

C&C 115 IN CONTEXT

	<i>C&C 115</i>	<i>DEHLER 36SQ</i>	<i>BENETEAU FIRST 36.7</i>	<i>J/120</i>	<i>FARR 36</i>
LOA	37' 9"	35' 11"	36'	40'	36' 1"
LWL	33'	32' 8"	30' 3"	35' 3"	32' 10"
Beam	11' 11"	11' 9"	11' 4"	12'	11' 9"
Draft (shoal)	6' 8"	6' 6" (5' 5")	7' 2" (5' 11" standard)	7'	8' 6"
Displacement	11,800 lbs.	13,668 lbs.	12,939 lbs.	13,900 lbs.	6,744 lbs.
Ballast	4,200 lbs.	6,085 lbs.	3,993 lbs.	6,000 lbs.	3,078 lbs.
Sail area (100%)	781 sq. ft.	846 sq. ft.	666 sq. ft.	780 sq. ft.	913 sq. ft.
Engine	28 hp. (saildrive)	30 hp.	29 hp.	40 hp.	20 hp.
Water	70 gal.	67 gal.	79 gal.	75 gal.	15 gal.
Fuel	26 gal.	29 gal.	21 gal.	27 gal.	12 gal.
SA/D ratio	24.1	20.1	19.1	22	40.9
D/L ratio	147	175	208	145	85.3
Sailaway price	\$200,000	\$208,000	\$150,000	\$375,000	\$285,000

Compared to other production race boats of its size, the 115 is relatively lighter (147 displacement/length ratio) than all but the J/120 (whose D/L is 146) and the flat-out Farr 36 (with an impressive D/L ratio of 85). The 115's sail area/displacement ratio indicates that it also enjoys a better "power- to -weight" ratio than all of its rivals, except the Farr 36. The 115's sparkling achievement in these two important measures means that it must be taken seriously by racers.