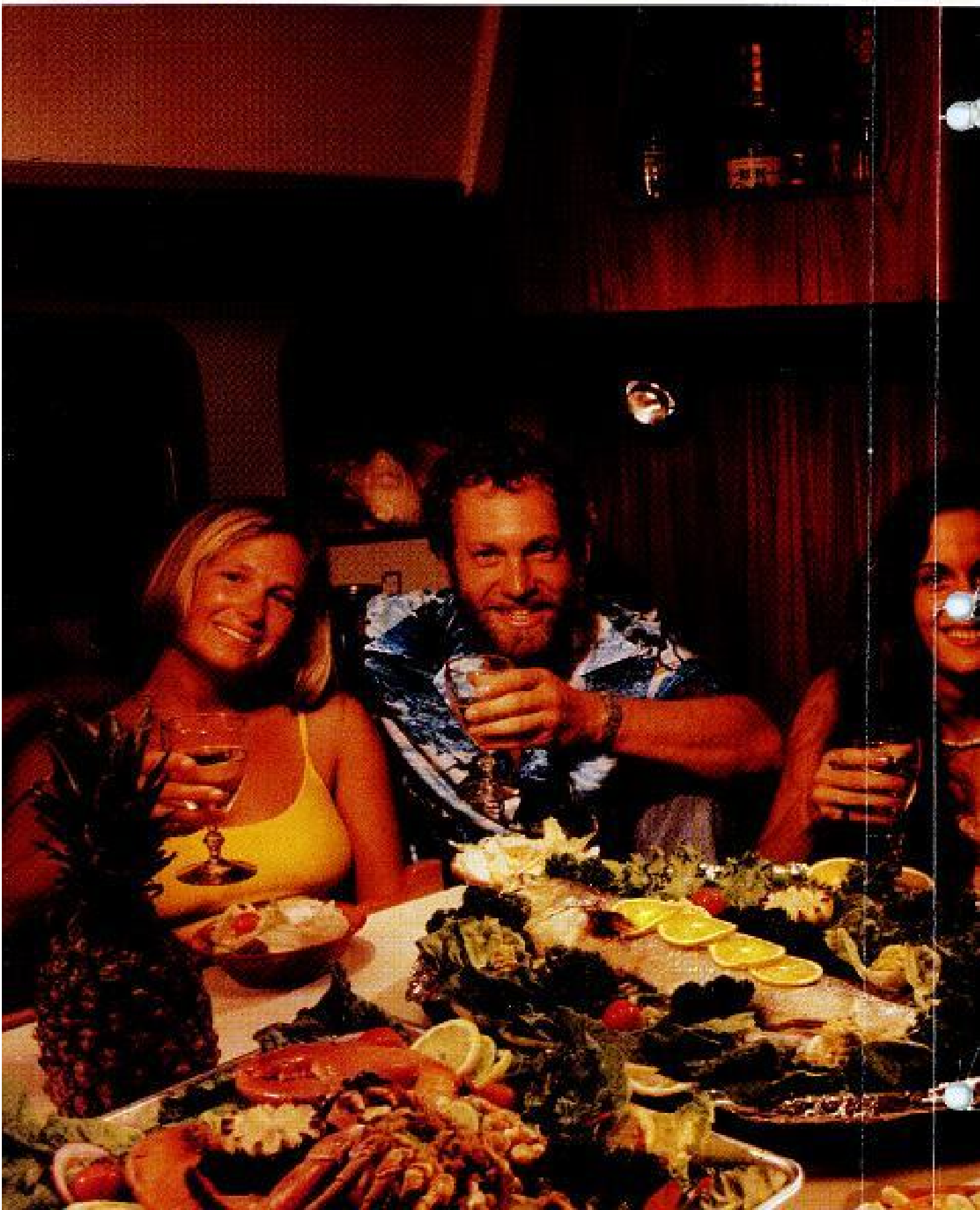
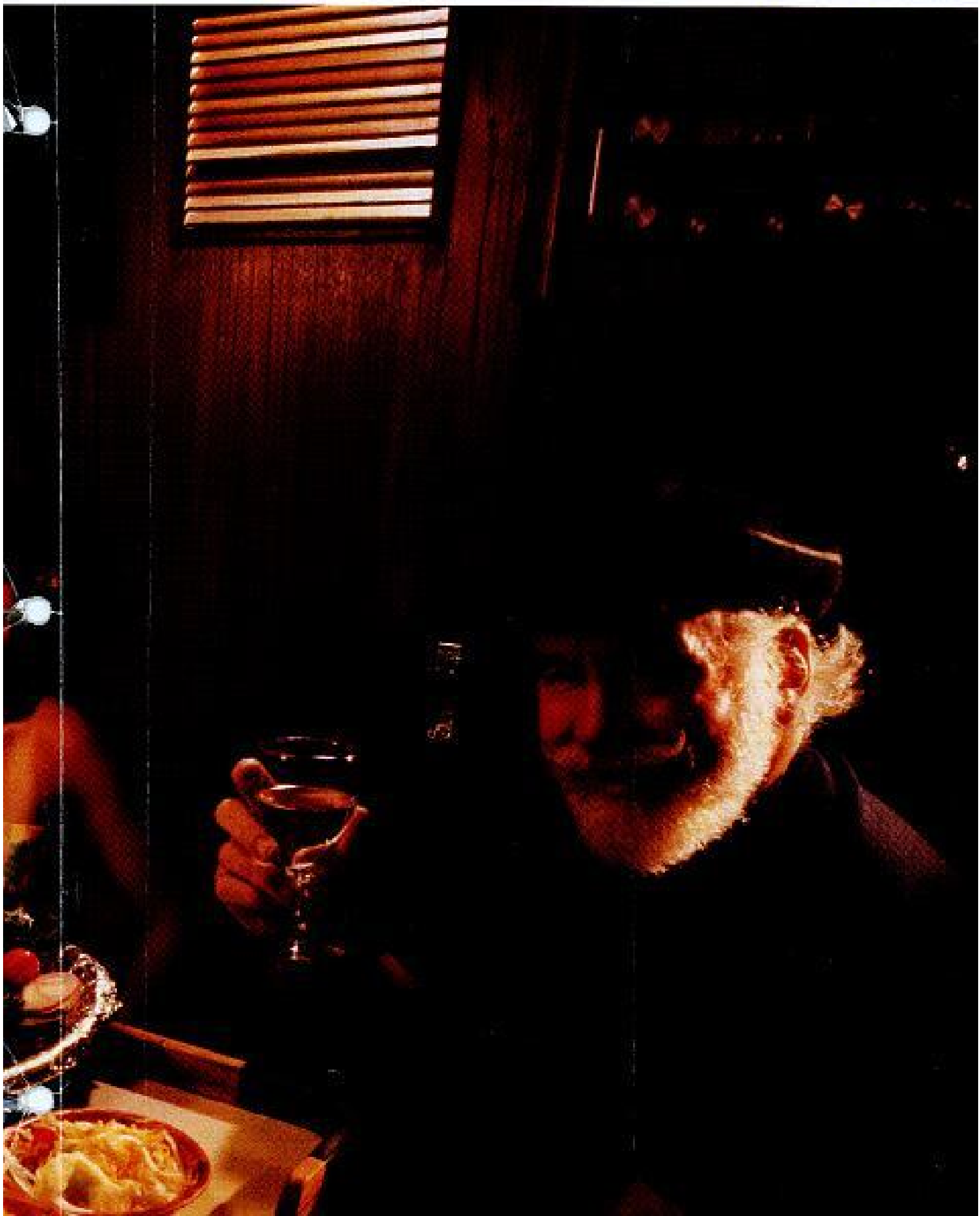


# Landfall 38

It gets you to landfall fast.  
In comfort and privacy  
that keep intimate friendships  
alive and well.







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## THE LANDFALL 38: SHE MAKES LANDFALL LUXURIOUSLY, AND SHE MAKES IT SWIFTLY.

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The Landfall 38 is an offshore passagemaker from the boards of one of the most respected designers of performance yachts in the world—C&C Design Group.

So she moves.

But her underbody and her amenities temper her performance with an extra measure of comfort and stability.

The Landfall 38 is a swift, spirited and purposeful cruiser.

Even before a first sail, she should be known intimately. Please read on.

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### HER UNDERBODY: MODERATE SHOAL DRAFT, GOOD TRACKING AND A RACER/CRUISER'S HULL SPEED.

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The Landfall has a fine entry, full quarter sections, a balanced rudder and a shallow, long fin keel.

She'll track hands off. She'll respond like a dinghy.

She'll sail in a smidge over 5 ft. of water.

She'll take off in light air.

And she'll cover miles at a rate of speed higher than comparable cruisers.

Study her underbody.

The Landfall 38 has a deeper Vd hull than today's IOR racer/cruisers. But she's not as deep as many a straight-out cruising yacht.

If she were, she wouldn't perform like a C&C.

Given the wind, the Landfall 38 will make 7 or 8 knots. And she'll surf at 10.

Her stability is built in by her healthy ballast to displacement ratio.

More than enough potential speed for a long fetch. More than enough stability.

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### HER KEEL: THE COMPUTER PRODUCED 5 POSSIBILITIES.

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The Landfall 38's long fin keel was one of five designs explored by C&C in the search for the ideal

trade-off between shallow draft, lift, resistance to leeway and drag.

The design selected, compared with one rejected, generated about 10% more lift and reduced drag a like amount.

The possible variations in keels are subtle. Even for as fundamental an approach as a low-aspect fin, they could not have been as successfully explored without C&C's high-tech approach.

(As for the endless debate about fin keels versus full keels for deep-water cruising: the trailing edge of a full keel contributes little lift for the considerable drag its extra wetted surface adds. The Landfall 38 was not intended for the yachtsman who buys drag.)



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### HER SAIL PLAN: 648 SQ. FT. OF POWER.

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One way to make a sail plan easy for a cruising couple to handle is to tune the power out of it.

Shorten the rig. Lower the aspect ratio of the sails. Reduce the demands on skipper and mate. And slow down the yacht.

The other way is C&C's way. Design the sail plan for power and the sail-handling gear for efficiency and convenience.

The Landfall 38's masthead sloop rig, with 648 sq. ft. of high-aspect main and foretriangle, provides the power to drive her hull to landfall fast. And to get her moving in light air sooner.

Her sail-handling gear make it possible—and practical—to sail her single-handed from the cockpit.

All major control lines lead aft to the cockpit.

The main can be reefed from the cockpit.

With optional roller furling, the foresail can be furled from the cockpit too.

What's more, the Landfall 38's main-sheet winch is self-tailing—specified for the convenience and safety of the cruising sailor.

There's an old adage behind the design of the Landfall 38's sail plan: "You can always shorten sail. You can't add sail that isn't there."

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### HER CONSTRUCTION: SPEED AND COMFORT FROM LIGHTER ENDS.

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To describe the Landfall 38 as a "balsa-core fiberglass yacht" is totally inadequate to explain why she is so fast and so smooth.

At a displacement of 15,000 lbs., the Landfall 38 is a medium-displacement yacht.

But her performance is not just a factor of relatively light weight for a big cruiser.

It's also a matter of where the weight is.

The Landfall 38 is light in the ends. She has a lower polar moment of inertia than most comparable cruisers.

The result is less pitch. She's more comfortable. And faster, because her hull-to-water relationship is more constant.

The Landfall 38 gets under way quickly in response to the set of her sails, something you'll feel immediately in light air.

But she gives up nothing in strength and security in heavy going, because she's built with uncommon rigidity and structural integrity.

The Landfall 38 sails, and sails well, in conditions that would delay many another yacht.

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### HER COCKPIT: DEEP, DRY, DELIGHTFUL.

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The Landfall 38 is a cruiser, powerful and swift. Not a racer.

A racer's cockpit is designed for the frenzied action of racing.

The Landfall 38's cockpit is designed for dry, easy sailing, no matter that her speed will equal some racer/cruisers.

Her coamings are high. Her cockpit is generous. Her seat backs are angled for comfort.

Her pedestal wheel is standard equipment. So is her stern pulpit folding swim ladder.

Her optional dodger is an integral part of her cockpit design: up or down, it clears all sail-handling lines and winches.

Fast, purposeful cruiser: the definition becomes clearer, doesn't it?

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### THE LANDFALL 38's AMENITIES: THEY FREE THE BODY AND MIND FOR AN ADVENTUROUS SAIL.

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Witness the photographs: the Landfall 38 is no flyweight racer in disguise.

She's a true cruiser, rich with varnished teak and tufted upholstery, crammed with astonishing details (overhead cupboards in the galley!) and outfitted with the highest quality rigging and gear for dependability under stress.

C&C's designers, plotting the Landfall 38, were oriented towards performance. But performance in context.

Her context is fast, dry, easy cruising, with stretch-out accommodations from stern to stern and privacy for two couples aboard.

That's what makes her such a superb cruiser. She offers the adventure of good, fast passages to sailors with bodies and minds at ease.

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### THE OWNER'S STATEROOM.

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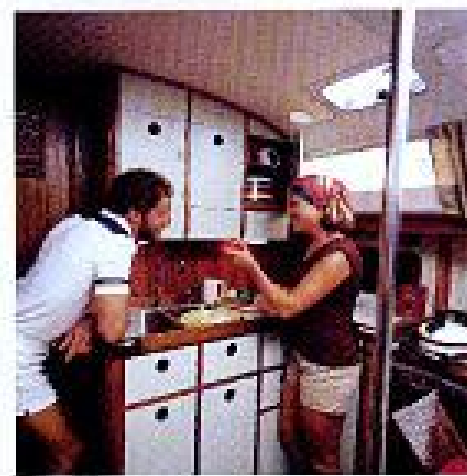
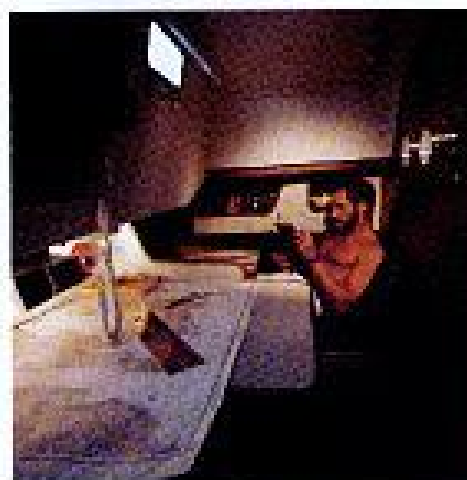
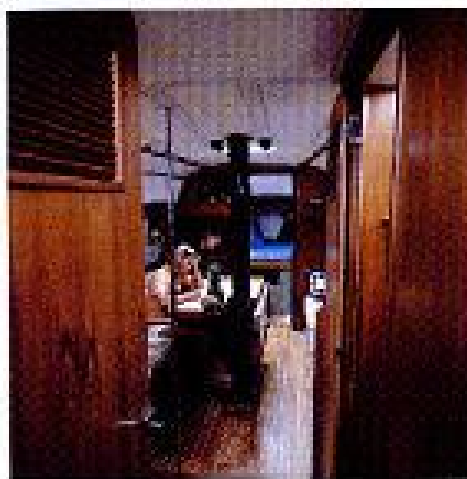
The companionway of the Landfall 38 offers immediate access topside from her owner's stateroom, a large teak-enclosed aft cabin with two berths and a nav station.

The owner's berths are actually longer than the beds most people sleep in at home, 6'6" - king-size length.

Maximum width of the double is

43" Of the quarterberth, a full three feet.

Beyond a solid, privacy-making door lie the galley, the head, the main salon and the forward stateroom.



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### THE GALLEY: OVERHEAD CUPBOARDS!

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You'll notice the second exclamation point in this brochure.

This one feature of the Landfall 38's galley warrants the excitement.

It's the ingenious product of C&C's industrial designer's mind: a bank of overhead cupboards, three wide and 2 shelves tall, with cutlery drawers beneath: food and utensil storage unheard of in a yacht the Landfall's size.

The result is more than convenience. It makes possible greater variety in mealtimes at sea. And expansive entertaining dockside.

Pressure hot and cold water is standard in the galley. So is the Landfall 38's 3-burner stove with turkey-sized oven.

The Landfall 38's one hook of a performer—standing still.

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### THE MAIN SALON: HAND-RUBBED, VARNISHED TEAK AND TUFTED UPHOLSTERY.

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There isn't a C&C yacht that hasn't demonstrated superb taste and finish in all its details, right down to hand-made louvered teak doors.

But the Landfall 38 achieves a level of opulence rare even to C&C.

Yards of satin-varnished teak. Yards of rich and rugged upholstery, tufted for stability and fullness and simply to look homier than expected in a yacht.

Each settee/berth is 7'3" long. Each is 24" wide, the norm for a sea-going berth.

They flank a drop-leaf dining table, edged in solid teak, with C&C's custom-made cast aluminum grabrail corners.

If a guest's first impression of a yacht is felt in the "Oooohs" and "Aaaaahs" of response to its interior, the Landfall 38 is a yacht that will make a profound impression.

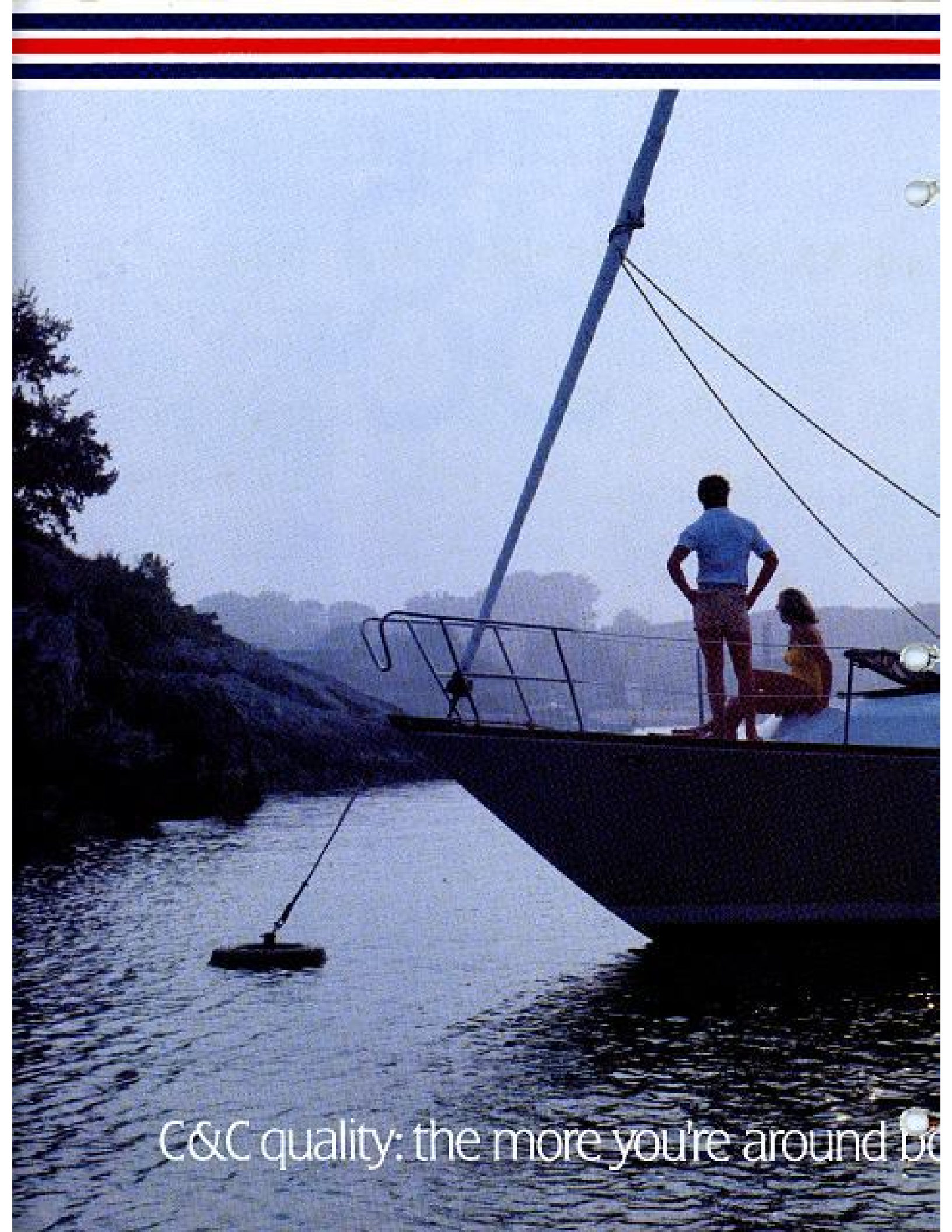
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### THE GUESTS' STATEROOM.

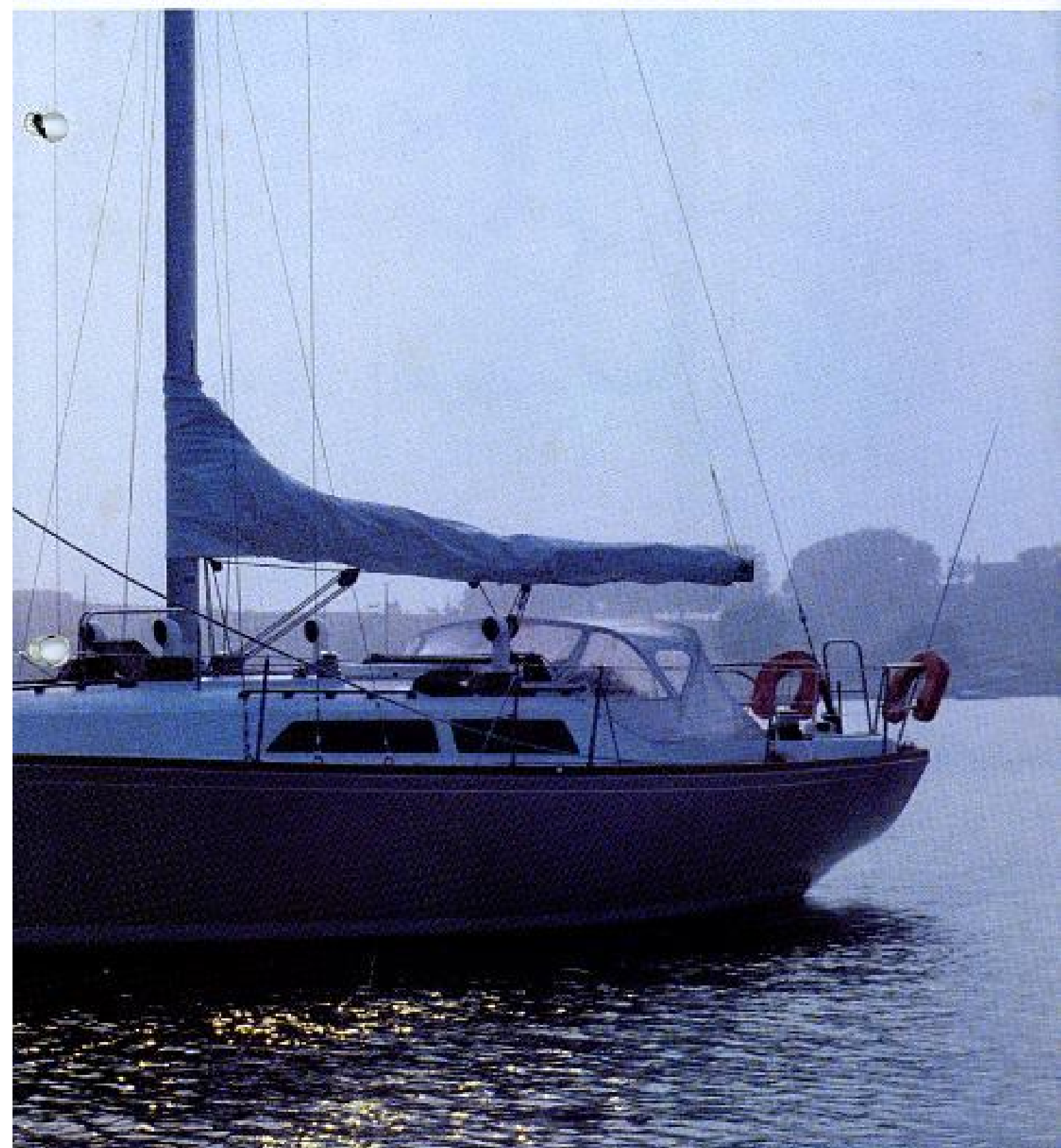
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The forward cabin is closed off from the main salon and further isolated by two hanging lockers.

Its V-berth with its filler cushion, is uncommonly expansive: 6'2" bulkhead-to-bulkhead, and an honest 8'4" long on the usual sleeping diagonal.



C&C quality: the more you're around bo



...ats, the more you believe in it.

