



Mirage

39' (11.89m) 1985 C&C 39 NE
Portsmouth Rhode Island United States



OVERVIEW

Manufacturer:	C&C	Hull Material:	Fiberglass
Engines:	1 Volvo	Cruise Speed:	Knots
Engine Model:		Max Speed:	Knots
Engine HP:	28	Cabins/Heads:	2 / 1
Beam:	12' 5"	Fuel Type:	Diesel
Max Draft:	8' 0"	Fuel:	20 G (L)
Water:	107 G (L)		

\$29,500





Data Sheet

Category: Sloop

Condition: Used

Model Year: 1985

Beam: 12'5" (3.78m)

Max Draft: 8' (2.44m)

LOA: 39' (11.89m)

Cabins: 2

Single Berths: 4

Heads: 1

Knots

Knots

Fuel Type: Diesel

Hull Material: Fiberglass

Hull Shape: Monohull

Hull Finish: Awlgrip

Fuel Tank: 20 gal Fresh Water: 107 gal

Holding Tank: 39 gal Builder: Bruckmann

Yachts, CA

Designer: R. Ball

HIN/IMO: ZCC39016D485

In Stock: Yes

Engines/Generators

Engine 1

Volvo

Inboard

28HP

20.88KW

Fuel: Diesel

Year: 1985

Summary/Description

1985 C&C Northeast 39 "MIRAGE": Currently on hard, under her winter cover. Showings by appointment.

"Mirage" is a beautifully maintained C&C 39 Northeast. She is equipped for buoy and offshore racing but has been used by her current owners for local day-sailing and cruising. The boat has been meticulously cared for and professionally yard maintained with newly Awlgrippped topsides, crystal clean interior, new electronics and more.

Performance, Construction, Hull and Deck

The NE 39 design

These vessels were designed by Rob Ball as an advance on the C&C 41. The criteria were for a faster boat on all points of sail with greater stability and superior construction. The intended use was for serious offshore racing or very fast cruising. The vessels were semi-custom builds, constructed to the rigorous standards of the famous Bruckmann yard. The boats are 'Stick-built' rather than 'Pan-built' as are regular C&C production vessels. This means they are significantly stronger and more durable for use under more extreme conditions. Their SA/D ratio is in tune with the most recent generation of performance sailboats, in the range of 22 - 24. The Ballast/Displacement ratio is an incredibly high 46%. This means she is stiff enough to carry all that propulsive power without being overwhelmed. An enormous balanced spade rudder and a 50 inch wheel keep her easily helmed when seas build or an aggressive skipper hangs excessive cloth. An 8 foot custom-faired keel keeps her sailing at high speed well into the 35 degree range. Her hull-form allows for a reduced wetted surface in light-air conditions and she can easily squeeze 6.5 to 7 knots of boat-speed from 10 knots of wind. Despite the high performance prospectus, these vessels are elegantly fit out below. All teak interiors gleam with oiled bulkhead surfaces and high-gloss varnished trim. Handholds are always close-by, making moving about in a seaway secure and safe. Berths are large and comfortable, with collapsible lee-boards built into the centre of the bigger beds. The layout is equally efficient for racing or long term cruising. The Bruckmann carpenters showed off their estimable skills in her joinery. The Northeast 39 is something of a 'cult' boat on the Northeastern seaboard where almost all of them live. They have usually snapped off the market within days or weeks of listing. These vessels represent a level of performance, beauty and quality of construction that is unmatched in their price range.

Construction

Aluminum structural grid with longitudinal and athwartship members. Deep keel sump. "Belt and Braces" keel attachment with oversize stainless steel bolts and "S" glass swarthing of the sump/keel joint. The hull is Baltek cored for stiffness and impact resistance. The hull-deck joint is fastened with adhesive and stainless bolts, then glassed over for a truly monocoque construction. The deck is Baltek cored except for solid glass in areas of structural penetration. All bulkheads are glassed 360 degrees to hull and deck. The joinery is likewise glassed to adjacent hull or deck members. The mast-step is an integral part of the central structural grid. Petit Vivid white bottom paint with epoxy barrier coat.

Color Layout:

Hull: Seafoam (Awlgrip)

Bootstripe: Navy blue

Bottom: White

- Edson pedestal steering
- Edson 54" destroyer wheel (wrapped)
- 15lb Danforth anchor w/ 40' chain & 200' rode
- FRP folding cockpit table on binnacle
- Windline Marine SS anchor roller
- Swim ladder
- West Marine OB bracket on port stern rail
- SS flag holder mounted to transom rail
- (2) West marine folding cushioned deck seats
- (5) fenders with black covers and line hangers
- (4) dock-lines
- (2) 23.5 Plastimo water bladders
- Boat hook & horseshoe life ring
- Deck holding tank pump-out
- Custom canvas cover
- Drogue
- MOB pole

Accommodations

- Starting forward is a large v-berth with stowage beneath. The berth is quickly removed to create a large, open, sail locker for racing or longer excursions. The bottom of this space is covered with plastic grid to allow ventilation
- Next aft to port is the head toilet, flexible shower and sump, ample stowage and a well appreciated hatch for ventilation.
- Next aft is the salon with table and u-shaped settee to port and straight settee to starboard. The table drops on a pneumatic pedestal to form a double berth. Outboard are pilot berths with collapsible solid lee boards. Beneath the pilot berths and behind the settees are ample storage spaces.
- Next aft to port is the well designed, sea kindly galley. The fridge is large, deep and well insulated. A dual plate 12-volt refrigeration unit keeps the frozen goods solid and the chilled goods very chilly. Double center line sinks with pressurized hot and cold water and back-up foot pumps for fresh and salt water, and spacious cupboards.
- Across to starboard is the large navigation table and electronics suite. Further stowage is available beneath the nav-seat.
- Aft of the galley to port is a twin size berth with storage beneath and outboard. To starboard is a private double cabin with storage locker, cupboards and changing seat.
- All bulkheads are teak and are bonded to the hull and deck.

Navigation and Electronics

- Raymarine E7 Hybrid-touch GPS/ plotter/ radar at helm
- Raymarine EV100 radar dome
- Raymarine i70 autopilot (New **2021**)
- (4) B&G Triton2 readouts (New **2021**)
- Uniden Polaris VHF
- West Marine AM/FM/CD stereo with interior cockpit speakers
- Ritchie compass on binnacle

Navigation and Electronics

- New Raymarine E7 Hybrid-Touch GPS plotter and radar at helm
- Raymarine radar
- Autohelm 6000 autopilot
- Nexus speed, depth & wind displays in cockpit and nav station
- Uniden Polaris VHF
- West Marine AM/FM/CD stereo with interior and cockpit speakers
- Ritchie compass

Interior

- Wedgewood 4-burner gimballed propane stove with oven
- Double SS sink with hot & cold pressurized water
- Icebox
- Jabsco manual head
- 12V plugs in galley & under nav seat

Sails and Rigging

- Painted (white) aluminum 3-spreader keel stepped rig
- Rod rigging
- Barient winches- (2) primaries, (2) checkstays, (4) cabin top
- (4) winch handles
- Navtec hydraulic back stay adjuster
- Harken mainsheet traveler
- Spin pole & adjustable track on mast
- Removeable babystay
- (1) topping lift
- Boom vang
- Harken roller furler headstay
- Banks kevlar/mylar laminate mainsail
- (1) Thurston 95% jib
- 0.5 oz spinnaker
- Asymmetrical sinnaker
- Lewmar stoppers
- (8) jibsheet blocks
- (2) spin blocks
- Spare assorted blocks
- (3) spin sheets

Electrical, Plumbing and Mechanical Systems

- (2) Victron group 27 batteries (**2019**)
- Blue seas battery isolation module (**2019**)
- 12v master battery switch
- 30-amp shore power cord
- Battery charger
- (2) Rule 500 gph electric bilge pumps
- (1) manual bilge pump



- (6) gallon hot water heater





1985 C&C 39NE































