (1) Low stretch main halyard
- (2) Dacron genoa sheets
- (1) Dacron mainsheet
- (2) Traveler taglines
- (2) Adjustable genoa track taglines led to cockpit
- (2) Barber haulers led to cockpit

Deck Hardware

- (2) Harken 46.2 self-tailing primary winches
- (2) Harken 40.2 self-tailing housetop winches
- (2) Harken 46.2 self tailing secondary winches
- Deck organizers on housetop to accommodate 10 aft sail control leads led to individual rope clutches
- Bow and stern mooring cleats
- 24-inch tall double stainless steel bow and stern rails
- 24-inch tall stainless steel stanchions with double lifelines in toe rail mount bases
- C&C custom stainless steel stanchion bases designed for maximum strength and to provide maximum on-deck passage area
- Boarding gate port and starboard with pelican hooks
- Double transom boarding gate with pelican hooks
- Molded foredeck anchor locker with overboard drain
- C&C custom black-anodized aluminum toerails. Low aft for hiking comfort
- Harken ball-bearing adjustable genoa tracks and cars with adjustment lines led to cockpit
- (2) Winch handles
- 2:1 mainsheet w/stoppers lead to cockpit winches
- Harken mainsheet windward sheeting traveler with tagline adjustment
- Custom-fabricated stainless steel mast collar with stainless halyard organizer plates
- Harken deck turning blocks for aft-led halyards
- On-deck drains to waterline outlet
- All Harken deck running gear for low friction and ease of use
- Lewmar Ocean Series size 60 aluminum foredeck hatch with fly screen
- Lewmar Ocean Series size 30 aluminum main cabin and V-berth vent hatch with fly screen
- Large Lexan sliding companionway hatch on aluminum and delrin glides offers light and ventilation to cabin
- Marine grade polymer lockable companionway hatch board
- Housetop stainless steel handrails
- Manual bilge pump mounted in cockpit
- Offshore-ready, match-molded, gasketed cockpit hatch
- Harken genoa sheet turning blocks
- Lewmar size 0 opening portlight in head and aft cabin
- Spinnaker gear or sprit gear including secondary winches

Individual Options

- Painted Hull Colors
- Deck with contrasting non-skid
- 2-color boot stripe
- Carbon-fiber spinnaker pole in lieu of standard aluminum
- Electric primary winches 46.2
- Leather covered wheel
- Tall guard at wheel for instrument mounting
- (2) cockpit opening portlights
- Anchor roller
- Hot & cold cockpit shower
- Battery Monitor
- Cabin fans
- Additional battery
- 12V DC outlets – 1 nav station, 1 at the helm
- Dockside pressure water
- Flat screen TV with DVD
- AM/FM/CD stereo with speakers
- Microwave oven under cook top
- 12 volt DC refrigeration
- Marine Air reverse cycle AC system
- Ultraleather or Ultrasuede Interior fabric
- Extensive electronics selection
- Additional forward wing halyard(s) (spinnaker or genoa)
- Harken Battcar system
- Spinnaker padeyes mounted on toe rail
- 10' x 1.25" spin pole track w/Forespar car and tagline
- Spinnaker pole topping lift
- Harken medium lazy jack kit

C&C Sails

Cruising Dacron Package:

- Fully-battened Dacron mainsail
- Sunbrella Mainsail Cover
- 108% Dacron, rollerfurling Genoa with UV luff

Design Dimensions

| | |
|--------------------|------------------------|
| LOA | 37 ft 9 in (11.5 m) |
| LWL | 33 ft (10.06 m) |
| Beam | 11 ft 11 in (3.63 m) |
| Draft | 6 ft 8 in (2.03 m) |
| Displacement | 11,800 lbs (5352.5 kg) |
| Ballast | 4,200 lbs (1905.1 kg) |

Capacities

| | |
|--------------------------------|----------------------------|
| Fuel 26 gallons (98.42 liters) | |
| Water | 70 gallons (264.98 liters) |
| Auxiliary..... | 28 hp diesel saildrive |
| Berths..... | 6 |

Sail Dimensions

| | |
|---|---------------------------|
| Sail Area | 781 sq ft (72.56 sq m) |
| I | 52 ft 2 in (15.9 m) |
| J | 14 ft 6 in (4.42 m) |
| P | 49 ft 4 in (15.04 m) |
| E | 16 ft 4 in (4.98 m) |
| Mainsail Area | 402.5 sq ft (37.34 sq m) |
| 100% Foretriangle | 378.45 sq ft (35.16 sq m) |
| Spinnaker pole length | 15 ft 11 in (4.85 m) |
| Bridge Clearance | 59 ft 9 in (18.21 m) |
| Ballast/displacement | .36 |
| Displacement/length | 147 |
| Sail area/displacement | 24.1 |
| RM @ 1 degree | 1,200 ft lbs |
| CE approved for category "A" unlimited offshore | |

