

Hull

- NPG Isothalic gelcoat for superior gloss retention
- Epoxy hull laminate producing a strength to weight ratio not attainable in any production polyester laminates
- Epoxy allows all uni-directional fabric laminate
- Epoxy's superior adhesive strength reduces overall hull weight while increasing strength producing a faster and safer performance cruising yacht
- Strict resin control through use of resin impregnation produces glass to resin ratio of 65% glass, 35% resin. (production polyester boats are typically 25% glass, 75% resin=heavy and brittle)
- Superior fatigue and cyclic loading characteristics of epoxy ensure a hull that retains its shape and strength longer resulting in higher resale value
- Extensive internal structure designed to carry rig and keel loads, glass taped into hull using modified epoxy resin
- Synthetic foam hull coring, provides lightweight structure, stiffness, sound and thermal insulation and superior impact resistance
- Hull is vacuum-bagged and structure is laminated in "one shot" thus does not rely on secondary bonding of structural materials
- Epoxy hull laminate is far stronger than any polyester laminate of similar weight, i.e. greater safety margins while delivering superior performance over normal production polyester hulls
- 90 degree throw, Marelon, flush thru hull fittings. Marelon fittings are UL and ABS approved and are corrosion free
- Complete interior paintout for enhanced cosmetics and to seal interior laminate surfaces
- Built to meet ABS Plan Certification
- Industry leading, non-prorated 15 year hull structural and blister guarantee
- Warranty is transferable

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 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 all highly loaded deck hardwareDeck coring windows are located at all hardware installations to maintain the watertight integrity of the deck coring
- 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

- 4,200 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
- Oversized 304 stainless steel rudder post
- Rack & Pinion steering system with 48" leather covered commodore wheel offering excellent visibility both under sail and under power
- Emergency tiller supplied

Interior

- Structural fiberglass longitudinal and athwartship. Structural fiberglass 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
- 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
- Cabinets and trim are varnished cherry
- Solid varnished cherry table with drop leaf to take up minimum interior space when not in use

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

Engine & Electrical

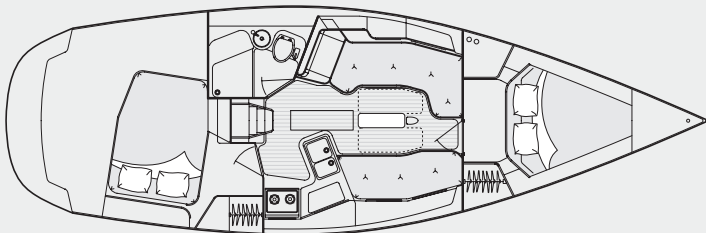
- State-of-the-art 28 HP diesel saildrive with geared folding prop provides maximum horsepower to the prop and unmatched smoothness. No leaky stuffing box, engine intake thru-hull, shaft alignment or poor reverse performance
- Single-lever, pedestal-mounted engine control
- Superior engine access through hinge-up companionway steps and aft cabin removable engine compartment box
- 26-gallon (98.42l) 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
- 110VoltAC 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

Galley & Plumbing

- 2-Burner gimbalbed propane stove with oven
- Remote sniffer and LPG shut off
- 9" Granicote molded sink and solid-surface 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
- 70-gallons (265 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
- 6 gallon (27.71 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
- 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
- Forward cabin with lockers, hanging locker and shelved storage



Accommodations & 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 port side

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 lowstretch 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
- (3) Sheave inboard boom-end custom welded fabrication
- 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 46.2 Self-tailing primary winches
- (2) Harken 32.2 Self-tailing cabin top winches
- Deck organizers on cabin top to accommodate 8 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
- Awlgrip-painted hull
- Deck with contrasting non-skid
- 2-color boot stripe
- Spinnaker gear including secondary winches and aluminum spinnaker pole
- Secondary winches are 40.2STA
- Carbon-fiber spinnaker pole
- Windlass
- Electric primary winches 46.2
- 54" Mini-Maxi leather covered wheel
- Retractable swim platform with ladder
- (2) 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
- 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
- AM/FM/CD stereo with two main cabin and two cockpit speakers
- 13-inch flat screen TV with DVD
- Microwave
- Two burner LPG stove with oven in lieu of cooktop
- 12 volt DC refrigeration
- Marine Air reverse cycle AC system
- Cockpit and Interior courtesy lighting
- Ultraleather or Ultrasuede Interior fabric
- 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

C&C Sail Packages

Cruising Dacron

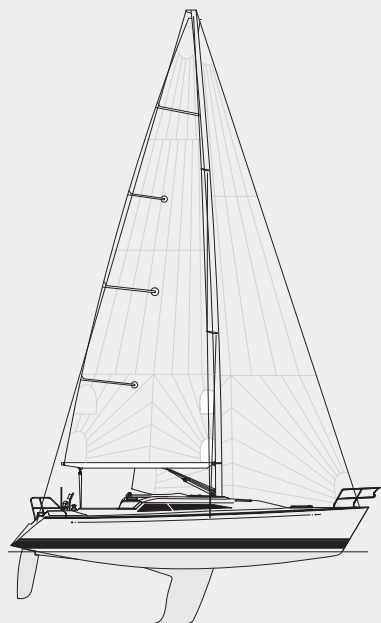
- Fully-battened Dacron mainsail
- Sunbrella mainsail cover
- 135% Dacron, rollerfurling genoa with UV luff

C&C/Doyle Basic Race Package

- Mylar/Kevlar mainsail
- Sunbrella mainsail cover
- Mylar/Kevlar Light No. 1 genoa, 155%
- 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 110 Design Dimensions

LOA	36 ft 4 in (11.07 m)
LWL	31 ft 6 in (9.6 m)
Beam	12 ft (3.66 m)

Draft

Standard fin	6 ft 6 in (1.98 m)
Shoal draft	4 ft 10 in (1.47 m)

Displacement

Standard fin	10,900 lbs (4944 kg)
Shoal draft	11,200 lbs (5080 kg)

Ballast

Standard fin	4,200 lbs (1905 kg)
Shoal draft	4,500 lbs (2041 kg)

Capacities

Fuel	26 gallons (98.42 l)
Water	70 gallons (265 l)
Auxiliary	28 hp diesel saildrive
Berths	6

Sail dimensions

Sail area	705.8 sq ft (65.56 Sq m)
I	51 ft (15.54 m)
J	14 ft (4.27 m)
P	45 ft (13.72 m)
E	15 ft 6 in (4.72 m)

Mainsail area	348.75 sq ft (32.4 Sq m)
100% Foretriangle	357 sq ft (33.17 Sq m)
Spinnaker pole length	16 ft (4.88 m)

Bridge clearance	55 ft (16.76 m)
Ballast/displacement39
Displacement/length	156
Sail area/displacement	23.4
Rm @ 1 degree	1,132 ft lbs

CE approved for category "A" unlimited offshore

Specifications are subject to change without prior notice.