

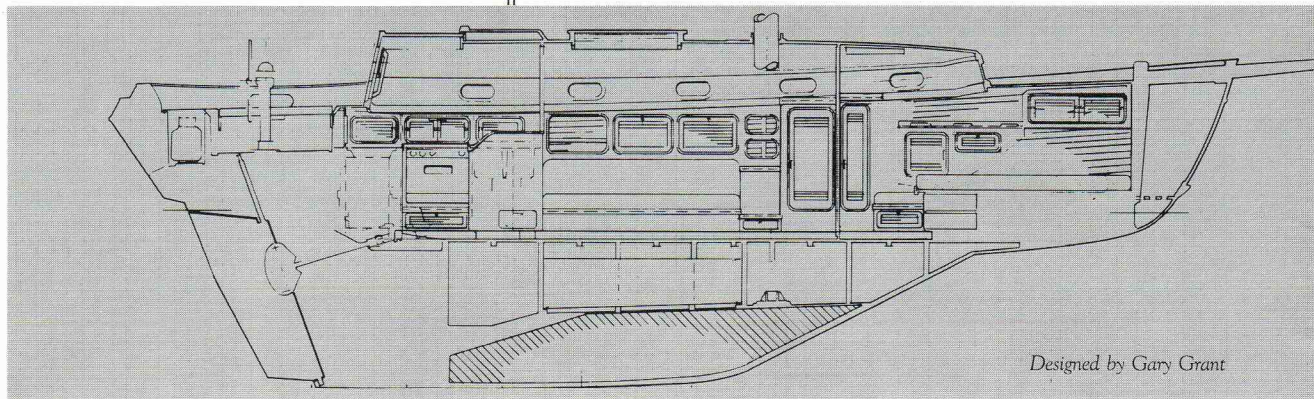
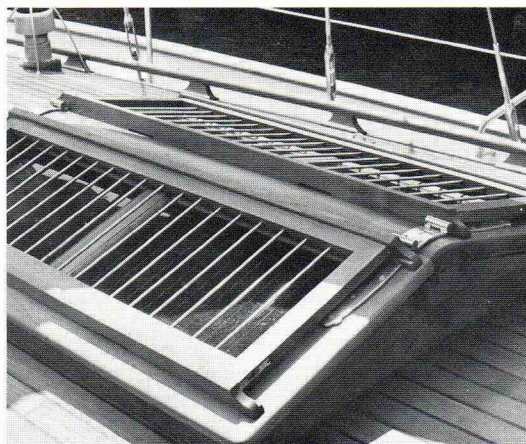


The usual reaction of people who are sailing the Panda 38 for the first time is "How did you do it?" That's not so surprising since she seems to be everything that a big Scandinavian style cruising boat is supposed to be, but she isn't. The things that she isn't are the real surprise.

Big Scandinavian style cruising boats are 'supposed' to be heavy and deep running, but the 38 isn't. Compared to her competitors, the Panda 38 is a welterweight, and her long flat runs have little in common with the slack bilges of so many 'salty' cruisers. She does have a luxurious interior, a semi-full-keel underbody, and an efficient cutter rig, but the similarities between the Panda and all the other 'bluewater cruisers' end there.

After years of producing the very successful Panda 40, and after thousands of miles of sailing her, we were convinced that many of our friends and customers needed a slightly smaller yacht. We also knew that there was no slightly smaller yacht that we could recommend to them, since none of the other builders of traditional cruising boats could come even close to the quality standards of our boatbuilder, Tashing. So we set out to create a new standard of measurement for smaller cruising yachts.

We imagined a yacht that was even easier to handle than her predecessors. And we did that by reducing her sail area, so the manageable canvas of our cruising boats became even simpler. In order to reduce the sail area, and still have a boat that would perform as well as we wished, we knew that we would have to reduce her displacement as well, so we set out to take a lot of weight out of the 'traditional' cruising design. We didn't want a little boat, however, since speed under sail depends so heavily on waterline length. Those were our dreams for the new Panda, and after we thought about them again and again, we gave the whole problem to our designer, Gary Grant, of Performance Design.



Designed by Gary Grant