

Leaden overcast skies, anemometer cups apparently frozen in position, and fog—lots of it—limited visibility to about a mile. What a day for a SEA Trial on San Francisco Bay. But then, cruising sailors often find the weather not to their liking but deal with it as they must.

Since the Panda 38 sitting at the dock at Tatoosh Marine in Brick Yard Cove Marina is a cruising boat, why not proceed?

As we approached the Panda I felt that here was a good businesslike cruising vessel, a solid vessel with good stability. A cutter-rigged cruiser with a bowsprit about 3 feet long and her stem raked slightly forward, the Panda 38 appears similar to some of the traditional Scandinavian boats. With a cut-away forefoot and a full keel abaft the forefoot leading all the way aft to the rudder, it is actually a modern semi full-keeled vessel.

At the waterline, a substantial stainless steel stem fitting and bobstay leads to the bowsprit secured with a stainless steel collar. This arrangement is not unusual, but the size and quality of the hardware is impressive.

Firmly secured to the bowsprit is a teak platform with dual anchor rode rollers properly designed to receive a 35-pound CQR anchor. The platform is well vented to avoid undue sea pressure should it plunge into an oncoming wave.

A stainless steel double-railed bow pulpit is through-bolted to the bow with navigation lights mounted under the top rail.

The fiberglass hull is straked to give the impression of a planked wooden hull. An optional teak rub strake, about 10 inches below the deck line, is trimmed with a bronze covering for additional protection. At the deck line a sheer stripe runs from the bow around the entire hull as does the substantial bulwark with a teak rail cap. Hawseholes for mooring lines are available at the bow, midships and the stern. A large teak bit with stainless steel cap is secured on the foredeck to receive the bow mooring lines while stainless steel cleats receive all other lines. The teak bit is actually run through the deck and glassed into the hull while all the other cleats are through-bolted.

The deck is balsa cored fiberglass with a teak overlay. The exterior join-

ery work is well done as is the installation of hatches, hand grabs and dorade vents.

The trunk cabin is rounded at the forward end providing additional foredeck access which adds working area forward for sail handling. Opening port lights, five on each side, one at the forward end and one aft over the galley, add light and ventilation below.

The transom is quite broad with the top section reversed, giving the slight impression of a tugboat stern. The bottom retains a partial wineglass shape. This should give ample cockpit stowage and help reduce rolls—a desirable feature on a long cruise.

Boarding the vessel, I worked my way forward with ample side deck space. Getting past the shrouds, located inboard between the house and the bulwark was awkward, however.

On the foredeck, the forestay installation and all fittings are well engineered to stay put in severe conditions. Mounted flush in the center of the foredeck is a deadlight prism to provide additional light below. These deadlights also are installed along the side decks and the overhead to insure natural light below during inclement conditions.

Effective contrasting nonskid adds safety when working on the cabin top. Four dorade vents, two forward and two aft, with a mushroom vent over the shower give additional ventilation below. A large opening teak hatch is installed over the forward cabin with a butterfly hatch over the main salon.

The mast and boom by Kenyon are aluminum and appear quite adequate with Lewmar CST halyard winches. The standing rigging, forestay, backstay, upper shrouds, fore and aft lower

shrouds, as well as permanent backstays are professionally secured and bonded.

Teak hand grabs run along most of the outboard sides of the cabin. Sheet tracks mounted on the house and the deck are trimmed with teak to avoid fouling lines or toes. A well-built optional gallows is installed to receive the boom and a handsome sea hood, to protect the sliding companionway hatch, is well constructed. Aft the gallows on the cabin top are two Lewmar CST No. 30 forestays'1 winches, a main sheet No. 40 Lewmar CST winch and two primary jib sheet winches, Lewmar CST No. 48s, are mounted on the cockpit coaming.

In the cockpit there is ample space including a good bridge deck with engine instrumentation mounted in its face side easily visible by the helmsman. Pedestal wheel steering with access for emergency tiller steering is standard. All cockpit surfaces are teak with a teak grate in the cockpit well. The portside cockpit seat stowage locker is cavernous with room for the hot water heater, access to the forward side of the engine and shelving to keep the space organized. The starboard seat locker is shallow due to a quarterberth below, but there is sufficient room for some line stowage in its scuppered fiberglass tray.

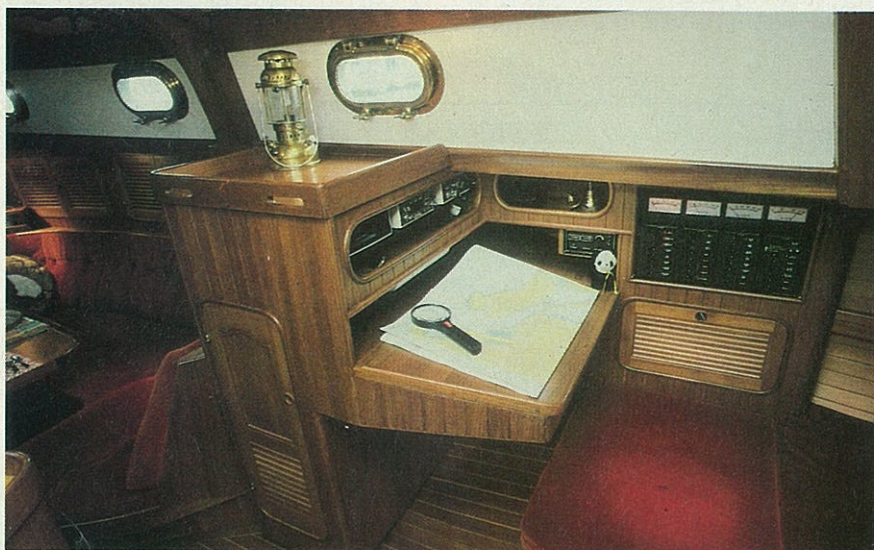
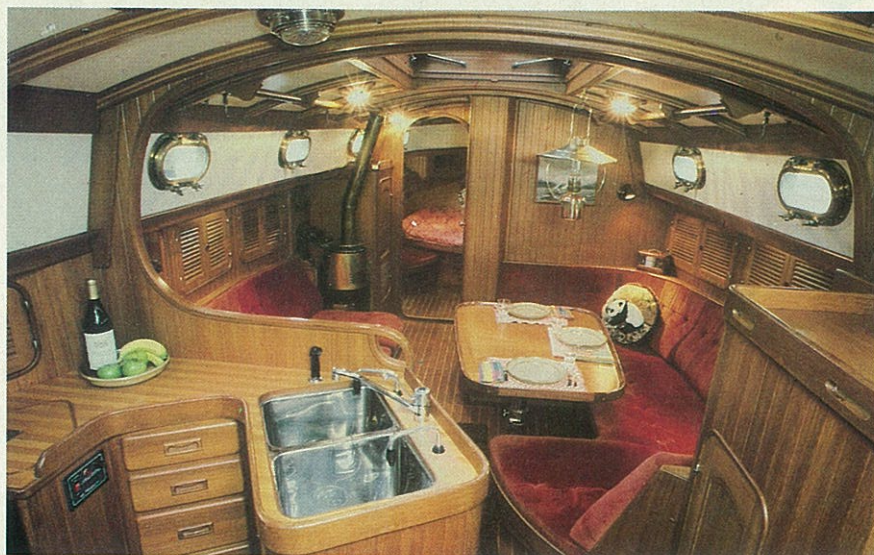
The lazarette, under the helmsman's seat, is a sealed fiberglass well with overboard drainage and large enough to hold two 5-gallon propane tanks with additional room for other items. Large port and starboard winch handle pockets made of fiberglass and very well scuppered provide additional stowage and they are equipped with fiberglass snap-on covers to reduce the

Panda 38

Traditional profile fails to obscure modern efficiency and comfort of this cutter.

By Bob Vollmer

PHOTOGRAPHY BY RICH COX



collection of dirt and unwanted debris. These covers are seldom found on a production boat and they are an example of thorough design planning that is apparent throughout the Panda 38.

Standing visibility from the cockpit forward is excellent. When seated behind the wheel, however, visibility forward is obscured by the mainsheet traveler and other items on the cabin top. This could be easily improved by raising the helmsman's seat a few inches. If it were constructed in a convex shape, it would also add stowage space in the lazarette. For those of us over 6 feet tall, the backstay is a little too close when standing at the wheel. It would be easy to move the backstay position from the rail cap directly aft to the outboard side of the coaming, providing a few extra inches of head clearance.

Going below you move through two teak louvered doors and a large sliding plexiglass hatch. Descending a teak ladder with nonskid treads, you will find a teak grate at the bottom to take drainage from foul weather gear. By the way, another nice standard feature is the interior hatch boards that are in addition to the louvered doors.

Looking around the interior there is a goodly amount of teak—the bulkheads, teak and holly cabin sole, teak galley with laminated teak counter, teak cabinets and furniture. The overhead is a light beige laminate with teak



Panda 38

DESIGNER: Gary Grant, Performance Design, Kirkland, WA

DEVELOPER: Bob Berg, Quicksilver Corp., 3040 W. Commodore Way, Seattle, WA 98199; (206) 285-1213

BUILDER: Ta Shing Yacht Co., Taiwan

DESIGN

Length, overall.....	37 ft. 7 in.	Displacement.....	19,000 lb.
Length, waterline.....	31 ft. 6 in.	Ballast.....	6,600 lb.
Beam.....	12 ft.	Displacement/length ratio.....	270
Draft.....	5 ft. 9 in.	Beam/length ratio.....	.32
Freeboard, stem.....	5 ft. 1 in.	Ballast/displacement ratio.....	.35
Freeboard, stern.....	4 ft.	Sail area/displacement ratio.....	15.8
Mast height above DWL.....	49 ft. 9 in.	Theoretical hull speed.....	7.52 knots
Fresh-water capacity.....	140 gal.		

PROPULSION

Engine:	Universal diesel, Model 40
	32 hp at 2,800 rpm
Gearbox:	Hurth V-drive
	2:1 reduction
Propeller:	Bronze 2 blade, R.H.,
	18-in. diameter by 14-in. pitch
Fuel capacity:	75 gal. (usable)

SAIL

Type of rig: Cutter	
I=45.2 ft.	J=18.5 ft.
P=39.5 ft.	E=15.2 ft.
Sail area: Total	704 sq.ft.
100% fore-triangle	396 sq.ft.
Main	293 sq.ft.
Jib	390 sq.ft.
Forestays'l	136 sq.ft.

DESIGN COMPARISON

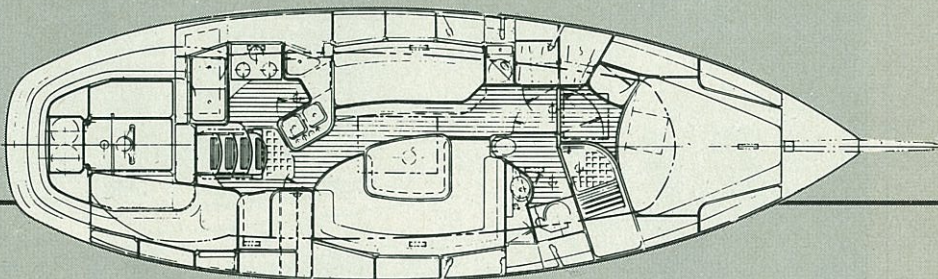
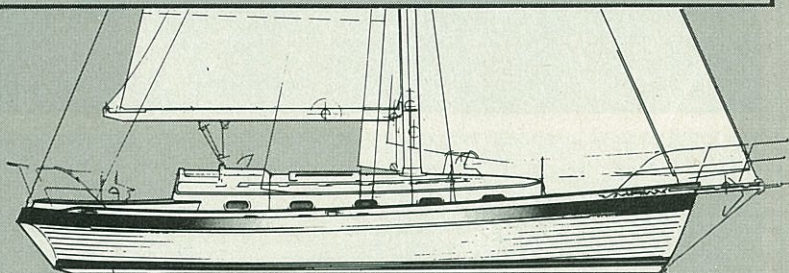
	FAST PASSAGE 39	PANDA 38	CHEOY LEE 38
Sailing rig.....	Cutter.....	Cutter.....	Sloop
Length, overall.....	39 ft. 6 in.	37 ft. 7 in.	37 ft. 11 in.
Length, waterline.....	33 ft. 6 in.	31 ft. 6 in.	30 ft. 11 in.
Beam.....	11 ft. 10 in.	12 ft.	12 ft.
Draft.....	5 ft. 6 in.	5 ft. 9 in.	5 ft. 8 in.
Displacement.....	21,000 lb.	19,000 lb.	18,800 lb.
Displacement/ length ratio.....	249	270	284
Sail area/dis- placement ratio.....	16.7	15.8	16.3

PRICE

Base Price \$108,000
(delivered Pacific Coast, fully commissioned)

Includes:

Universal diesel, Model No. 40, auxiliary
Heavy-duty 100-amp hour batteries (2)
Bass Yachtmate electrical panel w/4 meters
International running lights
120V AC wiring
Hot/cold pressure water-galley and shower
U.S. manufactured mast, boom and standing rigging
Three working sails: jib, forestays'l and main
Through-hull fittings/chain plates fully bonded
Stainless steel bow and stern pulpits
Dorade ventilators (4)
Mushroom ventilator
Deck prisms (6)
Bronze opening ports (12)
Teak butterfly hatch over main cabin
Opening teak hatch over forward stateroom
Bronze anchor rollers (2)
Lewmar, chrome-plated self-tailing, reefing,
halyard and sheet winches (9)



FACTORY OPTIONS

Boom gallows.....	\$395		
Bomar aluminum hatches			
in lieu of teak.....	885	Teak overlay on cabin top.....	2,100
Stainless steel pedestal guard.....	100	Spruce overlay on cabin	
Stainless steel traveler support.....	240	interior overhead.....	695
Stainless steel boarding ladder.....	375	Teak overlay on cabin	
Teak boarding ladder.....	305	interior sides.....	430
Screens on all opening ports		Spruce overlay on cabin	
& hatches.....	445	interior sides.....	320
Teak rubrails w/bronze cap.....	440	Velour cloth cushion covers.....	540
		Heavy-duty cable (2)	
		to chain locker.....	75
		Front opening door on ice chest.....	280
		Engine room blower.....	135
		Colored hull in lieu of	
		"Oyster White".....	465
		Colored house in lieu of	
		"Oyster White".....	205

battens but the trunk cabin sides are also light beige which helps brighten up a very warm and hospitable accommodation.

To port of the ladder is a slightly modified U-shaped galley with dual stainless steel sinks and a stove on the outboard side, and an icebox on the aft side. Stowage in lockers and drawers is well thought out and abundant.

Opposite the galley is the navigation station and a foul weather gear locker with drain. The navigator's seat is the forward end of the quarterberth with ample space for 6-footers. Stowage also is available above the berth with the ship's wiring panel outboard of the nav-station seat. This panel is one of the finest examples of professional wiring I have seen and it comes standard with four red lights that turn on as the panel is opened. There is sufficient stowage space above the chart table and outboard for electronic gear.

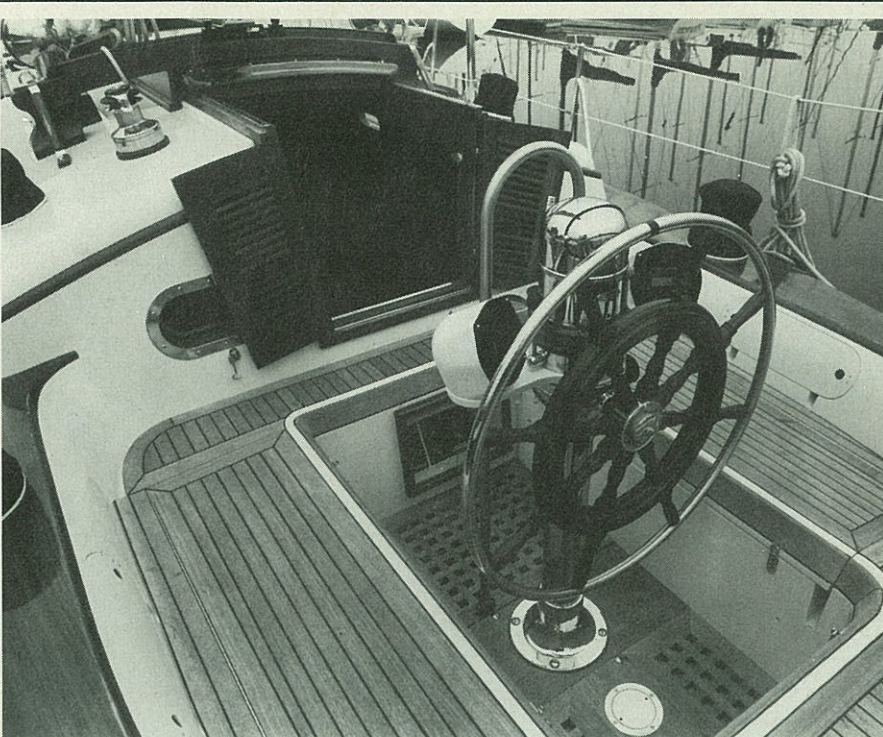
The main battery switch is on the forward end of the quarterberth with two 100 amp/hour batteries under the berth.

Engine access is under the companionway ladder which is easily removed. The Universal 40 diesel auxiliary with V-drive is installed with ample working space around the aft end of the engine. Access to the stuffing box is immediately available, but the forward end of the engine must be serviced through the portside cockpit locker.

Entering the salon, I found a nice feeling of separation from the aft area due to a partial bulkhead at the forward end of the galley. This should allow the galley mate to be part of the guests' conversation without displaying all of the galley clutter.

The starboard side of the salon has a U-shaped dinette which easily seats four with ample stowage behind the back cushion and above in lined lockers and shelf space. A settee berth to port provides similar stowage capacity with a water tank under and another water tank under the dinette berth. A 75-gallon fuel tank is mounted under the salon cabin sole. Both water and fuel plumbing have been professionally accomplished.

Just forward of the portside settee is a platform that is well suited to a large diesel heater. Forward of that is a camphor wood-lined hanging locker. Opposite the locker is a complete head with separate stall shower. The head is



well ventilated with an opening port and mushroom vent over the shower. Locker stowage is also provided along with a teak grate over the shower sump pan.

The forward private cabin is most comfortable with its own camphor wood-lined hanging locker, a small dressing seat and large V-berth with drawers under and loads of stowage. Locker stowage is also available above the berth. Access to the chain locker forward is through teak louvered doors.

Throughout the vessel 12-volt overhead lamps, reading lamps and red night-light convenience lamps are appropriately located. Duplex 110-volt AC outlets also are mounted in sufficient number for convenient dockside living.

Thanks to Bill Stennis, Tatoosh Marine manager, and his first mate Elizabeth, we managed to take the severe weather in our teeth, about 1400, and cast off. With 2 to 3 miles of visibility in fog and drizzle, we took the opportunity to check out the performance of the Panda 38 under power. From the cockpit, the engine noise was not objectionable and, due to the lead foam-lined engine compartment, reasonably normal conversation levels were possible below.

At approximately 2,000 rpm, we were doing a little over 6 knots as we cleared the breakwater. Now, with the helm hard over to port, we made a

360-degree turn well within our own wake. Continuing with another 360 to starboard, we completed a full figure eight within less than 2½ boat lengths.

Her immediate response to the rudder was outstanding and would be of great advantage when maneuvering in close quarters.

As we worked our way westward toward Angel Island, fortune barely smiled on us, increasing visibility to about 5 miles and we even found about 5 knots of wind coming through Raccoon Strait. With main, forestays'l and jib set, I found the Panda 38 performing well on a close reach with a speed of about 3 knots. Under this condition she balanced well, steering herself for as long as the wind continued—about 10 minutes.

Through the rest of the afternoon we continued to search for wind but were only successful on three or four occasions with never more than 6 knots for periods of less than 10 minutes. With only the working sails available, we were able to prove she would handle well with good directional control on all points of sail in calm waters.

The weather was disappointing, although the Panda 38 performance, under these conditions, was surprisingly agile. With all things considered, I would doubt that her performance would be any less acceptable in heavy weather conditions, but that experience would have to be another time.