

JUST LAUNCHED

Panda 38: Easy to bear



Panda 38

When the two giant pandas that were gifts from the Chinese to the American people arrived in Washington, D.C., several years ago, they became instant celebrities. Charming, enigmatic, and shy, they displayed many of the characteristics that make the Panda 38 a rare find among sailboats. Like her namesakes, the sailboat comes from

the Orient (the Ta Shing yard on Taiwan), and like them, her true qualities are hard to assess from the outside.

Designer Gary Grant worked in the Bob Perry design office for years, so he is no stranger to performance cruisers. In his first commission on his own he received from Bob Berg of Tatoosh Marine, creator of the Panda

line, the mandate to push the "salty" full-cruising archetype to the limits of both performance and livability. Grant cut away the long-keeled forefoot and firmed up the turn of the 38's bilge. Stability and freedom from parasitic drag were the benefits. By carrying the relatively flat run of the Panda's canoe body well aft, Grant gave her improved speed off the wind. By drawing a transom stern for his creation rather than using the canoe stern of the full-cruising model, Grant extended the 38's waterline and increased usable deck space. All in all, Grant massaged the hull form to increase waterline length, reduce wetted surface, and reduce displacement. For instance, the 38 weighs 10,000 pounds less than the Panda 40, and her ability to click off the miles rivals Ling-Ling's appetite for bamboo shoots. A teak and spruce sole, teak staving, and laminated overhead beams exemplify the exemplary woodwork that is a Panda hallmark. Twelve scuppered opening ports made of bronze typify her careful outfitting. She costs \$110,000 commissioned on the West Coast. Tatoosh Marine, Inc., 3040 West Commodore Way, Seattle, WA 98199.

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