

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
- 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 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 optional 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 highly loaded deck hardware
- Hull to deck joint is secured with stainless machine screws 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 coach roof with convenient wire chase for instrument installations or additions

Keel

- 3,500 lb. (1588 kg) State-of-the-art, high-lift fin design
- 38% ballast/displacement ratio
- Keel design features extremely low center-of-gravity (CG) bulb-design for extraordinary stability, safety, and sail-carrying ability
- Keel attached to hull with stainless steel bolts
- All Lead, epoxy-coated keel provides maximum stability

Rudder & Steering System

- Elliptical, foam-cored rudder blade with unidirectional E-glass skins
- NASA high lift, low drag rudder section for maximum control and performance
- Oversize 304 stainless steel rudder post
- Custom, 1:1 ratio ultra-responsive steering system with Edson bulkhead-mount 40" wheel offering excellent visibility both under sail and under power
- Binnacle compass with stainless steel guard
- Emergency tiller supplied

Interior

- Structural fiberglass longitudinal and athwartship grid bonded to hull and deck, utilizing 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
- 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

Interior cont'd

- Mast- or cockpit-mounted, easily-moved varnished solid cherry table that folds to take up minimum interior space when not in use and for storage while racing
- 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

- Aft stateroom: (1) 5" X 15" portlight, optional cockpit opening port available
- Head: (1) 10" X 10" deck hatch, fixed portlight
- Main cabin: (1) 12" x 17" deck hatch; (1) companionway hatch, portlights port and starboard
- Galley: (1) 5" X 15" portlight

Engine & Electrical

- 19 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
- Superior engine access through hinge-up companionway steps and aft cabin removable engine compartment box
- 23-gallon (87.06 liter) 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 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

- 2-Burner gimbaled propane cook top
- (1) 11 lb (5 kg) LPG tank
- Remote sniffer and LPG shut off
- 9" deep molded Granicote solid surface galley sink and countertop
- 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
- 42-gallon (159 liter) freshwater in custom-built aluminum tank
- Forespar marelon thru-hull fittings throughout, UL approved and corrosion free
- 6 gallon (22.7 l) stainless steel water heater, operates on 110 VAC or engine heat exchanger

Head

- Marine head with 20 gallon (75 L) holding tank with deck pump out
- Premium marine grade sanitation hoses with low odor permeability
- Shower drain in head 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

Accommodations & Storage

- Forward cabin with hanging locker, shelved storage, and under-bunk storage access
- Over-length V-berth for added comfort set low for easy access
- Bunk-length main cabin settees fitted with contoured cushions
- Ample storage in main cabin seatbacks accessed through gasketed doors
- Furniture-grade bunk cushions
- Main cabin has cherry cabinets throughout
- 6' 2" (1.88 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 starboard 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 aluminum masthead includes sheaves for 2 headsail halyards, 2 main halyards and a crane for two spinnaker halyards
- Cap/upper Shroud is ultra low stretch dyform wire rigging with forged turnbuckles
- Intermediate and Lower shrouds, forestay, and backstay are 1 x 19 Stainless steel wire 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
- VHF wiring for masthead antenna
- Spartite mast-sealing and chock system

- Harken roller-furling with furling line led aft to cockpit
- Minimum-height stainless steel stem tang keeps furling drum as low as possible maximizing headsail luff length

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 winch

Running Rigging

- (1) Low stretch genoa halyard
- (1) Low stretch main halyard
- (2) Braided polyester genoa sheets
- (1) Braided polyester mainsheet
- (2) Traveler taglines
- Double-ended backstay system with port- and starboard-led taglines, delivers 40:1 mechanical advantage
- (2) Adjustable genoa track taglines led to cockpit

Deck Hardware

- (2) Harken 44.2 Self-tailing primary winches located aft near helm
- (2) Harken 32.2 Self-tailing cabin top winches
- (1) six-line, (1) four-line deck organizers on cabin top 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 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
- Harken ball-bearing adjustable inboard genoa tracks and cars with adjustment lines led to cockpit
- (2) Winch handles
- Harken gross tune / fine tune mainsheet system
- 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
- Lewmar Ocean Series size 30 aluminum main cabin vent hatch with fly screen
- Lewmar size 10 vent hatch with fly screen
- Lewmar size 0 vent ports in aft end of coach roof with screens
- 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

Individual Options

- Painted Hull Colors
- 2-color boot stripe
- Spinnaker gear with aluminum spinnaker pole
- Carbon-fiber retractable sprit gear
- Carbon-fiber spinnaker pole
- 48" stainless steel wheel
- Leather covered wheel
- Cockpit opening portlight
- Anchor roller
- Hot & Cold cockpit shower
- Y-valve & macerator for head
- Additional battery
- Flat screen TV with DVD
- AM/FM/CD stereo with speakers in main cabin and cockpit
- Microwave oven under cook top
- Two burner LPG stove with oven in lieu of cooktop
- 12 volt DC refrigeration
- Interior courtesy lighting
- Ultraleather or Ultrasuede Interior fabric
- Extensive electronics selection
- Additional forward halyard(s) (spinnaker or genoa)

C&C Sails

Cruising Dacron

- Fully-battened Dacron mainsail
- 135% Dacron Genoa
- Sunbrella Sail cover

Design Dimensions

LOA	32 ft 6 in (9.91 m)
LWL	29 ft 1 in (8.86 m)
Beam	10 ft 10 in (3.33 m)
Draft	5 ft 5 in (1.65 m)
Displacement	9,265 lbs (4366 kg)
Ballast	3,500 lbs (1588 kg)

Capacities

Fuel	23 gallons (87.06 l)
Water	42 gallons (159 l)
Auxiliary	19 hp diesel saildrive
Berths	6

Sail dimensions

Sail area	562.3 sq ft (52.24 sq m)
I	46 ft (14.02 m)
J	13 ft (3.96 m)
P	40 ft 6 in (12.34 m)
E	13 ft (3.96 m)
Mainsail area	263.3 sq ft (24.46 sq m)
100% Foretriangle	299 sq ft (27.78 sq m)
Spinnaker pole length	14 ft 6 in (4.42 m)
Bridge clearance	49 ft 7 in (15.16 m)
Ballast/displacement38
Displacement/length	167
Rm @ 1 degree	883 ft lbs

CE approved for category "A" unlimited offshore

