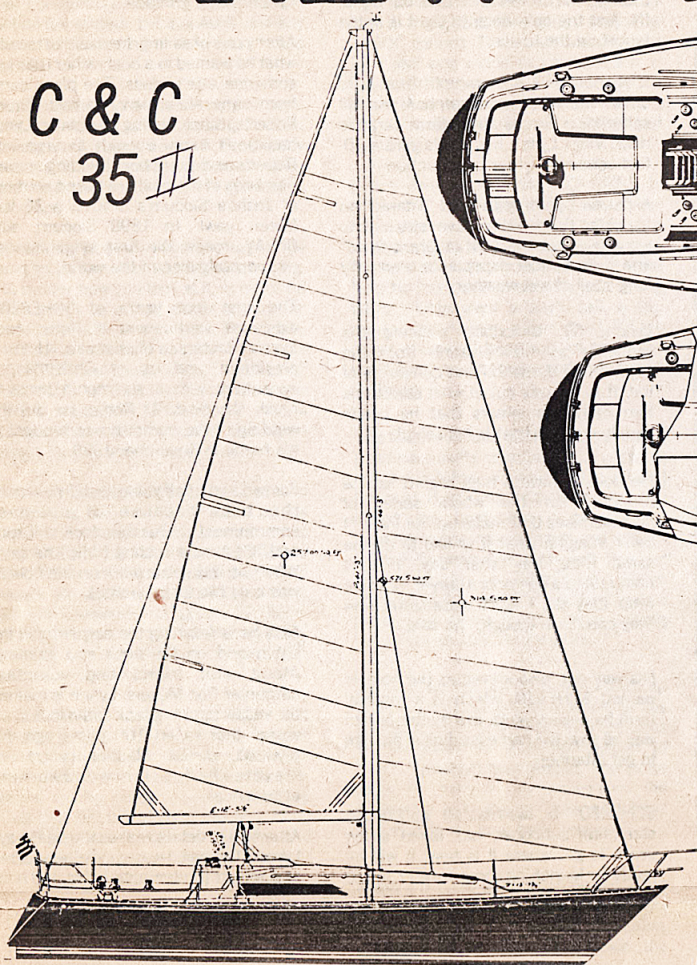
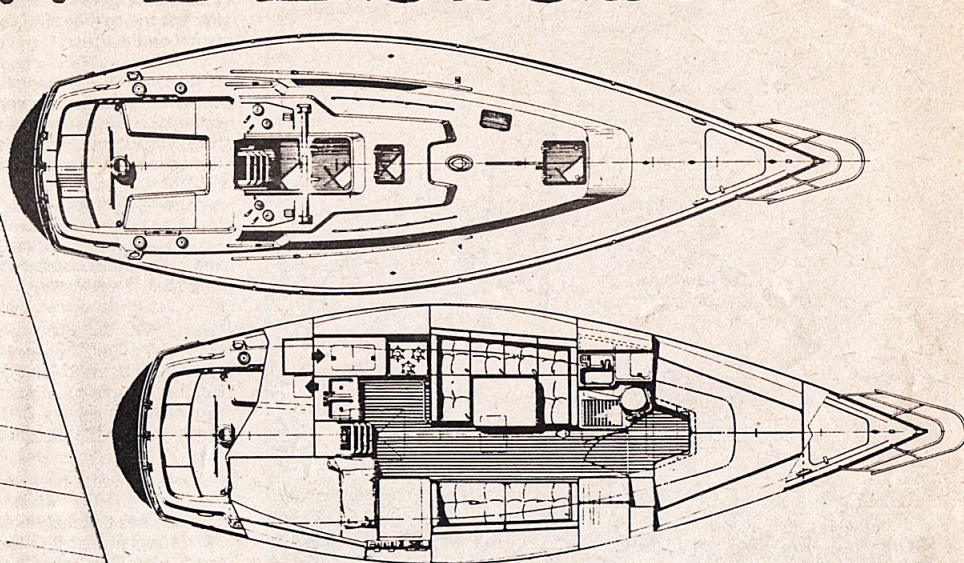


NEW DESIGN

C & C
35 III



The masthead fitting of the C & C 35 has been designed and fabricated to be strong and light. Normally you would see a spinnaker halyard block on a crane forward of the masthead. On the 35, the halyard sheave is internal to reduce windage and chafe plates have been fitted to reduce halyard wear.

Specifications:

L.O.A.	34.65'
L.W.L.	28.00'
BEAM	11.16'
DRAFT	6.42'
DISPL.	10,825 lbs.
BALLAST	4,354 lbs.
SAIL AREA	571.5 sq. ft.

MANUFACTURER'S COMMENTS:

Hull Shape

The C & C 35 has been designed with a long waterline for her overall length, increasing overall sailing speed. This same long waterline makes her a relatively narrow boat, compared to recent boats influenced by the IOR.

Combined with good stability this length contributes to excellent control and helm characteristics on a reach. The 35 will stay flatter than a less stable yacht, and the shape of the waterline when the 35 is heeled will be less severely out of symmetry than that of a beamier boat for its length.

Weight

The weight of the 35 is very carefully controlled. She is relatively light for her waterline length compared to our 34 or to our competitors, considering her very complete accommodation arrangement. This was achieved in a number of ways:

First, the temptation was resisted to push the accommodations into the fine ends of this longer-waterline boat. The vee-berth doesn't come to a sharp point (nor do feet!), and the head compartment occupies a relatively fuller part of the boat. A matter of inches, and fractions of inches, yes. But that makes the difference between good design and design excellence. Another weight-saving benefit was achieved by keeping the ballast low, and consequently maximizing its effectiveness. The deep sump cut-off and relatively deep draft were selected to achieve this. Finally, the decision was taken to fully core the C & C 35 hull with balsa, resulting in great hull stiffness, strength and weight saving.

Stability

Low ballast weight and deep draft allow another significant benefit: good stability. Sail carrying ability and controllability of the C & C 35 will be outstanding. This means that, for her speed and size, the 35 will carry sail longer, be easier to steer, and can be pushed harder without broaching.

Structure

In designing a boat with the stability to carry a powerful sail plan, one must consider the higher loads imposed on the structure as a result. The C & C 35 has a structural liner that incorporates an under floor truss for stiffness and tremendous strength. Current production methods allow extensive bonding of bulkheads to both the balsa-cored hull and the decks structure. There are no tie down straps to clutter up the deck. And this boat is strong.

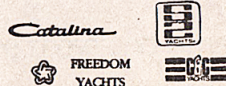
Rig

The design for the C & C 35 double spreader rig was based on current custom race boat practice. The rod rigging, including intermediate shrouds, is continuous over the spreader tips, terminating at the deck. For racing reasons, the benefits include less weight and windage aloft (eliminate turnbuckles, jaws and eyes at the lower spreaders) and less chance of tearing headsails. For racing and cruising sailors alike, one distinct benefit is common: the rig can be tuned from the comfort and safety of the deck. C & C created a new spreader tip design to allow this important feature to be incorporated.

BROKERAGE BOATS

(Located at our yards in Harbor Springs and Charlevoix)

15' CHALLENGER, '76, trlr, main & jib.....	2,500	27' CATALINA, '78, 5 sails, instr.....	23,500
16' HOBIE CAT, '76, trlr & trapeze.....	2,000	27' IRICSON, '76, 5 sails, At. 4, wheel, electronics.....	28,500
16' REBEL, '68, trlr, 2 sails.....	1,500	28' MORGAN Out Is., '73, 4 sls, 30hp gas.....	25,500
17' HARPOON 5.2, '77, main, jib, spinnaker, average condition.....	5,800	28' TANZER, '73, 6 sails, instr.....	19,900
17' THISTLE, '56, 3 sails, trlr.....	1,300	29' C&C, '78, 2 sails, instr, Univ.....	43,500
17' PACESHIP, '74, mainsail/working jib.....	2,500	30' CATALINA, '80, instr, 3 sails.....	39,500
18' MERCURY, '68, +/-, 3 sails, trlr.....	3,000	30' C&C, '76, Atomic, furling.....	39,500
20' M-SCOW, '69, new Irish sails, good condition, trlr.....	1,200	30' MORGAN 30/2, '73, 5 sails, diesel instruments.....	22,000
20' HIGHLANDER, '71, 3 sails, trlr.....	3,300	31' ALLIED SEA WIND Mk II Ketch, 6 sails, electronics, cradle.....	59,900
20' O'DAY, '78, 2 sails, compass/radiotele.....	6,700	32' PEARSON 323, '79, 2 sails, instr, hood seaurl.....	49,900
21' COLUMBIA, '70, 4 hp Merc, '75, 2 sails.....	4,450	32' EVELYN, '77, instr, 10 sails, diesel.....	27,000
22' CHRYSLER, '78, 2 sails, trlr.....	9,000	32' PEARSON 323, '77, instr, 4 sls, diesel.....	49,900
22' TANZER, '78, 3 sails, 6hp Johnson.....	12,000	32' PEARSON 323, 3 sis, instr, 23hp diesel, dinghy.....	54,900
22' COLUMBIA, '66, 3 sails, 6hp Johnson, compass.....	5,200	32' NM #16, '32, 3 sails, wood, fair cond.....	10,000
23' RANGER, '72, 6 sails, 9.8hp Mercury.....	10,600	33' HUNTER, '79, 2 sails, instr.....	40,000
24' COLUMBIA CONTENDER, '66, 4 sails, 10hp Chrysler.....	7,000	34' PETERSON '80, instr, Yanmar, sails.....	59,500
24' MORGAN, '67, 7 sails 9 1/2hp '72 John.....	12,800	35' ALBERG Sloop '62, At. 4, 4 sails.....	34,900
24' SAN JUAN, '73, 7 sails, Instr.....	10,500	35' RASMUS Ketch, '74, volvo, complete.....	61,200
24' C & C, '80, instr, 3 sails, gas.....	17,500	35' GMEETER SLOOP, '47, 9.9 Merc, 7 sls.....	10,500
25' SANTANA 525, '79, 5 sails, Nat. Santana 525 champion.....	12,500	35' PEARSON, '76, elec, At. 4, 6 sls, crdl.....	54,500
25' HUNTER, 1975, outboard, 4 sails.....	12,950	36' CHOYEY LEE Clipper Ketch, '77, 6 sails, diesel.....	61,500
25' SANTANA 525, '80, sails, 4 1/2hp Evinrude trlr.....	16,500	36' PEARSON 365 Ketch, '78, diesel, 6 sails, full electronics.....	89,900
25' CATALINA, '79, 4 sails, 9.8 Merc.....	16,500	36' ISLANDER Freepoint, '79, 3 sails, diesel, instr.....	99,000
26' COLUMBIA Mark II, '73, OMC 1/B, 3 sails.....	15,200	37' PETERSON, '78, instr, diesel, 16 sails.....	59,500
26' PEARSON, '74, 4 sails, 15hp Evin, crdl.....	15,500	37' GULF STAR, '78, 4 sails, instr, Perkins.....	84,000
26' PEARSON, '72, 3 sails, 15hp O/B.....	14,450	40' NEWPORT Motorsailer, '62, 4 sails, diesel instruments.....	50,000
26' C&C, '78, 5 sails, Yanmar, crdl.....	31,500	41' COLUMBIA Center Cockpit, '75, 3 sails, instr.....	79,000
26' C&C, '78, 4 sails, instr, Yanmar.....	31,000	43' HINCKLEY, '76, 4 sails, instr, diesel.....	225,000
26' S2 '76, 8.9 Center cockpit, Atomic 4 sails.....	25,400	44' PEARSON Countess Ketch, '66, 11 sails, instr, diesel.....	89,000



C&C, FREEDOM, S-2,
CATALINA, HOBIE CAT,
WINDSURFER, ALCONT,
BOSTON WHALER, SHIP'S
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