

C&C 121 Specifications & Features

Hull

- Hull construction is a vacuum infused epoxy, unidirectional "E" glass, and synthetic cored laminate
- The incredible adhesion properties of 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 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 (1% vs 7%) and the reduction in overall resin content thus eliminating or reducing post-cure hull distortions found in conventional polyester laminates
- Hull is backed by industry-leading, non-prorated, transferable 15-year no blister, hull structure warranty
- 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

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 and 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
- Molded in aluminum backing plates on all highly loaded deck hardware
- Hull to deck joint is secured with stainless machine screws installed on 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
- 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.
- Double lifeline gate at transom
- Instrument pod integrated onto coach roof with convenient wire chase for instrument installations or additions

Keel

- 5,500 lb. State-of-the-art, high-lift fin design
- 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
- 39% ballast/displacement ratio
- Keel attached to hull with stainless steel bolts
- Epoxy-coated antimonial lead provides maximum stability

Rudder & Steering System

- Elliptical, foam-cored rudder blade with uni-directional E-glass skins
- NASA high lift, low drag rudder section for maximum control and performance
- Rack & Pinion steering system with 48-inch wheel offering excellent visibility both under sail and under power
- Oversize 304 stainless steel rudder post
- 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. conventional 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
- Light weight composite construction utilized in lockers and cabinets
- Varnished cherry drop-leaf main cabin table to take up minimum interior space when not in use
- Ventilated panel varnished cherry passage doors with high quality locking latch hardware. Doors are mounted in laminated cherry doorframes
- Curved laminated cherry locker and cabinet trim
- Cabinets and trim are varnished cherry
- Cherry hull trim in forward cabin
- Lockers and cabinets are finished throughout and do not show raw fiberglass, plumbing, electrical runs or raw plywood edges

Interior cont'd

- 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 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) 10" x 10" deck hatch, portlight, optional cockpit opening port available
- Head: (1) 10" x 10" deck hatch, optional cockpit opening portlight, fixed portlight
- Main cabin: (1) 12" x 17" deck hatch; (2) 10" x 10" deck hatches, companionway hatch, fixed portlights port and starboard

Engine & Electrical

- 38 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, pedestal-mounted engine control
- Superior engine access through hinge-up companionway steps and aft cabin removable engine compartment box
- 35-gallon (132 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
- 110 Volt AC shore power with distribution panel installed per ABYC recommended practices
- 110 VAC outlets in all cabins, GFI protected
- 50-foot shore power cord
- 30-amp battery 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

Galley & Plumbing

- 3-Burner gimbaled propane stove with oven
- Remote sniffer and LPG shut off
- 9" deep stainless steel, double galley sinks and Granicote solid surface countertops
- 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
- Freshwater plumbing features polyethylene tubing and Whale mechanical fittings
- All below-water hose connections are double-clamped for added security
- Premium marine grade hoses throughout
- Extensive lockers and shelves in galley for provisions
- 80-gallons (302.83 l) freshwater in custom-built aluminum tanks, two-tank system with selection manifold
- Forespar marelon thru-hull fittings throughout, UL approved and corrosion free
- 12V DC refrigeration with a partition plate
- 6 gallon (22.71 l) stainless steel water heater, operates on 110 VAC or engine heat exchange

Head

- Marine head with 20-gallon (75.71 l) holding tank with deck pump out
- Marine premium grade sanitation hoses with low odor permeability
- Y-valve and macerator for head
- Separate shower stall with plexiglass enclosures and molded seat
- Shower in head with drain to sump and automatic pump
- 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 121 Specifications & Features

Accommodations & Storage

- Forward cabin with lockers, hanging locker and shelved storage
- Hinge-up under V-berth storage
- 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
- Helm seat storage
- Large cockpit lazarette on starboard

Spars & Standing Rigging

Mast:

- Novis Composites 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 aluminum masthead includes sheaves for 2 headsail halyards, 2 main halyards and a crane for two spinnaker halyards
- 1 x 19 Stainless steel wire rigging with forged turnbuckles, upper shrouds low-stretch dyform wire
- 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
- VHF wiring for masthead antenna
- Spartite mast-sealing and chock system

- Roller-furling with furling line led aft to cockpit
- Below deck stainless steel stem tang to allow low mount furling drum to maximize headsail luff

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
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- 2-part boom topping lift
- Solid boom vang with control line led aft to cabin top

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

Deck Hardware

- (2) Harken 53.2 Self-tailing primary winches
- (2) Harken 44.2 Self-tailing cabin top winches
- Deck organizers on cabin top to accommodate 10 aft sail control leads, lead to individual rope clutches
- Custom-fabricated, highly-polished stainless steel stem plate with integral mooring line chocks
- Bow and stern mooring cleats
- 24-inch tall double stainless steel bow and stern rails
- 24-inch tall stainless steel stanchions with double lifelines
- C&C custom stainless steel stanchion bases designed for maximum strength and to provide maximum on-deck passage area
- Boarding gates 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
- Harken ball-bearing adjustable genoa tracks and cars with adjustment lines led to cockpit
- (2) Winch handles
- Harken mainsheet 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
- (2) Lewmar Ocean Series size 30 aluminum main cabin vent hatch with fly screen and one in V-berth
- (2) Lewmar size 10 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.
- Cabin top stainless steel handrails
- Manual bilge pump mounted in cockpit
- Offshore-ready, match-molded, gasketed cockpit hatch
- Molded companionway seahood with instrument pod

Individual Options

- Shoal draft Keel
- Deep fin keel
- Painted Hull Colors
- Deck with contrasting non-skid
- 2-color boot stripe
- Secondary winches are 46.2STA
- Carbon-fiber spinnaker pole
- Windlass
- Cockpit table
- Electric primary winches 53.2
- Electric main halyard winch 44
- Leather covered wheel
- 54" wheel, Commodore, or Mini-Maxi
- 67" wheel in molded trough
- Retractable swim platform with ladder
- (3) Cockpit opening portlights
- Anchor roller
- Cabintop or aft cockpit traveler
- Hot & Cold cockpit shower
- Inverter monitor
- Cabin Fans
- 4 KW generator
- Vacu flush head
- Electric head
- Additional battery
- 12V DC outlets – 1 Nav station, 1 at the helm
- Dockside pressure water
- Flat screen TV with DVD
- Additional flat screen monitor
- Microwave
- Marine Air reverse cycle AC system, 1 or 2 units
- Ultraleather or Ultrasuede Interior fabric
- Additional forward halyard(s) (spinnaker or genoa)
- Rod Rigging in lieu of wire
- Harken Battcar system
- Integral hydraulic backstay adjuster
- Spinnaker padeyes mounted on toe rail
- 10' x 1 1/4" Spin pole track w/Forespar car and tagline
- Spinnaker pole topping lift
- Harken medium lazy jack kit
- Telescoping whisker pole

C&C Sail Packages

Cruising Dacron Package

- Fully-battened Dacron mainsail
- 135% Dacron, rollerfurling genoa with UV luff
- Sunbrella mainsail cover

Design Dimensions

LOA	40 ft (12.19 m)
LWL	35 ft 6 in (10.82 m)
Beam	13 ft 1 in (3.99 m)

Draft

Standard Fin	6 ft 6 in (1.98 m)
Deep Fin	8 ft (2.07 m)
Shoal draft	5 ft (1.52 m)

Displacement

Standard fin	14,600 lbs (6622.45 kg)
Deep Fin	14,100 lbs (6395.76 kg)
Shoal draft	15,100 lbs (6849.36 kg)

Ballast

Standard fin	6,000 lbs (2721.55 kg)
Deep Fin	5,500 lbs (2494.80 kg)
Shoal draft	6,500 lbs (2948.40 kg)

Capacities

Fuel	35 gallons (132.49 l)
Water	80 gallons (302.83 l)
Auxiliary	38 hp diesel saildrive
Berths	6

Sail dimensions

Sail area	846 sq ft (78.59 sq m)
I	57 ft (17.37 m)
J	15 ft (4.57 m)
P	51 ft (15.54 m)
E	16 ft 4 in (4.98 m)

Mainsail area	418 sq ft (38.83 Sq m)
100% Foretriangle	428 sq ft (39.76 Sq m)
Spinnaker pole length	17 ft (5.18 m)
Bridge clearance	61 ft 6 in (18.75 m)
Ballast/displacement	39
Displacement/length	141
Sail area/displacement	23.2
Rm @ 1 degree	1,534 ft lbs

CE approved for category "A" unlimited offshore

