



Lead Broker

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1973 C&C 66 Custom Sloop

€350,000 tax paid

Iconic Cuthbertson & Cassian custom sloop

Image not found

wp-content/uploads/boats/1973-c&c-66-custom-sloop-for-sale-2543573-0.jpg



General Information

| | |
|---------------------------|-----------------------|
| Manufacturer/Model | C&C 66 Custom Sloop |
| Designer | Cuthbertson & Cassian |
| Year | 1973 |
| Category | Sail |
| New or Used | Used |
| Sale Status | Available |
| Price | €350,000 |
| Tax/VAT Status | Tax paid |
| Lying | Tuscany, Italy |
| Reference | 2543573 |

Specifications

| | |
|--------------------------------|--------------------|
| LOA | 20.12m |
| LWL | 18m |
| Beam | 5.18m |
| Draft | 3.05m |
| Displacement | 33797kg |
| Engine | Volvo Penta D3-130 |
| Engine Hours | 1979 |
| Fuel | diesel |
| Fuel Capacity | 600l |
| Hull Construction | GRP |
| Keel Type | Fin Keel |
| Berths | 7 |
| Cabins | 3 |
| Drinking Water Capacity | 1000l |

Description

Iconic Cuthbertson & Cassian designed and built GRP custom sloop. Bold in her design and the largest sandwich construction boat built by C&C at that time. Fantastic history with many notable owners including Luca Bassani, later the founder of Wally Yachts.

FURTHER BROKER'S COMMENTS:

PHANTOM was launched in 1973 as a custom ocean performance sloop for her first American owner who successfully campaigned her for more than a decade, picking up such accolades as line honours in the Fort Lauderdale to Charleston race with a time that stood unbeaten until 2009.

Designed and built by the legendary Canadian shipyard Cuthbertson & Cassian' Custom Division, PHANTOM was a ground-breaking yacht at the time. At 66ft, she was the largest GRP sandwich construction boat that C&C had built, a step up from their previous 61ft production models, and the legendary C&C 40 'RED JACKET' which in 1966 was the first boat to feature this new sandwich technology. Along with her innovative sandwich construction, PHANTOM also boasted twin wheels, dedicated sheet and spinnaker winches and a high aspect sail plan, all rare to find in the mid 1970's, but now seen as a standard fitment some 50 years later.

In later life PHANTOM moved to the St.Tropez where she became one of the earliest yachts owned by Luca Bassani who later went on to found Wally Yachts, PHANTOM and her forward-thinking innovative design no doubt fitting well with his vision which has made the Wally brand so famous.

Sold into her current ownership in 1996, PHANTOM has been continually restored, updated and professionally maintained to provide her owners with a reliable family cruiser that can still show formidable pace in the various Mediterranean regattas. A full restoration between 2004 and 2006 has been followed more recently by a further refit in 2021.

For anyone looking for a timeless, elegant and competitive 'classic' Maxi yacht without the financial pain of maintaining a wooden vessel, PHANTOM is without a doubt, the ideal solution.

Her specification highlights include:-

- Cuthbertson & Cassian custom design and build.
- GRP sandwich construction
- Teak laid decks
- Modern Volvo Penta D3 engine
- Recent hull and rig paint
- High masthead rig with rod standing rigging
- Twin helm wheels
- Electrified winch system
- Twin wheels
- Spacious well protected aft cockpit
- Three cabins interior layout plus crew

RECENT REFIT HISTORY:

- German main sheet system in the cockpit - 2023
- Main winches coffee grinder assisted electrified - 2021
- New portside bunk beds cabin to replace the breakfast nook.
- New ensuite heads in the owner cabin - 2021
- New Awlgrip Maraton White hull paint - 2021

- New Awlgrip mast and boom paint - 2021

ABOUT C&C YACHTS:

C&C Yachts was a builder of high-performance GRP monohull sailing yachts with production facilities in Canada, Germany, and the United States. C&C designed and constructed a full range of production line cruiser-racer boats, as well as custom one-off and short production run racing and cruising boats. C&C boats ranged in size from as small as 6.4m to as large as 20.4m. C&C also produced a line of bluewater cruising boats under its Landfall brand. In addition, C&C designed sailboats for production by a number of other manufacturers including Baltic Yachts of Finland.

C&C was founded in 1969 as a public company in Canada, which resulted from a joint venture among several companies and design teams. At the peak of its market success, the company supplied 50% of the Canadian market and 20% of the US market.

The company name, C&C Yachts, came from the names of two of the founding designers, George Cuthbertson and George Cassian.

Specification

CONSTRUCTION

RCD Status:

- Our understanding is that the yacht is exempt from the EU Recreational Craft Directive as she was first placed into use within EEA waters prior to June 1998.

Hull & Deck Construction:

- The hull is built of glass fibre-reinforced polyester by the hand laying-up method with balsa core
- Structural bulkheads are of marine grade water-proof plywood laminated to hull and deck.
- Engine beds are of GRP with steel inserts.
- Awlgrip Maraton White hull paint – 2021
- Teak-laid deck

Keel & Rudder:

- Standard draft 3.05m keel.
- The lead ballast fin keel is bolted on with cast-in acid resistant stainless steel bolts.
- Spade rudder in GRP reinforced polyester with foam core and marine grade stainless steel rudder post.
- Rudder supported with two roller bearings.
- Emergency steering.

MACHINERY

Engine & gearbox:

- Volvo Penta D3 130, 5 cylinders, variable geometry turbocharger aftercooler diesel engine producing 130hp @ 4,000RPM – 2006
- Indirect freshwater cooling system via raw water intake and heat exchanger.
- Mechanic gearbox reduction and single lever throttle control at the helm position.
- Wet exhaust system.
- Engine space extraction fan

Service & Maintenance:

- Engine hours – approx. 1979 as of summer 2023
- Date of last engine service – Summer 2023

Propulsion & Steering:

- 3-bladed feathering propeller
- Shaft drive with bronze p-bracket with stainless steel shaft.
- Chain and cable steering system with quadrant
- Emergency steering on rudderpost by tiller.
- Electric chain assisted autopilot actuator

ELECTRIAL SYSTEMS

Voltage systems:

- 12vDC primary domestic system with 12vDC starting circuit and 220v AC via shorepower, generator or inverter
- Circuit breakers at the chart table.
- 220v electrical sockets to the interior.
- Amp & Volt meters.

Battery Banks:

- 6x 12vDC 100Amp service batteries

- 2x 12vDC engine start battery

Charging / Inverter:

- Quick energy 12vDC 60A SBC700 NRG automatic battery charger
- 12vDC/1500 1,500w inverter

Alternators:

- Engine mounted 12vDC alternator

Other Electrical:

- 12vDC sockets throughout
- 220vDC sockets throughout

PLUMBING & GAS SYSTEMS

Fresh Water:

- Pressurised hot and cold-water system with 12vDC high pressure pump.
- Hot water generated by engine calorifier and via 220vAC 800w immersion heater element in a 40 litre well insulated hot water storage tank
- Hot water boiler replaced 2023

Bilge Pumps:

- 2x electric bilge pumps
- 1x manual bilge pump

TANKAGE

Fuel:

- Approx. 600 litres of fuel

Fresh Water:

- Approx. 1,000 litres of water in 2 tanks

NAVIGATION & COMMUNICATION EQUIPMENT

In Cockpit:

- Cetrek autopilot interface
- B&G Chartplotter
- 2x Raymarine ST60 analogic instruments
- 2x Raymarine ST60 digital instruments
- 2x compasses

At Chart Table:

- Raymarine ST60 digital instrument

Communications Equipment:

- Lowrance LVR-250 VHF

DOMESTIC EQUIPMENT

Galley:

- Luke Heritage stainless steel 3-burner gimbaled gas stove and oven.
- Twin bowl sink with hot and cold mixer tap over.
- Top-loading fridge with new compressor and pump - 2023

Heads:

- 3x salt water electric heads

ACCOMMODATION

Summary of Accommodation:

- Up to 7 berths in three cabins plus crew cabin forward with dedicated access from the deck hatch.

Accommodation Finish:

- "Herrenshoff" style
- Light wood interior joinery with sandwich construction
- Light wood floors
- White and blue upholstery

Accommodation layout from Forward:

Owner's Cabin:

- Owner's cabin forward
- Recently updated full beam ensuite heads with sink and shower box
- Starboard side double bed
- Port side toilette

Main saloon:

- Main heads on starboard side and separate shower on port side
- L-shape sofa on starboard
- Table can be lowered and converted in a double berth
- Additional bunk beds on both sides
- Linear sofa on portside

Galley:

- Aft of the saloon U-Shape galley on portside aft

Portside cabin:

- The former breakfast nook have been converted into a bunk beds cabin with ensuite upholstery.
- Electric panel and engine access in the corridor.
- Corridor for the aft cabin.

Aft cabin

- Aft cabin with starboard side double berth and portside single berth.
- Practical face forward chart table station on portside.
- Ensuite heads with show
- Centre console with access to the engine
- Aft stairs for the access to the aft main cockpit. Stairs can be removed to access in the aft technical room

DECK EQUIPMENT

Rig:

- Faired and painted white mast stepped rig with aluminium T-track forward for spinnaker pole
- Two spreader rig with discontinuous Nitronic rod-rigging – replaced 2008, checked 2020
- Running backstays and inner forestay presently not installed on board
- Navtec hydraulic for vang, backstay and outhaul
- Genoa furler
- I jib: 23.70
- I Spi 23.90
- E: 7.25
- J: 7.950
- P: 22.30

Winches:

- Lewmar and Bariant Winches
- All the main winches are electric operated
- German main sheet system

Sails:

- Full batten Dacron main sail - 93.02 sqm
- Furling jib - 140.65 sqm
- Full batten racing main sail – 2014
- Racing Jib – 2014
- 3X Gennaker - 292.58 sqm

General:

- Carbon fibre folding gangway
- stainless steel pulpit and twin pushpits
- Side boarding gates
- Side bathing ladder

Anchoring & Mooring:

- Vertical 12vDC Lofrans electrical windlass
- Anchor with 13mm anchor chain
- Fenders and warps

Covers, Cushions & Canvas:

- Cockpit cushions

- Winches cover
- Sprayhood

Tender & Outboard:

- Rigid bottom tender 2,60m
- Outboard engine

SAFETY EQUIPMENT:

General note on safety equipment: Any safety equipment such as liferafts, Epirbs, fire extinguishers and flares etc. are usually personal to the current owner(s) and if being left on-board as part of the sale of a used vessel may require routine servicing, replacement, or changing to meet a new owners specific needs.

Life saving:

- Liferaft

Viewing arrangements

Lying Tuscany, Italy

Available to view strictly by appointment

Office Hours Mon- Fri 0900 – 17.00

Saturday by prior appointment

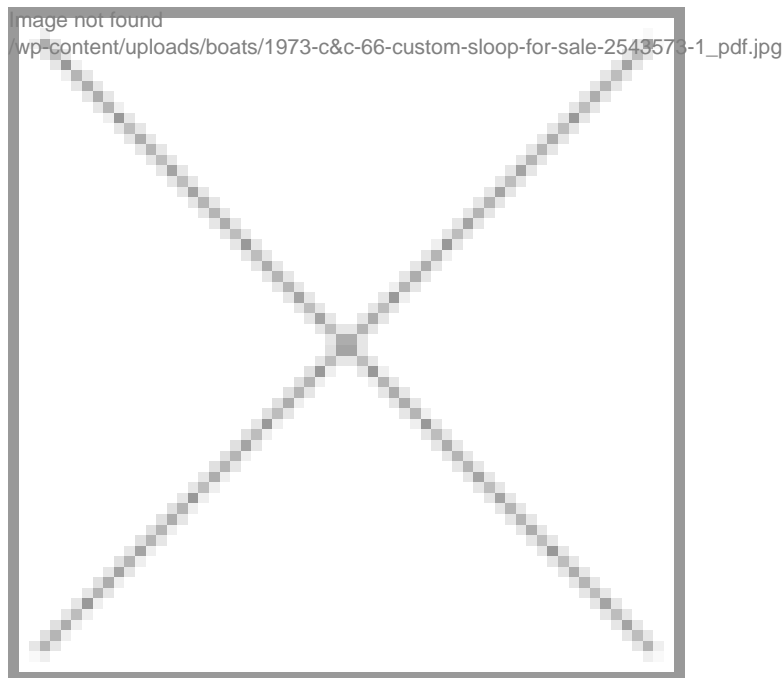
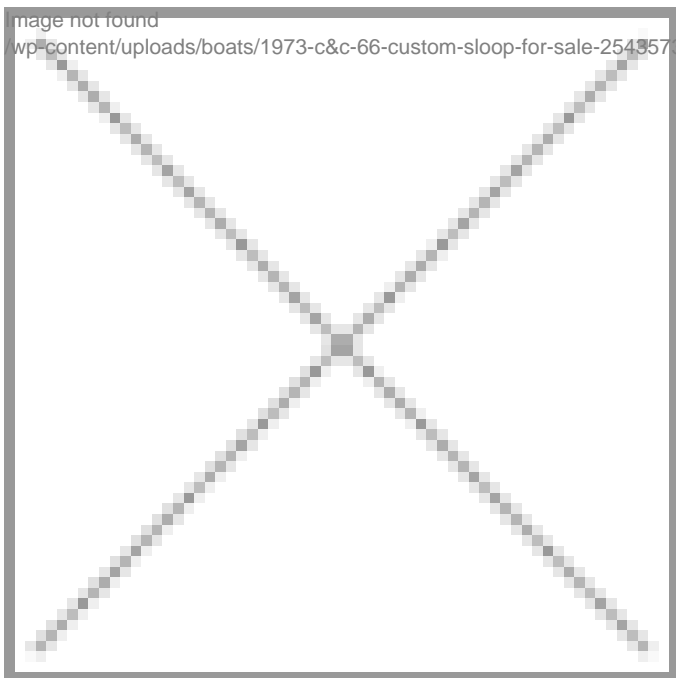
For more information or to arrange a viewing please contact us.

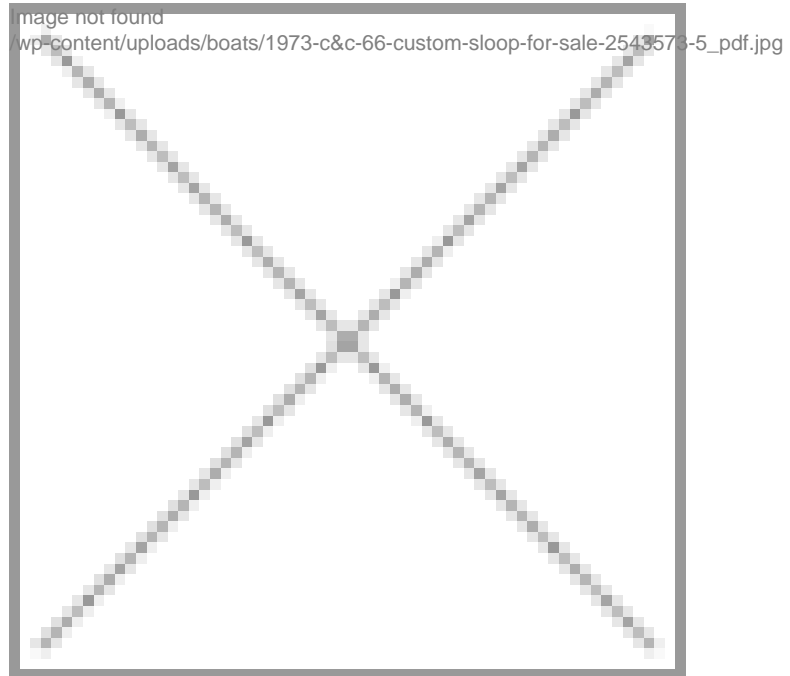
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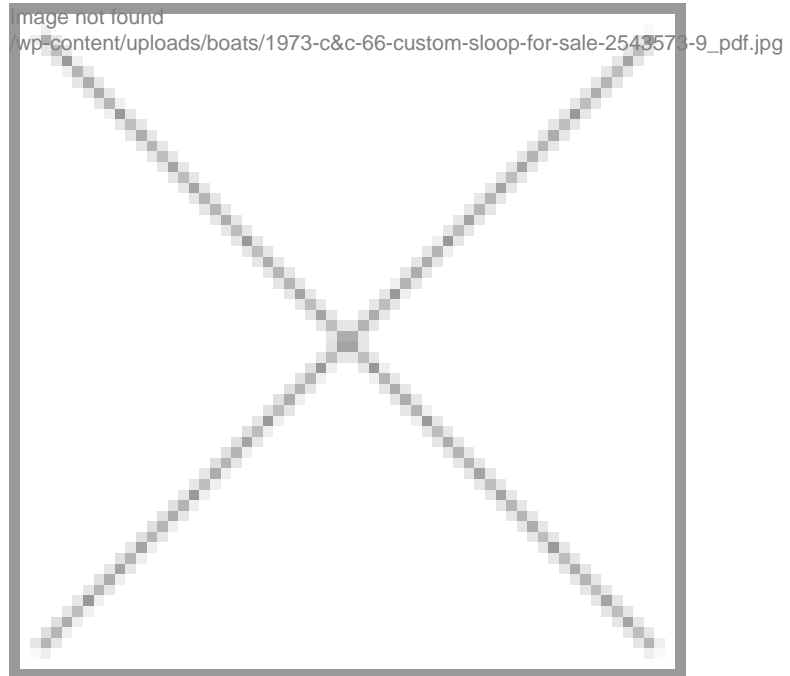
Lead Broker: Michele Antonini – Grabau International (Italia)

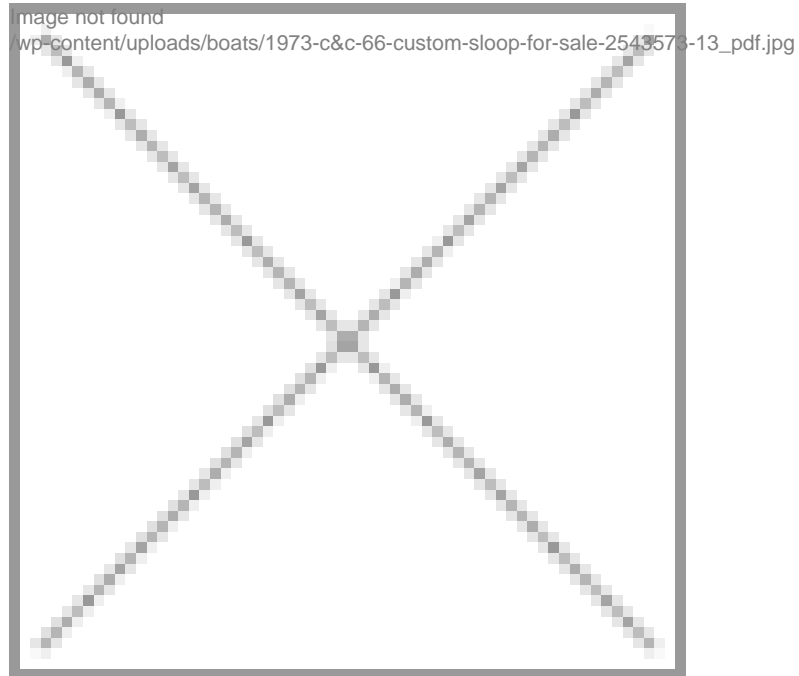
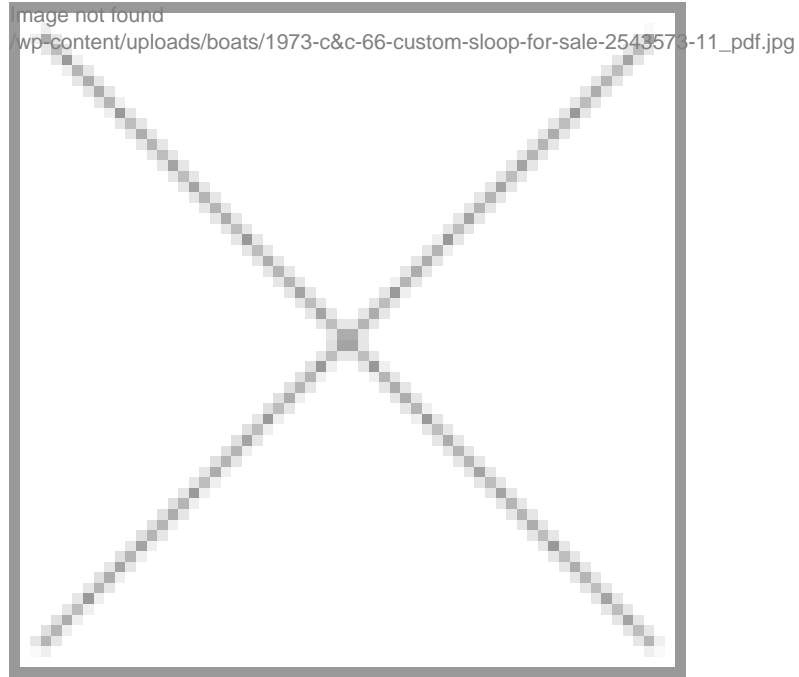
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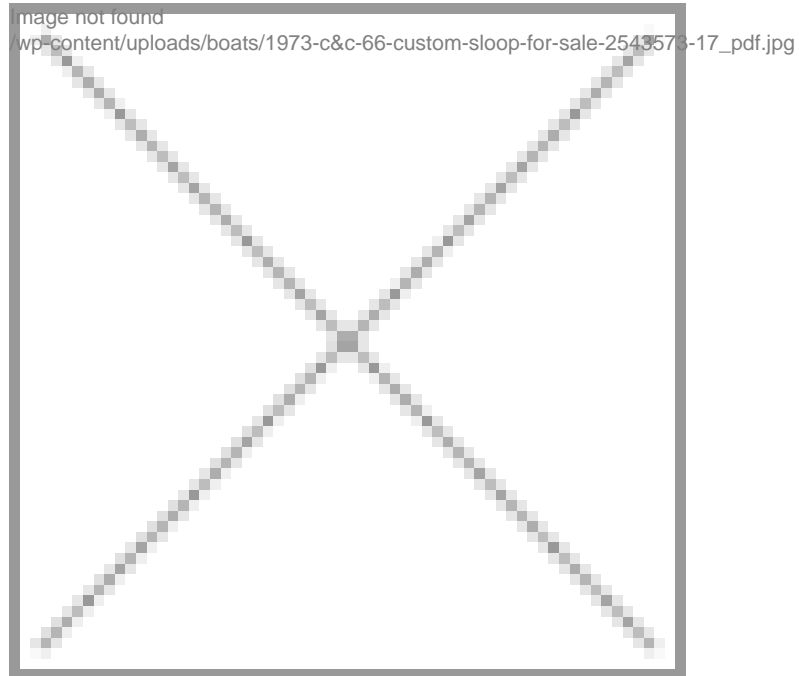
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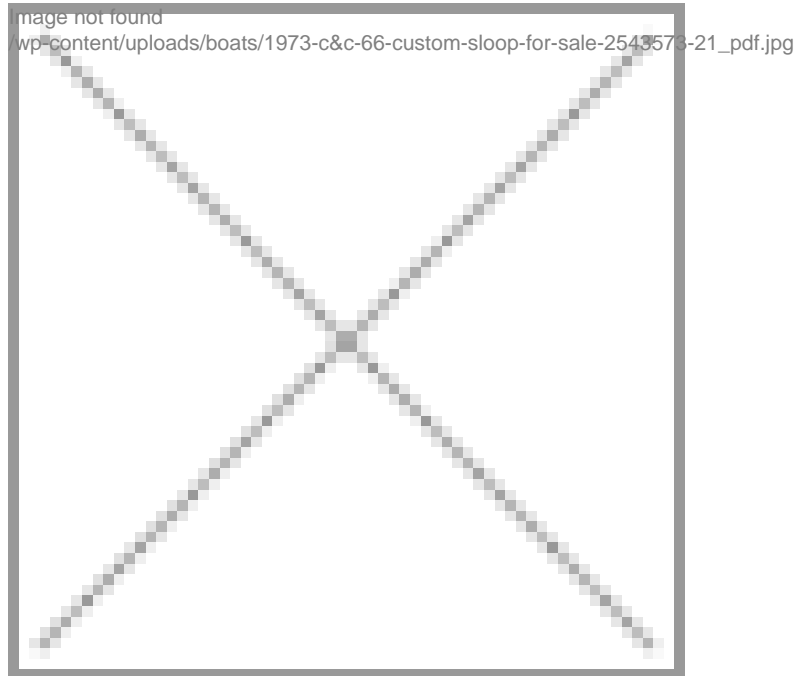
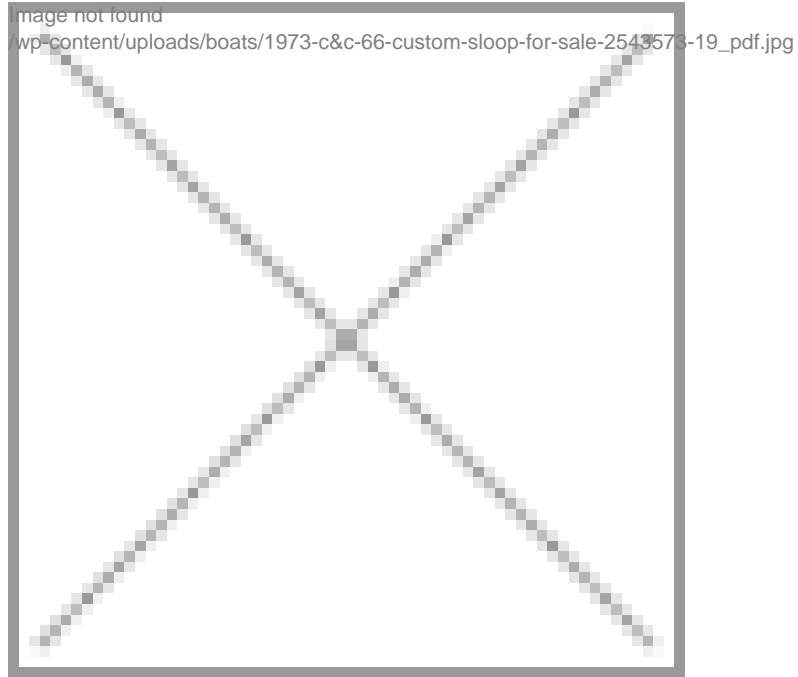


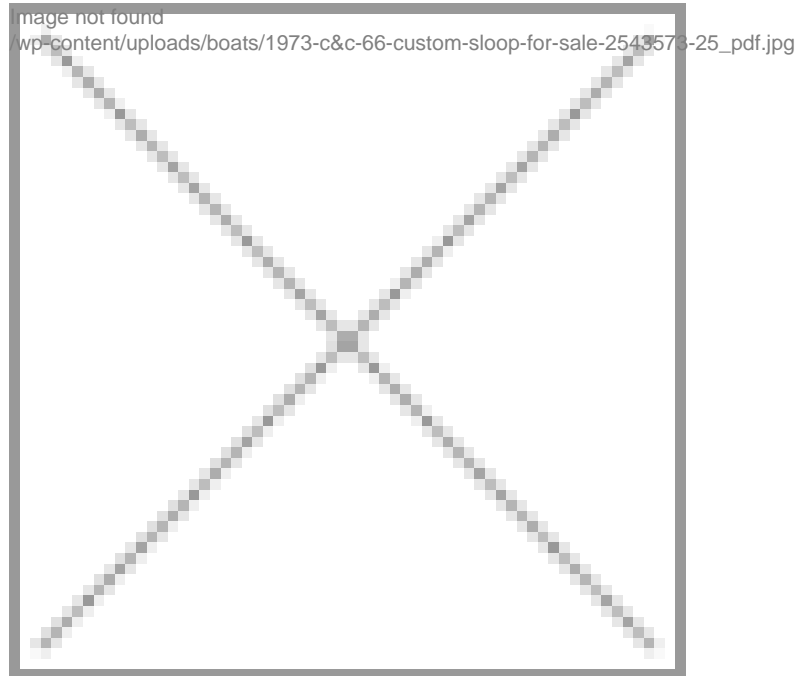
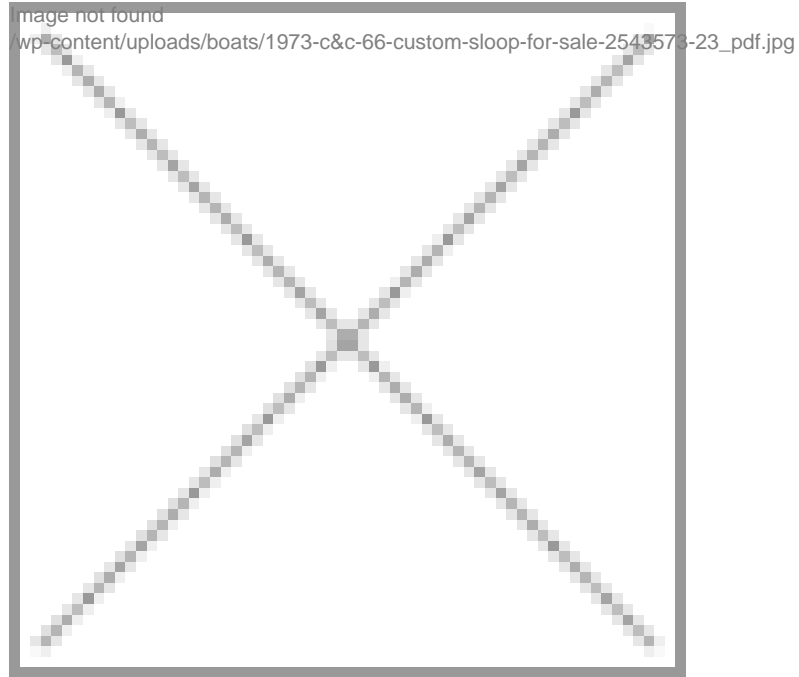


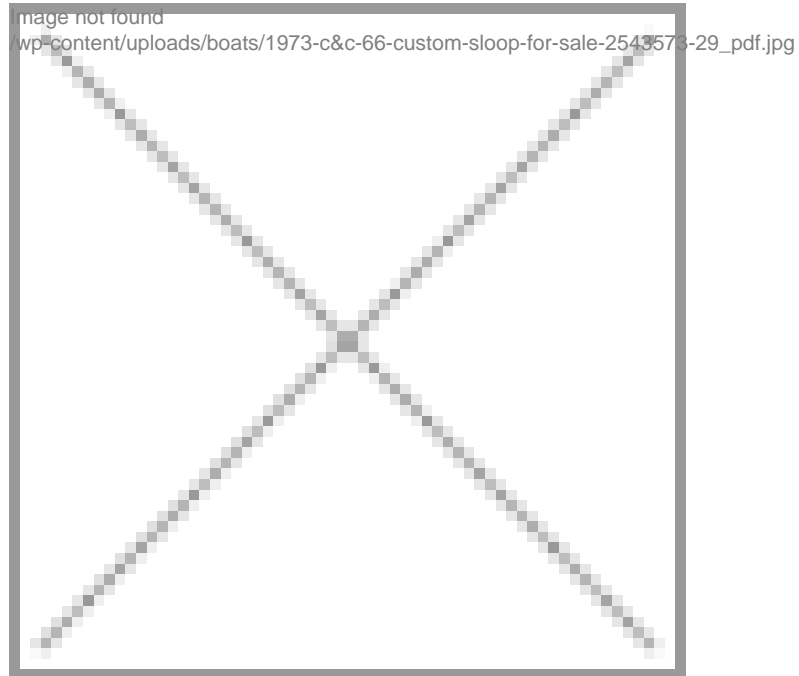
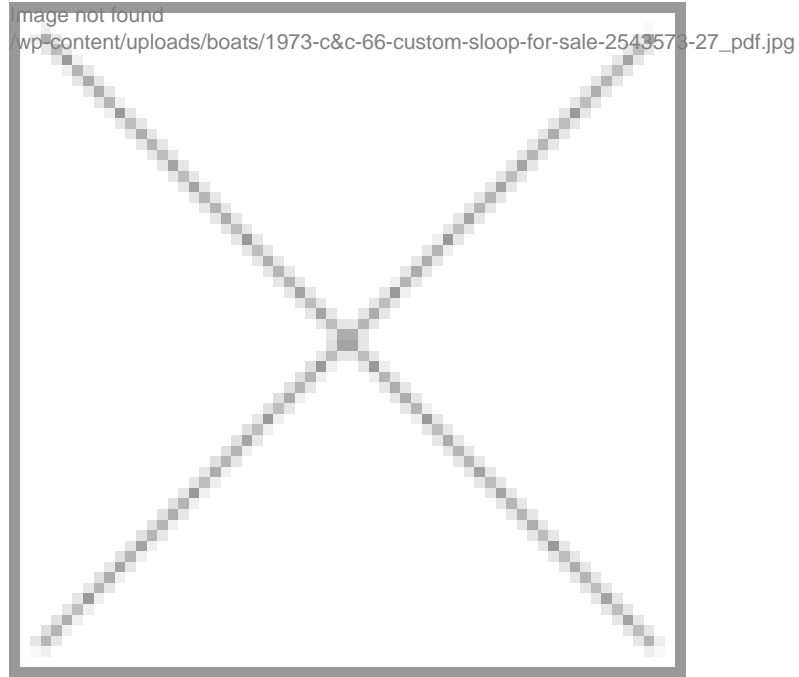


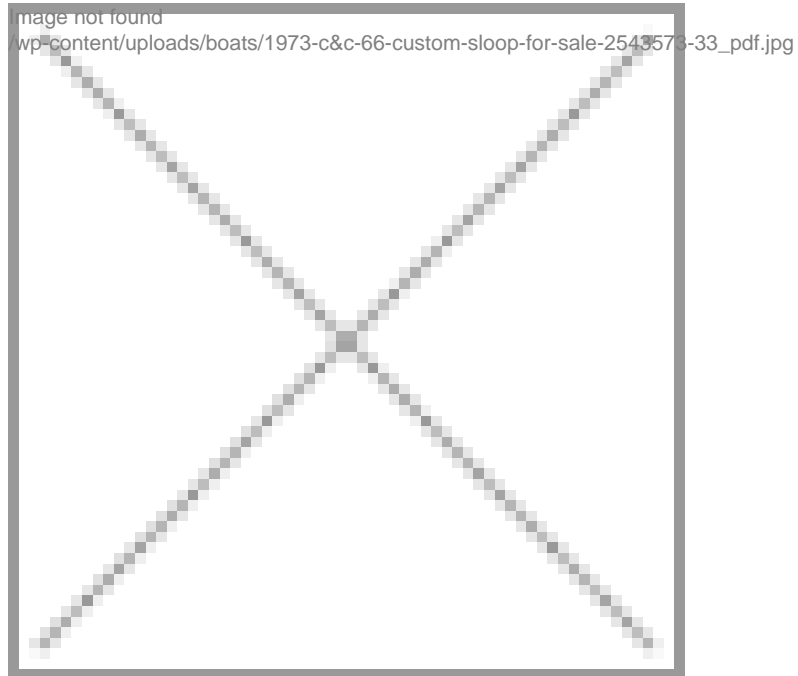
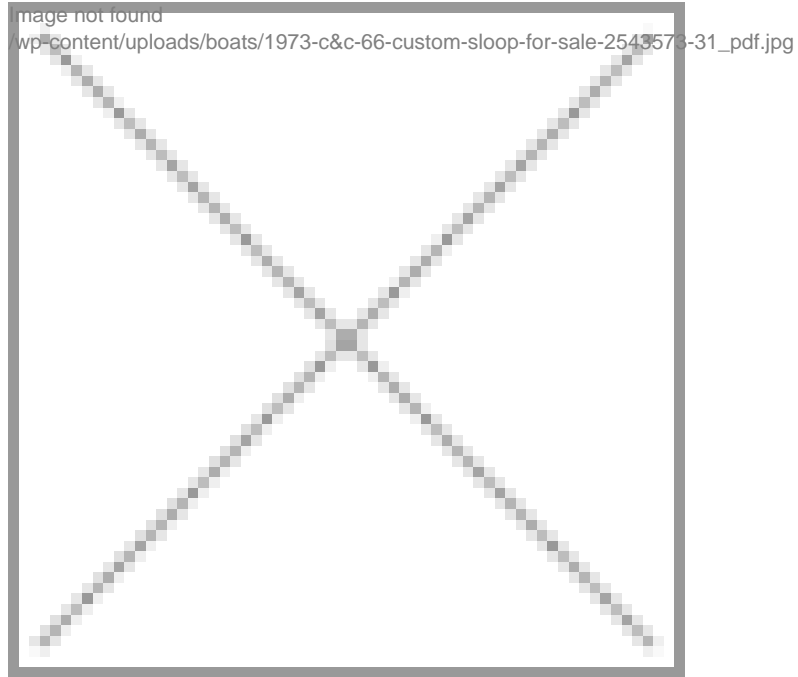


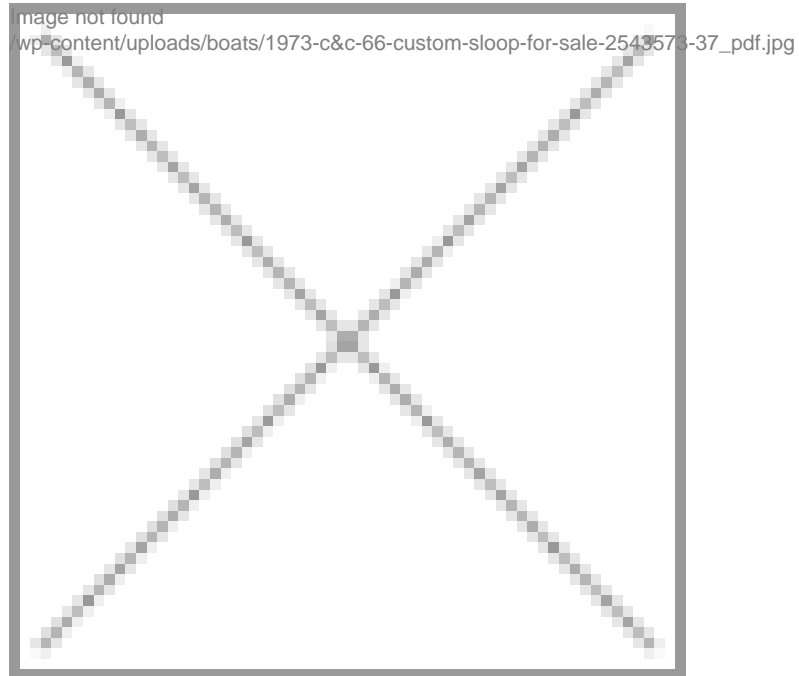
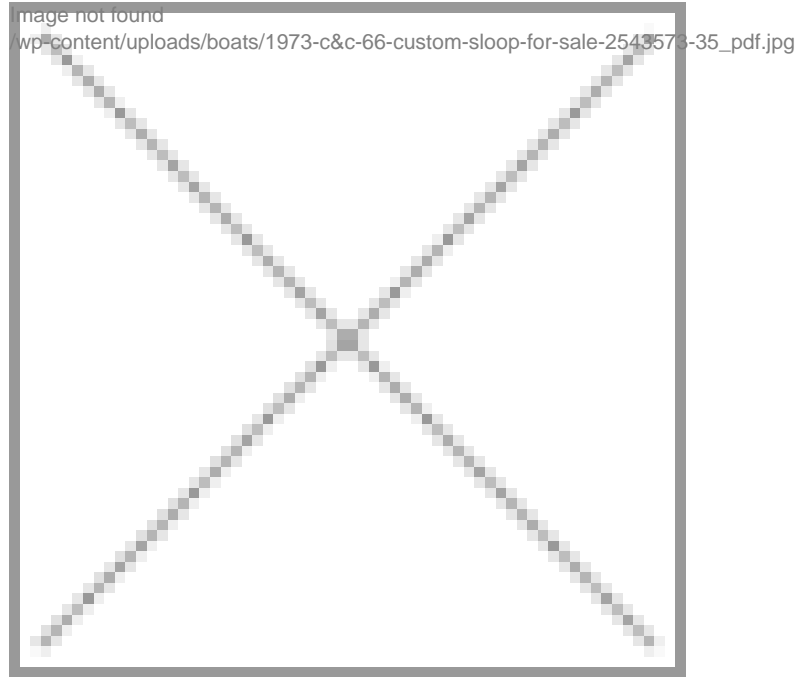














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