

The mechanical components of the 38 are also Panda standards. The standing rigging is all domestic, as is the spar, as are the 110V and 12V electrical systems. The electrical system is fully bonded, and it is controlled via a Bass electrical panel. The 40 horsepower Universal diesel is mounted in a lead-lined engine box, and it sips fuel as it moves the easily driven hull along at 6+ knots.

The standard equipment list for the Panda 38 is essentially the same as all of our fine yachts: hot and cold pressure water, standard; saltwater and freshwater footpumps in the galley, standard; the separate stall shower, with sump pump, standard; the 'oversized' selftailing Lewmar winches, standard; the self-draining propane locker, standard; the electrical and manual bilge pumps, standard. The list just keeps going.

To make things cozier, the Panda 38 is foam insulated in the living areas (perfect for live aboard's). The decks are endgrain balsa-cored, light, quiet, and strong, and we stand behind the 38 with the same warranty and customer service program that have made our past customer our good friends. To those previous customers, the 38 is no surprise at all. She is exactly the kind of boat that they expected us to build. She is exactly the kind of boat that cruising sailors have been wanting for years.

The Panda 38 is fast, she is handy, she is a fine passage-maker, and she is very well built. Yet the only extreme thing about the 38 is her comfort. She is the 38-footer that we dreamed about, and after you see her and sail her, you'll probably ask, "How did you do it?" too. Then you'll start asking how you can get a Panda 38 of your own.

