

PS Used Boat Survey

The C&C 35 Mk I and II

Few production boats have better exemplified the concept of the racer-cruiser than the C&C 35, a development of a successful 35-footer designed by Canadians Cuthbertson & Cassian called the *Invader*. From the time production began in 1969 until it ended in 1975, a total of 351 35s were built: 204 were what has become known as the Mk I version and, after 1973, 146 Mk IIs were produced. The two versions were numbered sequentially.

Originally the C&C 35 was called the *Redwing 35*; it became the C&C with the formation of C&C Yachts in 1969. To a large extent the success of the 35 established the reputation of C&C Yachts as a premier builder of competitive production racer-cruisers. Despite change of ownership and reorganization, the firm presently retains that image in the marketplace.

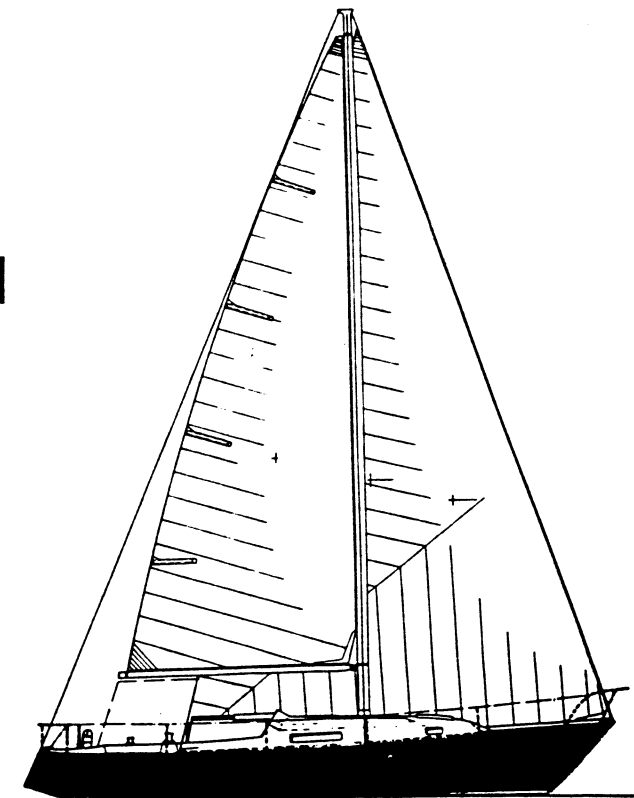
No major production builder has enjoyed a reputation to match that of C&C for competitive performance boats over the last dozen years. At the same time, C&C has matched that performance in their standard of construction, finish and styling. The result has been a line of boats that have enthused their owners, remained remarkably competitive, and represent superb equity.

A Look at the Boats

The original C&C 35 successfully spanned the transition between the CCA handicap rule and the IOR, with the Mk I particularly competitive under IOR. At the same time the two boats, similar but with notable differences, have an equal attraction as fast cruising boats, albeit a bit cramped by the standards of the boxier, longer waterline, and beamier boats popular since the mid-1970s. The C&C 35 remains one of the most appealing boats of its size on the used boat market both for performance and value whether used for racing, cruising, or a combination of the two.

When the popularity of the original 35 began to flag four years after she was introduced, the basic design — in fact, the molds themselves — were modified in keeping with what C&C perceived as the changing demands of boat buyers. The original 35, being a small 35-footer, was made larger and "improved." The freeboard was raised, accounting for almost 1' of additional LOA, and almost 3' was added to the waterline length. Displacement increased over 3000 pounds, due to the increased size, more elaborate accommodations, heavier ballast, and a bigger rig. (See sidebar for details).

The changes resulted in more spaciousness both on deck and below and thus did much to improve the 35's livability. They did little to increase performance, but her IOR rating increased a lot. Although the boat continued to compete respectably, the more tender and higher rated Mk II did not consistently beat the Mk I. Under PHRF only five seconds per mile separates the average base ratings of the two boats,



Specifications

C&C 35 Mk I		C&C 35 Mk II	
LOA	34' 7"	LOA	35' 6"
LWL	27' 6"	LWL	30' 3"
Beam	10' 7"	Beam	10' 7"
Draft	5' 3"	Draft	5' 6"
Displacement	10,500 lbs	Displacement	13,800 lbs
Sail area	575 sq ft	Sail area	629 sq ft

a modest difference considering the promise of the Mk II with her longer waterline, greater sail area, and presumably more efficient keel and rudder configurations.

As a measure of the performance of both 35s, consider their average PHRF base rating: 130 for the Mk I and 125 for the Mk II. (A lower rating means the boat is faster.) Such respectable stalemates as later C&C 33s, 34s, and 36s all rate higher, and the Cal 40, always considered a pretty fast design of the same vintage, rates about the same. A scan of the USYRU compilation of PHRF base ratings does not reveal any other production boat of the same era, size and type with lower base ratings.

The C&C 35s layout on deck and below is typical of her design times. The dinette, convertible to a double berth (of sorts), was at the height of fashion as were low, narrow quarterberths, molded hull and deck liners, small fixed ports, cramped heads, pinched V berths forward, awkward traveler locations, and rather plain decor and styling.

Some of the 35s flaws are more particular to these boats. The virtual absence of a bilge means that water below tends to collect on the cabin sole and make its way into lower lockers. The low cockpit coaming is better for the crew working the boat than for sitting comfort. The Mk I's molded headliner makes additions and deletions of deck hardware a chore. Also on deck, refitting the boat for easier cruising — eg, running halyards to the cockpit, fitting a stemhead roller chock, putting sheet tails within reach of the helmsman, etc — is difficult. The helm position is better suited to racing than cruising.

At the same time, the proportions, sheer curve, and graceful ends of the 35 continue to set a standard for attractiveness, which is all the more remarkable because she comes from an era of yacht design when grace and proportion seem notable for their low priority among designers and builders more concerned with function at the expense of aesthetics.

What to Look For

Auxiliary power for the C&C 35s was the Universal Atomic Four 30 hp gasoline engine. Although one of the most popular and dependable auxiliary engines ever made, those Atomic Fours by now are at best 10 years old. The condition of an original Atomic Four is a major consideration in looking at a used 35. Owners report quite successful repowering with diesel (notably smaller Westerbekes and the Universal diesel).

Basically the 35s were strongly constructed boats. There are reports of the forward structural bulkhead pulling loose in the Mk I, the result of flexing of the flat forward sections. Similarly, leaks have developed in hull-to-deck joints, around ports, and through the chainplates, but in boats of this vintage these problems are more annoying than serious.

The keel is externally bolted. Keel bolts should be carefully checked before purchase and routinely thereafter. Some of the 35s had small galvanized washers on the keelbolts. These should be replaced with large stainless steel plates or pads if not already done.

C&C has always had a "thing" for bright colored topsides (and further encouraged fancy colors by offering a wide choice to buyers at relatively modest cost). The result is that older boats will beg for top-side refinishing, more likely sooner than later. Such refinishing is a \$3000 job done professionally and should be taken into consideration.

Excepting only the most lavishly retrofitted 35s, these boats need the addition of amenities for up-to-date cruising comfort. Essentially plain, they can benefit from increased ventilation, better sources of light below, added tankage, some floss to the decor, and the like. There should be less need for improvements to deck fittings or layout since that was always a strong feature of the boats.

Owners report no problems with the rig, keel or rudders of either model, a most reassuring report for any prospective buyer. Bottom blistering seems average in severity and frequency and gelcoat voids topside should have been discovered and repaired by this time. There have been no reports of hull or deck delamination. Yet prospective owners would do well, with a boat of this size and price, to have prospects professionally surveyed before any commitment to purchase.

Price — The Bottom Line

The original base price for the Redwing 35 of 1969 was about \$20,000. By 1971 the base price had gone up to \$23,500, about \$28,000 reasonably equipped for racing. In 1972 the base price was another \$1000 higher. When the Mk II model was introduced in the fall of 1974 the tab had jumped to almost \$30,000, understandable in view of the new boat's larger size and more luxurious appointments.

Getting a handle on prices for used 35s is difficult because of the varying popularity the boat enjoys, especially in the Mid-West and on the East Coast. Her racing heritage means that outfitting and care of individual boats further influence present values. In addition, the used boat market, even for popular and

quality boats such as the 35s, is presently very soft.

Buyers should expect to pay at least \$40,000 for even an antique 35 in reasonable shape, more if the boat has been cosmetically refurbished, repowered with diesel, or upgraded with amenities. With such improvements the price gets near to \$50,000. For the 35 Mk II the price starts close to that figure and climbs, for a cream puff edition to over \$60,000. The equity value of 35s should be obvious, and there is no reason why it should not continue to rise as the boats increasingly become thought of as "classics."

A couple of considerations: the sails of a 35 that has been used extensively for racing are likely to need replacement even by a buyer wanting to go cruising. Buyers should be wary of the prospect of acquiring a dozen or more bags of sails as a justification of an asking price. It would be reasonable to search for used 35s over a wide geographical area in hopes of finding one for sale in an area where they are less well known or popular.

Conclusions

In many ways the C&C 35 represents what is desirable in boats equally suited for racing and cruising, accepting the compromises that such a dual purpose inevitably entails. There are few 10-year-old boats that give the performance and yet offer the quality construction, handsome appearance, and inherent livability of the 35.

There are few boats in our collection of several thousand Boat Owner Questionnaires that reflect the same degree of enthusiasm by owners as those in the C&C 35 file. That should be heady endorsement indeed for any potential buyer of a boat of this size and type.

At the same time the boats have drawbacks that deserve consideration. For greater interior space and cruising amenities, at the expense of quickness and liveliness, buyers might do better with the likes of a Pearson 35, Morgan 34, and Ericson 35 and pass by the C&C 35s.

A Sampling of Owner Comments

"An excellent performing seaworthy boat but if used for cruising amenities should be added."

"Even far offshore in a Force 10 blow I have been comfortable, made good 3+ knots to windward, and was unworried."

"This is a great boat for fast passagemaking for her size (and cost) and for club racing. Not comfortable for cruising for more than four persons except offshore where one watch is below."

"The boat often receives unsolicited comments on her looks."

"It is hard to go wrong on the C&C 35 Mk II if the price is right."

"A comfortable seakindly vessel that is neither an out-and-out racer nor a cruiser (that is) hard to beat for handling, size and comfort."

"Don't dicker too long over price or you'll lose her to someone wiser. Buy her and do your thing to make her *your boat*; you can't go wrong."

Two C&C 35s Side by Side

Although the Mk I and II versions of the C&C 35 share the same designation, there are some notable similarities and differences apart from specifications. The following are some of them:

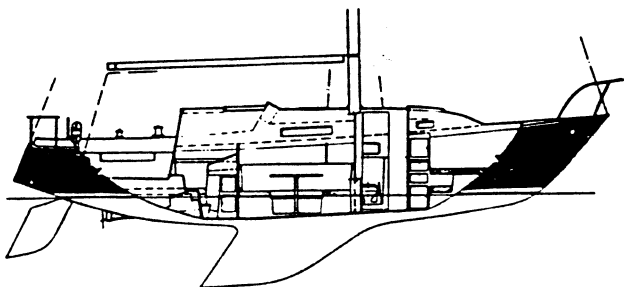
- **Hull** The hulls of the two versions seem at a glance to be quite similar. Neither has the distinctive C&C "logo" of stars at the ends of the cove stripe, the only C&C boats which do not. The Mk I has no port and starboard running lights built into the hull, as does the Mk II.
- **Deck** The Mk I (with the exception of a few last units) has a single long aluminum-framed main cabin window on each side; the Mk II has twin shorter windows on each side, a feature that became a C&C "trademark" for several years. The integral spray rail sweeping up from the coamings and across the coach roof of the Mk I was eliminated on the Mk II.
- **Cockpit** Perhaps the most distinctive difference is the cockpits of the two versions. The Mk I's steering pedestal is separated aft by a bridge across the center of the cockpit on which is mounted the sheet traveler; and the companionway is carried down virtually to the cockpit sole. By contrast, the Mk II incorporates the T-shaped cockpit for the helmsman that continues to be characteristic of C&C. The traveler was moved forward and mounted on a bridgedeck at the companionway. The bridgedeck restricts the companionway but is a more seamanlike feature than a companionway open to the sole.
- **The Rig** The Mk I and some of the Mk II models have a

heavier mast section rigged with cable standing rigging. By 1974 the rigging had become rod and the section lighter (C&C pioneered the production use of rod).

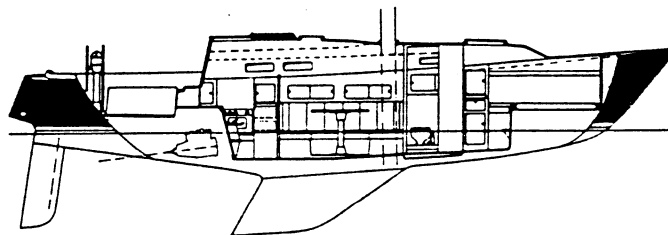
- **Belowdecks** The basic layout of the two boats is the same. The differences include the galley and nav station, which were flipped side for side from the Mk I to the Mk II; and interior space provided by the bridgedeck in the Mk II, in the galley, stowage areas and quarterberth. Cooks will prefer the Mk II galley; for the navigator the two boats are a toss-up. The Mk II has a wet locker next to the companionway.

In decor and finish the Mk II is more "yachty," although neither version can be termed elegant. The antiseptic full liner of the Mk I was replaced in the Mk II by more cabinetry and trim and only a low hull liner. In both boats Formica is prevalent and both boats have a fiberglass cabin sole originally carpeted per the fashion of their day. Despite the seemingly better finish of the Mk II, many of the changes were effected to reduce construction complexity and costs.

In addition to the changes made to the boat by the builder with the introduction of the Mk II, buyers should realize that probably no production boat has undergone as many owner modifications as the 35s. Owners, in attempting to make the boats better for either racing or cruising, report a number of changes. One major one to watch for is refitting with a more modern fin keel to replace the distinctive C&C swept-back fin keel.



C&C 35 Mk I



C&C 35 Mk II

