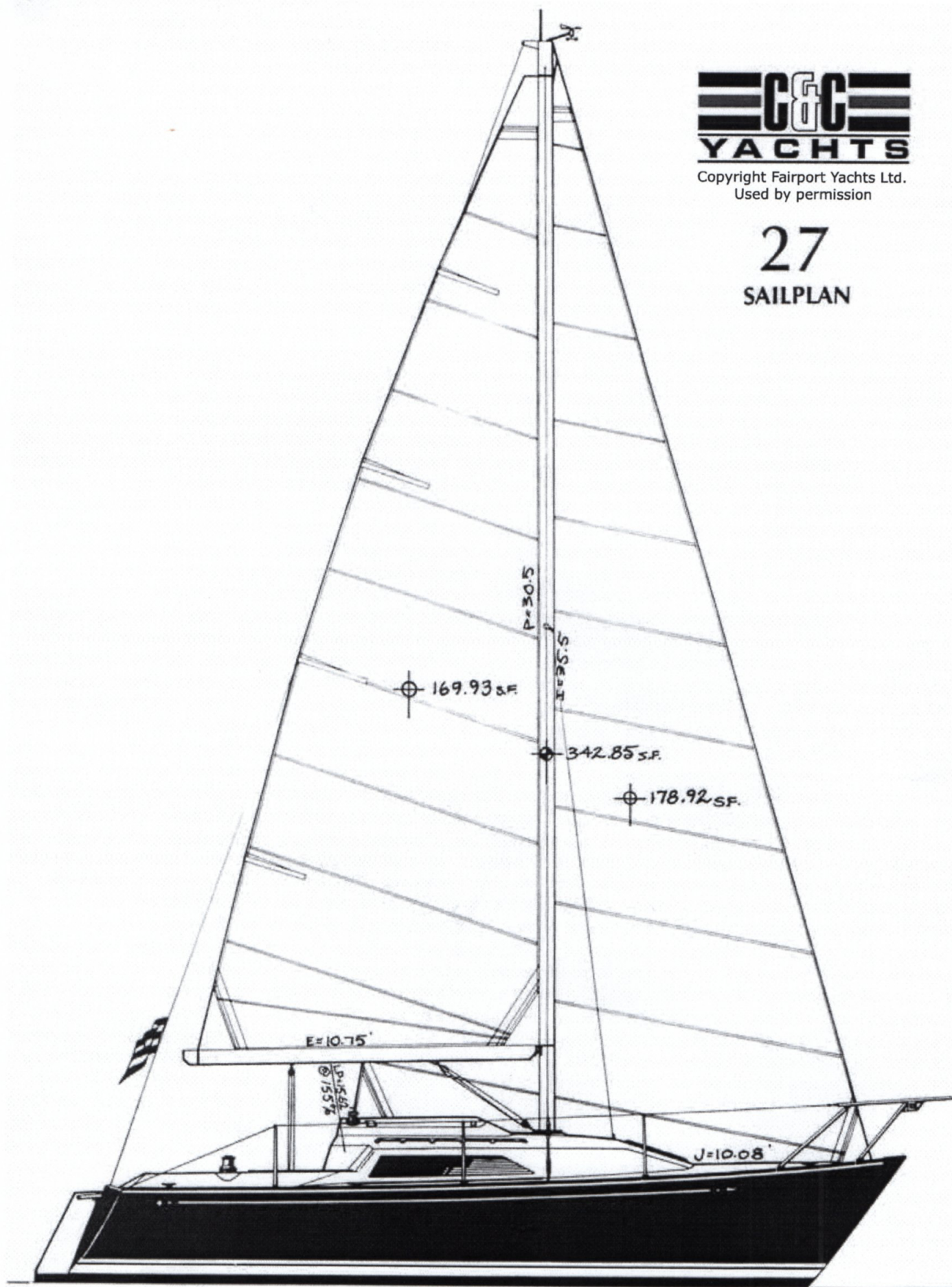




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# 27

## SAILPLAN





<b>C&amp;C 27 Home</b>
<b>Overview</b>
<b>Evolution</b>
<b>Sea Change – MkV</b>
<b>Guide to Marks</b>
<b>Black Arts</b>
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<b>Join Us!</b>
<b>Forum</b>

## A Sea Change – The Arrival of C&C 27 Mark V

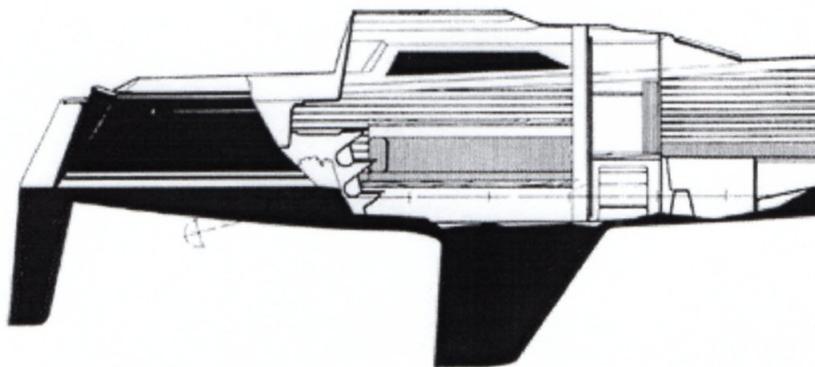
This page will host information – now in preparation – on the Mark V. We invite readers with information or memories about V and the sailing scene in the early 80's (as a sport and as a business) to submit their contributions. We're very interested in hearing about factors that influenced C&C finally to drop the original 27 and to sell this boat in the form in which it appeared.

In the meantime, we have

- specifications;
- a tuning guide based on the C&C factory team's work; and
- pdf's of useful diagrams from the manual.

### SPECIFICATIONS

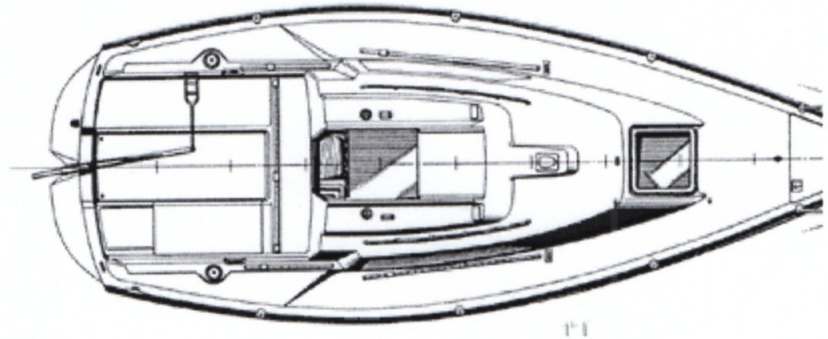
LOA	26'6"
LWL	23'
Beam	9'3"
Draft Std./Shoal	4'10"/3'6"
Design displacement	4,420 lbs/5,080 lbs
Half load displacement	5000 lbs
Ballast	1715 lbs/2,075 lbs lead/antimony



Sail area	342.85 sq. ft. (100% foretriangle)
I	35'6"
J	10'1"
P	30'6"
E	10'9"
LP	15'7" (155%)
Largest standard jib	155%



Spinnaker luff length	34'2"
Engine	Yanmar 1GM Diesel (8 HP)
Standard 2-blade prop	12" x 9" x 7/8" RH
Optional folding prop	13" x 8" x 7/8" RH



Water tank	75.7 litres
Fuel tank	45.4 litres
Holding tank	22.7 litres (self-contained to version, marine head optional)
Standard stove	2-burner alcohol (propane optional)
Backstay breaking strength	6,300 lbs – recommended 1,600 lbs
Typical PHRF rating (Lake Ontario)	192 white sail, 174 spinnaker

## Illustrations

- Sail plan
- Deck gear layout
- Profile, deck & accommodation views (the pictures on this higher resolution)
- Detail of the hull/deck joint
- Detail of the hull/keel Joint
- Mast & rigging arrangements
- Running & standing rigging specifications
- Rig dimensions (includes all then-current C&C's)
- Light bulbs
- Engine wiring diagram
- Hull wiring diagram

