



Robert H. Perry
yacht designer

PERRY

ON DESIGN

C&C Express 110

Performance Cruiser

Tartan Yachts of Ohio recently bought the C&C name, along with the tooling (molds) of the C&C 51 and tooling for a lot of the parts of the older C&C models. This should be very good news for owners of older C&Cs. The other good news is that this acquisition by Tartan also ensures the continuation of the C&C name—I think that's important.

Over the years, C&C has brought us some of the best in production yachts, including the C&C 39, which always makes it onto my top-10 list of favorite boats. The original C&Cs were designed by Cuthbertson and Cassian, a team of immense talent. Eventually one C died and the other went into retirement, and the design work was done by a very capable team headed by Rob Ball, now of Edson Corp. The newest C&C design team is headed by Tim Jackett, who designs all the Tartans. We call this approach an in-house design effort (as opposed to out-house design efforts).

The design distinction between the Tartan and C&C lines is certainly marked and is very evident in the first new C&C—the 110, at 36.36 feet overall. Aesthetically, this model is classic C&C with its

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crisp, faceted angles punctuating a sleek deck profile. While this model is not a racer, it would do fine in any PHRF fleet and it has enough of the look and the style of a performer to give the impression that its origins are based in racing.

The hull shape shows deadrise

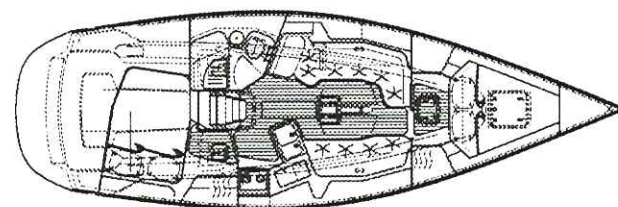
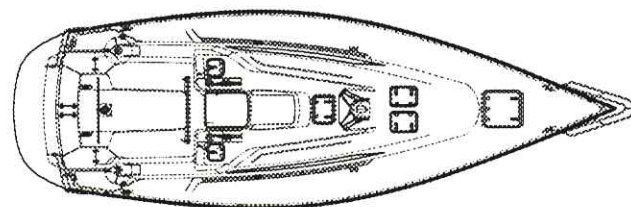
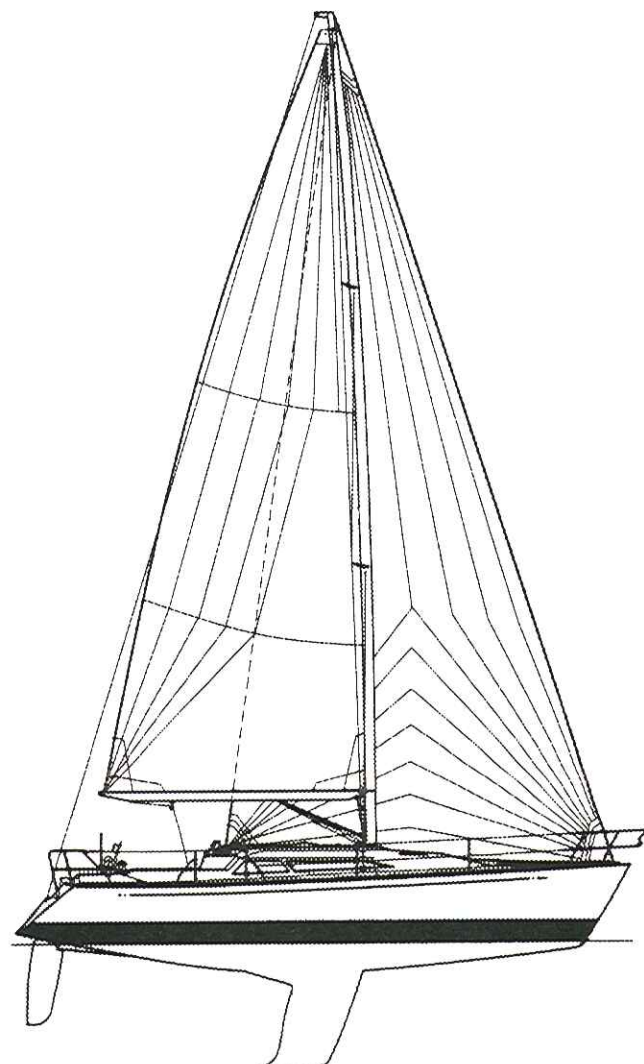
of 13 degrees amidships fairing to not quite flat at the transom. This deadrise, or V-ed section, is in contrast to the flat center sections and arclike sections we see on a lot of modern boats. I happen to like the V-ed sections. They give a nice natural bilge area and are strong. There is no hollow in the entry waterlines and the half-angle of entry is 20.5 degrees. The turn to the bilge is moderately firm for good initial stability. The transom is very unusual in that it appears to be a flat surface with the outboard edges chamfered off. I don't see the point unless it's a styling device and, if that's the case, it looks good. The stern is broad on deck. The D/L is 157.

Note the extra-long trailing-edge fillet on the keel. This serves two purposes. It provides a long root for the keel attachment to the hull so the loads can be well spread out. It also provides a long root for a stubbier, shoal-draft keel. The deep fin draws 7.25 feet, the standard keel draws 6 feet and the shoal keel draws 4.83 feet. Choosing a keel depth is extremely important. Always go with the deepest draft that you can possibly live with. There is no substitute for draft.

This is a clever interior and makes extensive use of a molded liner to make its curves and angles work. I'm not in love with angles and I generally prefer a more orthogonal approach to layouts. These days, however, I seem to be in the minority. This boat can boast a shower stall—unusual on a 36-footer. I'd like to know the length of the settee berths; they look short to me. The V-berth double certainly appears pinched for room, but the aft double makes up for it.

I wish the new C&C group the best of luck and applaud them on this handsome design.

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Sleek, handsome cruiser with performance characteristics.

LOA 36.36'; LWL 31.50'; Beam 12'; Draft 7.25' (deep fin), 6' (standard fin), 4.83' (shoal-draft bulb); Displacement 10,900 lbs.; Ballast 4,200 lbs.; Sail Area 705.75 sq. ft.; SA/D 22.97; D/L 157; L/B 3.03; Auxiliary Volvo 28-hp diesel with saildrive; Fuel 35 gals.; Water 50 gals.