

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 Batek 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 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
- Hinge-up carbon-fiber reinforced helm seat with gas shock support
- 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.
- Walk-through transom with drop down ladder
- Double lifeline gate at transom
- Instrument pod integrated onto coach roof with convenient wire chase for instrument installations or additions

Keel

- 3,500 lb. (1588 kg) State-of-the-art, high-lift fin design
- 38% ballast/displacement ratio
- Keel design features extremely low center-of-gravity (CG) bulb-design that produces overall VCG at 9" 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 unidirectional E-glass skins
- NASA high lift, low drag rudder section for maximum control and performance
- Oversize 304 stainless steel rudder post
- Custom, IMS-inspired, 1:1 ratio ultra-responsive steering system with Edson bulkhead- mount 40" Destroyer wheel offering excellent visibility both under sail and under power
- Stainless steel compass guard with cockpit table mount installed on steering pod
- 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 providing both friction closure for dockside convenience and fixed latching for security in a seaway
- 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

Interior cont'd

- Cabinets and trim are varnished cherry
- Mast- or cockpit-mounted, easily-moved varnished solid cherry table that folds to take up minimum interior space when not in use and for storage while racing
- 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 FRP 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

- Aft stateroom: (1) 5" X 15" portlight, optional cockpit opening port available
- Head: (1) 10" X 10" deck hatch, fixed portlight
- Main cabin: (1) 12" x 17" deck hatch; (1) companionway hatch, portlights port and starboard
- Galley: (1) 5" X 15" portlight

Engine & Electrical

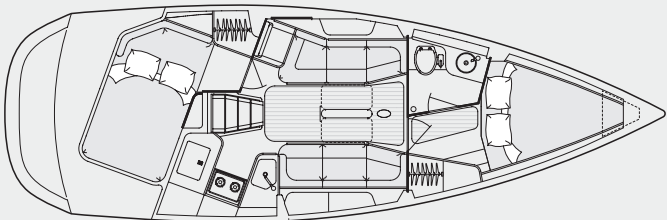
- State-of-the-art 19 HP diesel saildrive with geared folding prop provides maximum horsepower to the prop and unmatched smoothness. No leaky stuffing box, engine intake thru-hull, shaft alignment or poor reverse performance
- Single lever cockpit-mounted engine control with removable handle to avoid snagging running rigging when under sail
- Superior engine access through hinge-up companionway steps and aft cabin removable engine compartment box
- 23-gallon (87.06 liter) 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
- 110Volt 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

- 2-Burner gimballed propane cook top with molded Granicote solid surface stove cover/serving tray
- (1) 11 lb (5 kg) LPG tank
- Remote sniffer and LPG shut off
- 9" deep molded Granicote solid surface galley sink and 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
- 42-gallon (159 liter) freshwater in custom-built aluminum tank
- Forespar marelon thru-hull fittings throughout, UL approved and corrosion free
- 6 gallon (22.7 l) stainless steel water heater, operates on 110 VAC on engine near exchanger
- Marine head with 20-gallon (75.71 liter) holding tank with deck pump out

Head

- Marine premium grade sanitation hoses with low odor permeability
- 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 hanging locker, shelved storage, and under-bunk storage access
- 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' 2" (1.88 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
- Cockpit storage lockers
- Large cockpit lazarette on starboard 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
- Cap/upper Shroud is ultra low stretch dyform wire rigging with forged turnbuckles
- Intermediate and Lower shrouds, forestay, and backstay are 1 x 19 Stainless steel wire rigging with forged turnbuckles
- 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

- Harken roller-furling with furling line led aft to cockpit
- Minimum-height stainless steel stem tang keeps furling drum as low as possible maximizing headsail luff length

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 winch

Running Rigging

- (1) Low stretch genoa halyard
- (1) Low stretch main halyard
- (2) Dacron genoa sheets
- (1) Dacron mainsheet
- (2) Traveler taglines
- Double-ended backstay system with port- and starboard-led taglines, delivers 40:1 mechanical advantage
- (2) Adjustable genoa track taglines led to cockpit

Deck Hardware

- (2) Harken 44.2 Self-tailing primary winches located aft near helm
- (2) Harken 32.2 Self-tailing cabin top winches
- (2) five-line deck organizers on cabin top 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 gate 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 inboard genoa tracks and cars with adjustment lines led to cockpit
- (2) Winch handles
- Harken gross tune / fine tune mainsheet system
- 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
- Lewmar Ocean Series size 30 aluminum main cabin vent hatch with fly screen
- Lewmar size 10 vent hatch with fly screen
- Lewmar size 0 vent ports in aft end of coach roof with screens
- 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

Individual Options

- Awlgrip-painted hull
- Deck with contrasting non-skid
- 2-color boot stripe
- Spinnaker gear with aluminum spinnaker pole
- Carbon-fiber spinnaker pole
- 48" stainless steel wheel
- Leather covered wheel
- Cockpit opening portlight
- Anchor roller
- Hot & Cold cockpit shower
- Y-valve & macerator for head
- Freedom 10 inverter; in lieu of charger
- Heart Link 2000 inverter control
- Additional battery
- Flat screen TV with DVD
- AM/FM/CD stereo with speakers in main cabin and cockpit
- Microwave oven under cook top
- Two burner LPG stove with oven in lieu of cooktop
- 12 volt DC refrigeration
- Marine Air reverse cycle AC system
- Interior courtesy lighting
- Ultraleather or Ultrasuede Interior fabric
- Extensive electronics selection
- Additional forward halyard(s) (spinnaker or genoa)

C&C Sail Packages

Cruising Dacron

- Fully-battened Dacron mainsail
- 135% Dacron Genoa
- Sunbrella Sail cover

C&C/Doyle Basic Race Package

- Mylar/Kevlar Mainsail
- Mylar/Kevlar Light No.1 Genoa 150%
- Mylar/Kevlar No. 3 Genoa 100%
- .75 oz. All Purpose Spinnaker
- Sunbrella Mainsail cover

C&C/Doyle Optimized Race Package

- Mylar/Kevlar Miansail
- Mylar/Kevlar Light No. 1 Genoa 155%
- Mylar/Kevlar Heavy No. 1-2 Genoa 148%
- Mylar/Kevlar No. 3 Genoa 100%
- .6 oz. Running Spinnaker
- .75 oz. All Purpose Spinnaker



C&C 99 Design Dimensions

LOA	32 ft 6 in (9.91 m)
LWL	29 ft 1 in (8.86 m)
Beam	10 ft 10 in (3.33 m)
Draft	5 ft 5 in (1.65 m)
Displacement	9,265 lbs (4366 kg)
Ballast	3,500 lbs (1588 kg)

Capacities

Fuel	23 gallons (87.06 l)
Water	42 gallons (159 l)
Auxiliary	19 hp diesel saildrive
Berths	6

CE approved for category "A" unlimited offshore

Sail dimensions

Sail area	562.3 sq ft (52.24 sq m)
I	46 ft (14.02 m)
J	13 ft (3.96 m)
P	40 ft 6 in (12.34 m)
E	13 ft (3.96 m)

Mainsail area	263.3 sq ft (24.46 sq m)
100% Foretriangle	299 sq ft (27.78 sq m)
Spinnaker pole length	14 ft 6 in (4.42 m)

Bridge clearance	49 ft 7 in (15.16 m)
Ballast/displacement38
Displacement/length167
Rm @ 1 degree	883 ft lbs