Pronavia 38, 2008

Location: **Gothenburg**
Price: **1 400 000 SEK (128 885 €/963 125 DKK/548 329 PLN)**







Pronavia 38-2008 in very good condition, updated, Swedish-built quality boat.

KEY FACTS PRONAVIA 38

Designer	Builder	Engine
Christian Stimson/Pronavia	Karlskrona	Yanmar 4JHE

Loa	Beam	Draft	Lwl
11,58 m	3,87 m	2,05 m	-
Displacement	**Ballast**	**Max height**	**Fuel tank**
6850 kg	2850 kg	17 m	80 l
Headroom	**Engine hours**	**Win code**	**Hull Number**
-	450 ca h	-	-



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DESCRIPTION OF PRONAVIA 38

The Pronavia 38 was first presented by Pronavia Marine AB in Karlskrona in 2004. The Pronavia 38 is a further development of the Reflex 38. The production was initially carried out by Pronavia's subsidiary in Gdansk, Poland. After a few years, production was moved to Karlskrona, and Bravehart is built in Karlskrona.
The designer Christian Stimson from New Zealand is a recognized skilled designer, read more about him below.

This example is extremely well maintained and updated. 3 cabins, generous spaces and top-class woodwork that absolutely rivals the yards at Orust builds, maybe a touch sharper?

Add to that a cockpit that would make any X-Yachts sailor a little jealous, and the open transom has been admired by many from ever greater distances when sister boats have shown up on the racing courses over the years.
For those who just want to enjoy nice, fast sailing with double-digit surf on the log, this boat model is probably the optimal pleasure machine.
Christian Stimson is a Fellow of the Royal Institution of Naval Architects (RINA), presently President of RINA (NZ), a qualified naval architect with over 30 years' experience afloat, on the shop floor, and in the design office, he currently lectures at Auckland University of Technology's Maritime Engineering BEng degree course.

Stimsons designing roots lie in sailboat design, initially high-performance dinghies such as International 14's, then sports boats like the Reflex 28 and racing yachts such as the Reflex 38. This led to joining the British America's Cup team in 2002/3 which further underpinned the design philosophy of seeking efficiency at every turn.

With a background in high performance craft, including America's Cup, Christian believes weight management and accurate definition of the design brief in relation to the yard's capabilities and project's commercial constraints essential for producing a good design, along with adoption of modern design and analysis tools (e.g. in house CFD), feedback from trials for calibration of prediction tools, and collaboration with experts in their appropriate field such as structural engineers and exterior designers.
https://www.stimsonmarinedesign.com/