



# Whispered

38' (11.58m) 2008 C&C 115  
Chester Nova Scotia Canada



## OVERVIEW

**\$130,000**

Manufacturer:	C&C	
Engines:	Hull Material:	Fiberglass
Engine Model:	Cruise Speed:	
Engine HP:	Max Speed:	
Beam:	Cabins/Heads:	/
Max Draft:	Fuel Type:	Diesel
Water:	Fuel:	



## Data Sheet

Category: Cruiser-Racer  
Condition: Used  
Model Year: 2008  
LOA: 38' (11.58m)

Fuel Type: Diesel  
Hull Material: Fiberglass

HIN/IMO: TCM38066E708

## Engines/Generators

## Summary/Description

2008 C&C 115 very lightly used and stored on land every winter with it's custom cover on. Only 192 hours on its diesel engine.

Rare opportunity to own a world class racer/cruiser. Tim Jakkett designed this boat to win on race day and cruise in luxury when not seeking speed. A high tech epoxy hull combined with a carbon fiber rig and racing sails will put you into the competition; and the luxury accommodations below decks are extremely well thought out and comfortable for cruising.

"WHISPERED" certainly carries the DNA and pedigree of C&C/Tartan's well known legacy of performance, quality, and comfort.

### Sail Area

IJPE : 781.00 sq ft

I : 52.17 ft

J : 14.50 ft

P : 49.33 ft

E : 16.33 ft

Working Sail Area : 781.00 sq ft

### Mast / Rig

The mast on the 115 has been co-engineered by C&C Yachts and SP, the world leader in composite engineering and materials technology, to produce an optimal section for the boat. Built by Novis Composites utilizing pre-preg, carbon-fiber laminates, cured under pressure (100 psi) at 250 degrees F, the 115's mast is less than half the weight of a comparable aluminum mast yet is stiffer and stronger. The weight saved aloft adds to the 115's stability advantage and reduces pitching moment maximizing her performance. A carbon-fiber mast, once an expensive option or custom raceboat feature, is standard equipment on the C&C 115, further testament to C&C's dedication to advanced yacht construction.

The boat's fractional rig features a 110% One-Design genoa, sheeted to Harken adjustable housetop tracks set at 8.5 degrees for tight upwind sheeting angles. Offwind performance is optimized with a One-Design 15' 11" spinnaker pole allowing for an oversized symmetrical spinnaker. For daysailing or cruising, there are plenty of options for sailing with an asymmetrical spinnaker whether in a snuffer or not.

### Accommodations

- Bulkheads and risers are pressure laminate or cherry-faced plywood
- Ventilated, solid-stock varnished cherry panel locker doors with push button latch sets providing 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 door frames
- Light weight composite construction utilized in lockers and cabinets
- Curved laminated cherry locker and cabinet trim
- Cabinets and trim are varnished cherry
- Varnished drop leaf solid cherry table that folds to take up minimum interior space when not in use and while racing
- Forward cabin with lockers, hanging locker and shelved storage
- 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
- 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
- Hinge-up V-berth with storage under
- 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' 4" (1.93 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

## Galley

- Force 10 2-Burner gimbaled propane stove with oven
- (1) 11 lb (4.99 kg) LPG tankd
- Xintex Remote sniffer and LPG shut off
- Isotherm 12 volt DC refrigeration
- 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
- Molded Granicote solid surface countertop with large, molded 8" deep sink
- Storage under galley sink through ventilated varnished cherry door

## Electronics

- Raymarine C70 Color GPS Chartploter
- Raymarine ST 40 bidata Depth and speed
- Standard Horizon GX1500S VHF Radio @ Nav Station
- Stereo w/IPOD Jack
- Cockpit & Salon Mounted Stereo Speakers

#### Sails, Mast & Rig

The mast on the 115 has been co-engineered by C&C Yachts and SP, the world leader in composite engineering and materials technology, to produce an optimal section for the boat. Built by Novis Composites utilizing pre-preg, carbon-fiber laminates, cured under pressure (100 psi) at 250 degrees F, the 115's mast is less than half the weight of a comparable aluminum mast yet is stiffer and stronger. The weight saved aloft adds to the 115's stability advantage and reduces pitching moment maximizing her performance. A carbon-fiber mast, once an expensive option or custom raceboat feature, is standard equipment on the C&C 115, further testament to C&C's dedication to advanced yacht construction.

#### Sails:

- Performance Dacron Main; (2008)
- Performance Dacron 105% Genoa w/UV Cover (2008)
- Spinnaker( very lightly used)

#### Mast:

- Novis Composites carbon-fiber mast for greater strength and stiffness, lower weight, increased safety margin, and improved performance
- Black paint-coated double spreader design
- Tapered mast section for reduced weight aloft
- Tapered airfoil swept-back spreaders eliminate need for running backstays
- Custom carbon masthead includes sheaves for 1 main, 1 genoa and 2 spin/wing halyards
- Cap/upper Shroud is ultra low stretch dyform 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
- 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
- Sail Tec Remote panel hydraulic backstay adjuster

#### 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
- (3) Sheave inboard boom-end custom welded fabrication
- 2-part boom topping lift
- Solid boom vang with control line led aft to housetop
- Cunningham led to housetop

#### Running Rigging:

- (1) Low stretch genoa halyard
- (1) Low stretch main halyard
- (2) Dacron genoa sheets
- (1) Dacron mainsheet
- (2) Traveler taglines
- (2) Adjustable genoa track taglines led to cockpit
- (2) Barber haulers led to cockpit
- Spinnaker gear and pole

#### Deck

- (2) Harken 46.2 self-tailing primary winches
- (2) Harken 40.2 self-tailing housetop winches
- (2) Harken 46.2 self-tailing secondary winches
- Deck organizers on housetop to accommodate 10 aft sail control leads led to individual rope clutches
- Bow and stern mooring cleats
- 24-inch tall double stainless steel bow and stern rails
- 24-inch tall stainless steel stanchions with double lifelines in toe rail mount bases
- 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. Low aft for hiking comfort
- Harken ball-bearing adjustable genoa tracks and cars with adjustment lines led to cockpit
- (2) Winch handles
- 2:1 mainsheet w/stoppers lead to cockpit winches
- Harken mainsheet windward sheeting 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 and V-berth vent hatch with fly screen
- Large Lexan sliding companionway hatch on aluminum and delrin glides offered light and ventilation to cabin
- Marine grade polymer lockable companionway hatch board
- Housetop stainless steel handrails
- Manual bilge pump mounted in cockpit
- Offshore-ready, match-molded, gasketed cockpit hatch



- Harken genoa sheet turning blocks
- Lewmar size 0 opening portlight in head and aft cabin
- On-deck LPG storage well
- Cockpit storage lockers
- Large cockpit lazarette on port side
- Dock lines and fenders
- Anchor with chain and rode
- Lifesling
- 6 man life raft
- Winter cover with frame

#### Builder's Notes

With her epoxy resin, e-glass, and CoreCell core post-cured hull laminate, vinylester resin infusion deck, and a carbon-fiber mast as standard equipment, the 115 maintains high-octane performance ratios yet an interior that features two separate cabins, luxurious main cabin, sit-down nav station, large galley, and head with stall shower. The C&C 115's long waterline (33 feet) produces a very impressive 147 displacement/length ratio. Her epoxy hull laminate consists of an all uni-directional e-glass structural laminate locally reinforced with uni-directional carbon fiber and sandwiched on CoreCell linear urethane foam coring. The laminate is carefully impregnated in metered equipment, consolidated along with all reinforcements and the coring, and placed under vacuum to allow ambient temperature cure. After this, the laminate is post-cured in a computer-controlled oven to maximize the physical properties of the composite. Building the laminate this way produces the lightest, strongest, and stiffest structure possible and the weight saved can be used for interior appointments and additional ballast further enhancing the 115's performance and livability. The bulbed 4,200-lb lead keel has an extremely low center of gravity producing a high righting moment allowing a powerful sailplan resulting in a sail area/displacement ratio of 23.1.

The infusion deck's laminate is structured from unidirectional e-glass, Baltek AL 600 coring, and a custom-blended vinylester resin. Using resin infusion with these materials results in a lighter, stiffer, and stronger deck than those produced with the antiquated, low-tech polyester resin laminating techniques favored by most other builders. C&C's distinctive deck design is continued on the 115. Wide side decks with molded-in non-skid provide safe and secure maneuvering in a seaway. The signature "slash" style portlights and classic C&C styling makes the 115 a head-turner in any harbor. The cockpit puts comfort and function first. The helmsman is pampered with a wrap-around helmseat with the 60" wheel within fingertip reach for upwind sailing. The main trimmer is given a convenient position just forward of the helmsman and has the mechanical advantage necessary in the Harken gross/fine tune mainsheet system to tweak the best performance possible. The cockpit seats are over 6 feet long and have high seat backs for comfort. C&C's custom toerail and stanchion design maximizes on deck space and offers a necessary toehold when moving forward in challenging conditions. With the racer/cruiser in mind the deck for the 115 is designed for maximum performance while offering comfort for after the race or when cruising.



























































































