

# C&C Shark Brochure

Cover



The Shark is the kind of boat that suits a lot of different kinds of people. Just as long as they're looking for "a fast little boat".

The Shark easily exceeds hull speed, which makes for some exciting sailing. She's a dry boat in heavy weather. A good boat in any weather.

When George Hinterhoeller designed and built the first Shark in 1959, he re-wrote the rules as far as accommodation goes in this size boat. The Shark gives you four bunks and a galley; plenty of stowage and a large, deep cockpit.

While she is designed to move, the Shark is no spartan racing machine. Which is why you find them happily cruising all over North America, the Bahamas and Europe.

Early Shark owners realized the potential for this boat and there is now a vigorous Shark Class Association. Which, among other things, by means of a continuing dialogue with the designer, ensures a continuity of standards, which, in turn, helps you protect your investment. The Shark shows a remarkably low depreciation.

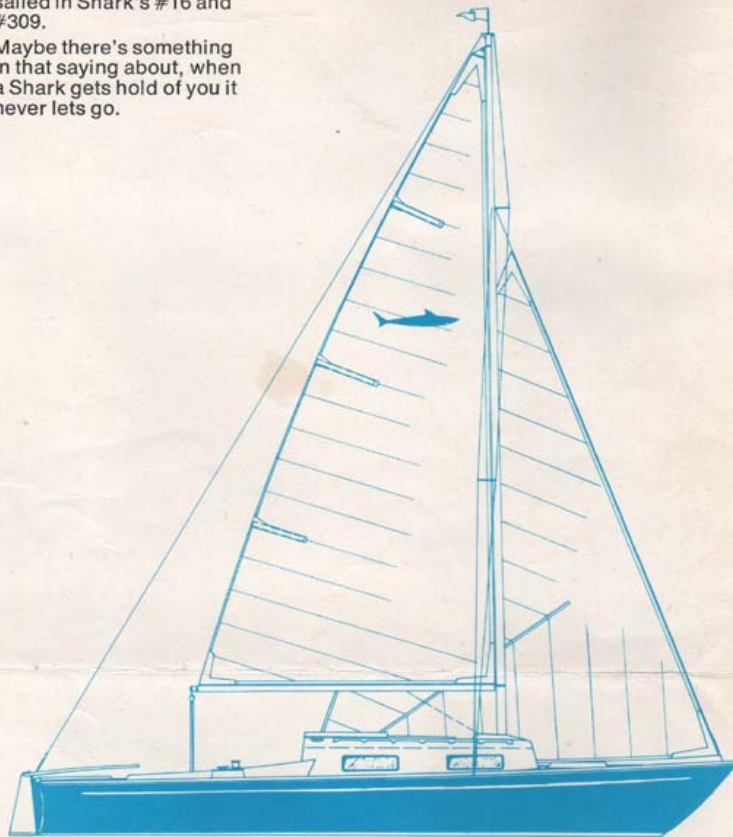
Much of the inherent value in the Shark lies in the fact that Hinterhoeller Ltd are boat-building craftsmen of the old school. And while she is a fiberglass boat, the finish and care are reminiscent of the "good old days" of hand-built boats.

Over the past few years, the Shark has come out ahead in all kinds of open competition. But the ever-growing popularity of this versatile performer has lead to an increasing number of Shark "starts".

In all countries of the world where Sharks are sailed — Canada, U.S.A., Austria, Switzerland, Sweden — national championships have been annual events. However, 1969 saw the first World Championship held at the Royal Canadian Yacht Club in Toronto.

The winner of the first Shark World's was S. Dakin of Canada in "Duck Soup" Shark #808. It says much for the class, that the man who had the talent and skill to capture the World Championship, previously sailed in Shark's #16 and #309.

Maybe there's something in that saying about, when a Shark gets hold of you it never lets go.



*The Shark-900 sailors have a*





*een bitten*



**The winning streak**

The Shark easily exceeds hull speed. Two of many victories illustrate this fact. During the LYRA long distance race on Lake Ontario a Shark covered the distance of 80 miles from Youngstown to Rochester in 7 hours, 40 minutes and in the Blockhouse Bay race a Shark sailed the 42 miles from Olcott to Toronto in 4 hours, 10 minutes, beating boats as large as 56 feet on a boat for boat basis — a close spinaker reach averaging over 10 m.p.h.

**Shark Class Association**

For complete information, please write to the Secretary: Werner Hirschmann, 22 Oakmount Road, Apartment 1112, Toronto 9, Ontario, Canada.

  
SHARK 24'

  
HR 25'

  
REDLINE 25'

  
C&C 27'

  
C&C 30'

  
CORVETTE 31'

  
C&C 35'

  
FRIGATE 36'

  
C&C 36' R

  
C&C 40'

  
C&C 40' C

  
REDLINE 41' Mk II

  
C&C 43'

  
C&C 61'

**C&C**  
YACHTS INC.



*Already been bitten*



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Limited**

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# Shark

a division of

**C&C**  
YACHTS

## Back cover

### Shark Specifications

#### STANDARD EQUIPMENT

##### Accommodations

FOCS'L.

Chain locker and stowage

##### FWD CABIN

Two 6'4" berths, stowage under. Opening hatch above.

##### MAIN CABIN

Settee berths port and starboard, stowage under, shelves, galley midship port and starboard, with sink and icebox, bins and shelves, simulated teak vinyl bulkhead.

##### COCKPIT

6' self-bailing cockpit and lazarette.

#### Construction

##### HULL

Single unit hand lay-up with bulkhead bonded to hull and deck.

##### DECK AND COCKPIT

Single unit hand lay-up, non-skid molded in, reinforced with plywood and extra layers of glass. Opening forward hatch and sliding companionway hatch.

##### BALLAST

Cast iron shaped fin bolted to hull.

#### Deck Hardware and Rig

Anodized aluminum mast with integral sail track, stainless steel wire main and jib halyard with Dacron tails, high-field lever luff tightener. Spring loaded roller reef anodized aluminum boom. Aluminum halyard cleats, 1 x 19 stainless steel standing rigging with swaged terminals and stainless steel turnbuckles. Two Barton 313 genoa winches. Two 12' genoa tracks with jib sheet cars and blocks. Roller main sheet traveller and swivel jam cleat. Adjustable back stay. Stainless steel chain plates. All deck hardware polished aluminum or chrome plated.

#### Interior Equipment

3" foam upholstered mattresses. Teak trim. Bucket head.

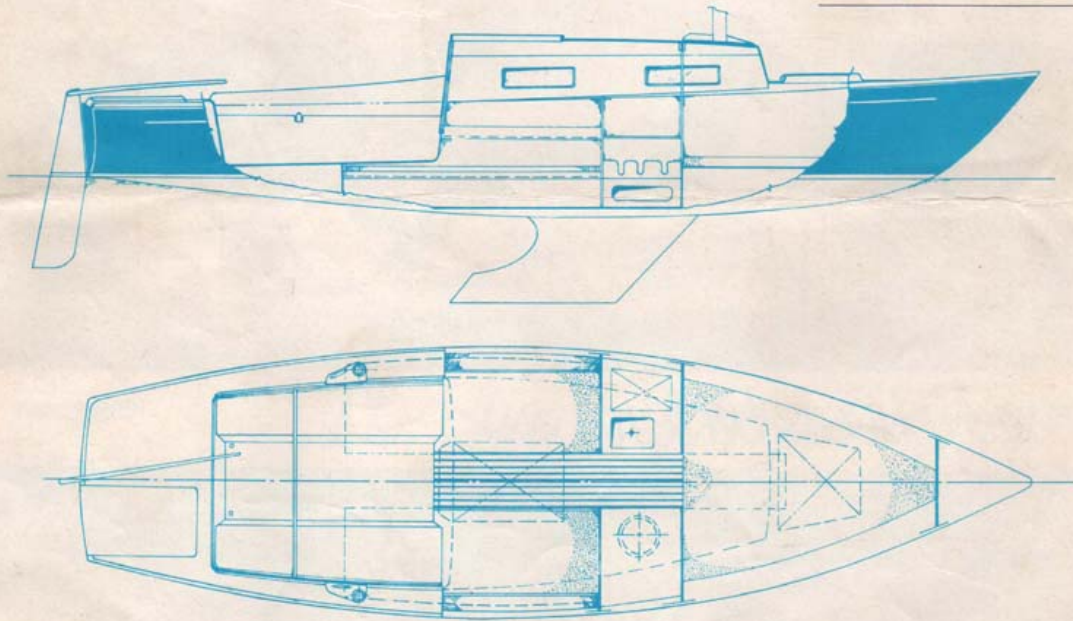
##### Finish

Standard color white, choice of colors at extra cost. All interior and exterior teak oiled.

*The right is reserved to alter price, specifications, materials and equipment at any time.*

#### Dimensions

L.O.A.	24'
L.W.L.	20'
Beam	6'10"
Draft	3'
Ballast	675 lbs.
Displacement	2200 lbs.
Sail Area	190 sq. ft.



*The Shark-900 sailors have already been bitten*

