

NO NAME — C&C YACHTS



Builder: C&C YACHTS

LOA: 33' 0" (10.06m)

Year Built: 2011

Beam: 12' 0" (3.63m)

Model: Cruising/Racing Sailboat

Price: PRICE ON APPLICATION

Location: United States

Our experienced yacht broker, Andrey Shestakov, will help you choose and buy a yacht that best suits your needs **No Name — C&C YACHTS** from our catalogue. Presently, at Shestakov Yacht Sales Inc., we have a wide variety of yachts available on our sale's list. We also work in close contact with all the big yacht manufacturers from all over the world.

If you would like to buy a yacht **No Name — C&C YACHTS** or would like help answering any questions concerning purchasing, selling or chartering a yacht, please call **+1(954)274-4435**

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SPECIFICATIONS

Overview

Finally there is a racer/cruiser with speed to burn and two luxurious staterooms for great cruising. There's no secret to the CandC 121's speed. The masthead rig spreads an impressive 846 square feet of working sail, which works out to a zippy sail area-to-displacement ratio of 23.2. To turn sail area into speed, choose from an array of keel options - the 8-foot Deep Fin, 6-foot, 6-inch Standard Fin, or 4-foot Shoal Draft Bulb. Harken winches, blocks, and deck hardware is sited in all the right places and when you're at the helm, you'll appreciate the responsiveness of the Lewmar rack-and-pinion steering and that the self-tailing primary winches are within easy reach.

Down below, don't be too surprised that the interior appointments of the CandC 121 strike you as a lot more luxurious than you'd expected. The varnished cherry joinerwork, teak-and-holly cabin sole, designer fabrics, 6-foot, 4-inch headroom, solid-surface countertops, and seven opening deck hatches are just a part of what makes the CandC 121 interior a success. On the mechanical side, we've devoted a lot of attention to reducing engine noise and vibration by installing a quiet, smooth-running Volvo Saildrive with a geared prop - there's no stuffing box to leak, misaligned prop shaft to rattle, or sketchy performance in reverse.

The construction technology, design, and top-level hardware above and below deck are key to the 121's success. So too is passion. CandC 121 owners tell us that their boat continues to sizzle long after they've taken delivery. She goes fast on the water, looks great at the dock, and cruises in style and speed.

Basic Information

Category: Cruising/Racing Sailboat

Model Year: 2011

Year Built: 2011

Country: United States

Dimensions

LOA: 33' 0" (10.06m)

Beam: 12' 0" (3.63m)

Speed, Capacities and Weight

Displacement: 11800 Pounds

Water Capacity: 70 Gallons

Fuel Capacity: 26 Gallons

Accommodations

Total Berths: 6

Total Heads: 1

Hull and Deck Information

Hull Material: Fiberglass

Engine Information

Engines: 1

Manufacturer: Not Applicable

Engine Type: Inboard

Fuel Type: Diesel

DETAILED INFORMATION

Manufacturer Provided Description

With her epoxy resin, e-glass, and CoreCell core post-cured hull laminate, vinylester resin infusion deck, and a carbon-fiber mast as standard equipment, the 115 maintains high octane performance ratios yet an interior that features two separate cabins, luxurious main cabin, sit-down nav station, large galley, and head with stall shower. The C&C 115's long waterline (33 feet) produces a very impressive 147 displacement/length ratio. Her epoxy hull laminate consists of an all uni-directional e-glass structural laminate locally reinforced with uni-directional carbon fiber and sandwiched on CoreCell linear urethane foam coring. The laminate is carefully impregnated in metered equipment, consolidated along with all reinforcements and the coring, and placed under vacuum to allow ambient temperature cure. After this, the laminate is post-cured in a computer-controlled oven to maximize the physical properties of the composite. Building the laminate this way produces the lightest, strongest, and stiffest structure possible and the weight saved can be used for interior appointments and additional ballast further enhancing the 115's performance and livability. The bulbed 4,200-lb lead keel has an extremely low center of gravity producing a high righting moment allowing a powerful sailplan resulting in a sail area/displacement ratio of 23.1.

Mast / Rig

The mast on the 115 has been co-engineered by C&C Yachts and SP, the world leader in composite engineering and materials technology, to produce an optimal section for the boat. Built by Novis Composites utilizing pre-preg, carbon-fiber laminates, cured under pressure (100 psi) at 250 degrees F, the 115's mast is less than half the weight of a comparable aluminum mast yet is stiffer and stronger. The weight saved aloft adds to the 115's stability advantage and reduces pitching moment maximizing her performance. A carbon-fiber mast, once an expensive option or custom raceboat feature, is standard equipment on the C&C 115, further testament to C&C's dedication to advanced yacht construction.

The boat's fractional rig features a 110% One-Design genoa, sheeted to Harken adjustable housetop tracks set at 8.5 degrees for tight upwind sheeting angles. Offwind performance is optimized with a One-Design 15' 11" spinnaker pole allowing for an oversized symmetrical spinnaker. For daysailing or cruising, there are plenty of options for sailing with an asymmetrical spinnaker whether in a snuffer or not.

Additional Description

The infusion deck's laminate is structured from unidirectional e-glass, Baltek AL 600 coring, and

a custom-blended vinylester resin. Using resin infusion with these materials results in a lighter, stiffer, and stronger deck than those produced with the antiquated, low-tech polyester resin laminating techniques favored by most other builders. C&C's distinctive deck design is continued on the 115. Wide side decks with molded-in non-skid provide safe and secure maneuvering in a seaway. The signature ?slash? style portlights and classic C&C styling makes the 115 a head-turner in any harbor. The cockpit puts comfort and function first. The helmsman is pampered with a wrap-around helmseat with the 60" wheel within fingertip reach for upwind sailing. The main trimmer is given a convenient position just forward of the helmsman and has the mechanical advantage necessary in the Harken gross/fine tune mainsheet system to tweak the best performance possible. The cockpit seats are over 6 feet long and have high seat backs for comfort. C&C's custom toerail and stanchion design maximizes on deck space and offers a necessary toehold when moving forward in challenging conditions. With the racer/cruiser in mind the deck for the 115 is designed for maximum performance while offering comfort for after the race or when cruising.

Exclusions

Owner's personal belongings.

Disclaimer

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PHOTOS



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