

## Hull

- Hull construction is a vacuum-bagged, wet-preg epoxy, unidirectional "E" glass, and CoreCell core laminate locally reinforced with carbon fiber. The hull is postcured to 145 degrees
- The incredible adhesion properties of epoxy eliminates all chopped strand mat from the structural hull laminate schedule. Chopped strand mat is the cheapest, heaviest, and weakest component that dominates conventional polyester hull construction
- Pound-for-pound a post-cured epoxy resin laminate is far stronger than any polyester resin laminate
- The oven post-curing process maximizes the physical properties of the laminate and minimizes future post-cure cosmetic blemishes characteristically seen in conventional polyester laminates
- 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
- The vacuum-bagging process and strict resin control through use of resin impregnators produces a hull laminate with 65% glass reinforcement content. The industry norm for polyester resin hull laminates is 25% glass content, this produces a stronger yet lighter hull
- CoreCell closed cell linear polymer 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
- The laminate in the keel area is reinforced with multiple plies of high-tensile carbon-fiber unidirectional reinforcements
- 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 industry-leading, non-prorated, transferable 15-year no blister, hull structure warranty

## Deck

- Deck is a balanced composite laminate utilizing vinylester resin, uni-directional "E"-glass reinforcement, and high strength/stiffness Baltek premium AL 600 balsa coring
- Our custom resin infusion process creates the best resin to glass reinforcement ratio possible resulting in the stiffest, lightest, strongest deck in production boatbuilding
- 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 1/4-20 stainless machine screws installed on 4" 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
- 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
- 39% ballast/displacement ratio
- 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
- 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 Commodore 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 Plexus 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 provide fixed latching for security in a seaway
- 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
- Light weight composite construction utilized in lockers and cabinets
- 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

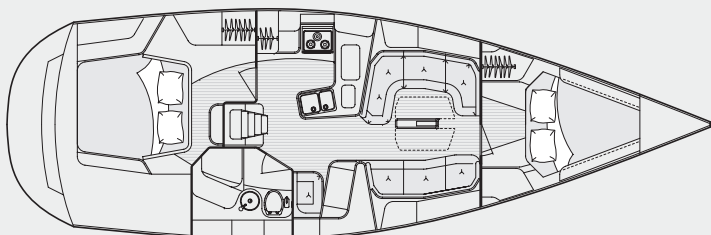
- State-of-the-art 38 HP diesel saildrive with geared folding prop provides maximum horsepower to the prop and unmatched smoothness. No leaky stuffing box, engine intake thru-hull, shaft alignment or poor reverse performance
- Single lever, pedestal-mounted engine control
- Superior engine access through 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
- Racor 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
- Bare 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
- 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 (27.7 l) stainless steel water heater, operates on 110 VAC on engine near 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
- 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 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 Awlgrip-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:

- Super 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
- Awlgrip-painted hull
- Deck with contrasting non-skid
- 2-color boot stripe
- Spinnaker gear including secondary winches and aluminum spinnaker pole
- 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
- Classic Pod on pedestal for instrumentation
- Retractable swim platform with ladder
- (3) Cockpit opening portlights
- Anchor roller
- Cabintop or aft cockpit traveler
- Hot & Cold cockpit shower
- Y-valve & macerator for head
- Freedom 10 inverter; in lieu of charger
- Heart Link 2000 inverter control
- Cabin Fans
- Generator, Fischer-Panda 4kw
- Vaccu flush head
- Electric head
- Additional battery
- 12V DC outlets – 1 Nav station, 1 at the helm
- Dockside pressure water
- 13" Flat screen TV with DVD
- Additional 13" flat screen monitor
- AM/FM/CD stereo with two main cabin and two cockpit speakers
- Microwave
- Marine Air reverse cycle AC system, 1 or 2 units
- Cockpit and Interior courtesy lighting
- Ultraleather or Ultrasuede Interior fabric
- Foam mattresses in forward and aft cabin in lieu of standard
- Extensive electronics selection
- Leisure Furl boom
- 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

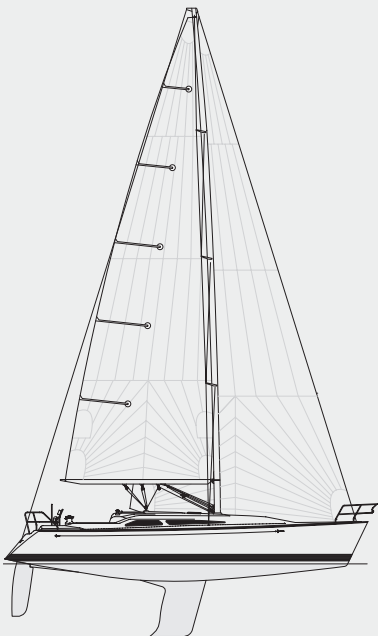
- Fully-battened Dacron mainsail
- 135% Dacron, rollerfurling genoa with UV luff
- Sunbrella mainsail cover

### C&C/Doyle Basic Race Package

- Mylar/Kevlar mainsail
- Sunbrella mainsail cover
- Mylar/Kevlar Light No. 1 genoa, 150%
- Mylar/Kevlar No. 3 genoa, 100%
- .75 oz. All-Purpose Spinnaker

### C&C/Doyle Optimized Race Package

- Mylar/Kevlar mainsail
- Sunbrella mainsail cover
- Mylar/Kevlar Light No. 1 genoa 155%
- Mylar/Kevlar Heavy No. 1-2 genoa, 148%
- .6 oz. Running spinnaker
- .75 oz. All-Purpose spinnaker



## C&C 121 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