

The Panda 38 is a sophisticated cruising yacht, classic in appearance and advanced in function. The Panda 38 is intended to satisfy the needs of the cruising couple or small cruising family, and all of our design efforts in the areas of dimensions, form, layout and equipment have been directed toward that end.

In appearance the Panda 38 resembles the best boats of that era when well-proven working craft were evolving into yachts. Her overhangs have been kept to a minimum, while maintaining a pleasing profile, and her oval transom allows us to extend the effective waterline length of the yacht farther than would have been the case with a full canoe stern. The style of the 38 makes her an attractive smaller sister to the developer's very successful Scandinavian style cruisers, but one that does not make undue sacrifices in terms of performance.

Great effort has been made to keep the craft's maximum displacement (measured with half-tanks, equipment and crew) at a trim 19,000 pounds. This feature, combined with a relatively low freeboard, ample sail area, and a classic streamlined hull, makes the Panda 38 a high-spirited and low windage yacht.

The wetted surface of the 38 has been kept to a closely calculated minimum, without sacrificing the form stability required for a yacht of this displacement, or the handling advantages inherent in the semi-full keel configuration. The entry is fine, and the distribution of displacement is such that the Panda 38 has both the fun performance of a weekend cruiser, and the carrying capacity required of a passagemaker. The keel of the 38 is a fully developed foil section, and she has no distortions in her full form. The result is a yacht that is easily driven, yet has a comfortable and predictable motion.

The cutter rig of the 38 was designed around the performance parameters required for short-handed sailing. The rig allows for maximum versatility with minimum complexity, and it is designed to allow one person to increase or decrease the driving power of the yacht without calling upon superhuman strength or agility. Because of her light weight, the Panda 38's moderate sail area is sufficient to drive her easily in even light airs.

The cockpit has been anthropocentrically engineered to be a secure and comfortable working area for the skipper and crew, as well as a pleasant place to relax. Both of these are prime considerations in a cruising yacht of this size.

The interior plan of the 38 has been designed as a rather lavish cruising suite. The galley is of a size more commonly found on boats 45 feet long, with large easily accessible icebox/refrigerator areas and generous dry storage. The chart table can double as an additional counter to complement the galley, and the quarter berth (or nav seat) provides seating for the ship's cook or navigator.

The main salon has been completed with either a U-shaped dinette, or drop-leaf table with settees, and pilotberth. Both versions have deep contoured cushions for comfort and security, and the choice of interior arrangement will probably depend on the owner's ultimate plans for the yacht. Utilization of space in this area, as in all other parts of the 38, has been carefully considered to insure maximum function and efficiency.

An enclosed shower and head arrangement, along with a private stateroom forward, rounds out the Panda's cruising habitat. There are numerous vents, hatches, and a grand total of twelve opening portlights to insure adequate ventilation in the yacht, and extended stays on board are made possible by the 140 gallons of fresh water and 75 gallons of fuel that are her standard capacities.

As a design exercise, the Panda 38 was a very satisfying challenge. Her builder, Ta Shing, is one of the best in the world, and deserved a superb boat. Her developer, Bob Berg, is a client who insists on the best work we can do, and will refuse to accept "slick" solutions or simply "pretty" ones. Many of his boats have very traditional styles, but he demands that each one go as far as possible to the performance end of the spectrum rather than settling for "salty" looks. In the Panda 38 we have created a boat that satisfies all of his requirements: a comfortable, fast, easily sailed fun boat that has the capability of going just about anywhere.



*Gary Grant*