

Copernican revolution

The Rio Yachts range evolution is pressing on, especially the one between the 10 and the 20 meter in length. Now is the turn of the Parana' 38, an historical name which reminisces the '60s and a motorboat made of wood...

By Luciano Pau - Photos by Andrea Muscatello

12.30 m

Despite it being about 12 meters long, it is a real craft. The interior has been overseen and furnished with quality materials which are representative of the yard style very close to the concept of Made in Italy.

What's been happening at Rio Yachts is nothing more than what they said would have happened, three years ago when the glorious shipyard celebrated its 50th anniversary. At that time, they were presenting a renewal program for their line, naming the new models after some of those that have made history for the company. First, there was the Colorado series, followed by the Espera. Now it's Parana's turn, debuting with a 38' model. The Parana 38 we previewed and tested in Pozzuoli (Naples) sets itself apart from other cruisers by its stylish, decisive profile and soft top. Even though she has an overall length of 12 meters, she still qualifies as a "small craft," so is not subject to property taxes and registration. In the planning phase, a great deal of attention was paid to both substance and quality, keeping space distribution perfectly well-balanced and comfort levels as high as possible, to satisfy even the most difficult customer. By day, you can hang out in the teak-floored cockpit, varying the modules to suit your needs, like, for example, transforming the sofa and table into another sunbed, or enjoying the pilot's position from a deck chair under a soft top that can be opened to let in light and air. **By night, the lower deck's rooms are laid out to host four people in two double, en-suite cabins with a convertible dinette facing a well-appointed kitchenette.** There is also a second kitchen al fresco. One particularly clever touch of practicality is provided by the some of the automatic features, such as the electrically



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> This Rio boat design is by Marino Alfani, together with the yard technical department.



The berths are split between the guest and owner cabins. In addition, two berths are available in the convertible dinette. There are two bathrooms. There can be max 12 people on board.

Technical details

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www.rioyachts.com info@rioitalia.it

Project Marino Alfani and Rio Yachts technical department

Hull Building material: Vtr. • Overall length 12.30 m • Length of approval 9.98 m • Beam 3.65 m • 2 cabins • 4 + 2 berths • 2 bathrooms • max 12 people on board • Max power 2 x 300 Hp • Fuel tank capacity 780 L • Water tank capacity 300 L

Engine Volvo D4 300 • Diesel Common Rail, aftercooler and turbo • 4 cylinders in line, 4 Stroke, 4 valves per cylinder • Common Rail + EVC injection system • bore x stroke 103 x 110 mm • Swept volume 3,700 cc • Max power 300 Hp (220 kW) at 3500 rpm • Weight including propellers and transmissions 663 Kg

CE Certification: B Category

Price 320,000 € (excl.VAT) equipped with 2 x 300 Hp Volvo Penta D4-300 or 310,000 ? equipped with 2 MerCruiser TDI 3.0 DTS of 260 hp

Performances

Rpm	Knots	L/h	Estimated range	Flap in %	L/nm engine
1,000	6,7	14	400	--	0.89
1,500	9	18	420	--	0.87
2,000	10,8	30	310	20	1.19
2,400	16	48	280		1.29
2,500	18,4	55	270	30	1.28
3,000	27,6	76	315	30	1.18
3,500	35,5	125	220	50	1.63



controlled table base, and soft top opening and closing mechanism, making daily life on the vessel fun and easy. Designed to carry cruise-loving families, the Parana' 38 is the classic example of what "Made in Italy" means to the nautical industry. The color schemes have been carefully selected, as have the various materials, from the polyvinyl resins alongside ortho resins, to the teak flooring and countertops, to the wood for the furniture. The interior design emphasizes the pleasure of life at sea, even at night, thanks to vast windows that look directly out onto the water's surface amidships. The heads are both equipped with separate showers. The space under the mattresses has been designed to store whatever you don't want to put in the wardrobes. We should note that the engine room opens just on one side, which makes access to the second motor a bit difficult in case it should break down at sea. The pilot's area has a quite classic, but very functional console. **Both forward and lateral windows offer excellent visibility and depth of view while sailing.** There are two possible options as far as motors are concerned, both diesel and stern drive. One is a MerCruiser that puts together two 260hp TDI 3.0 motors, each with DTS controls, while the other uses twin 300hp Volvo D4s.

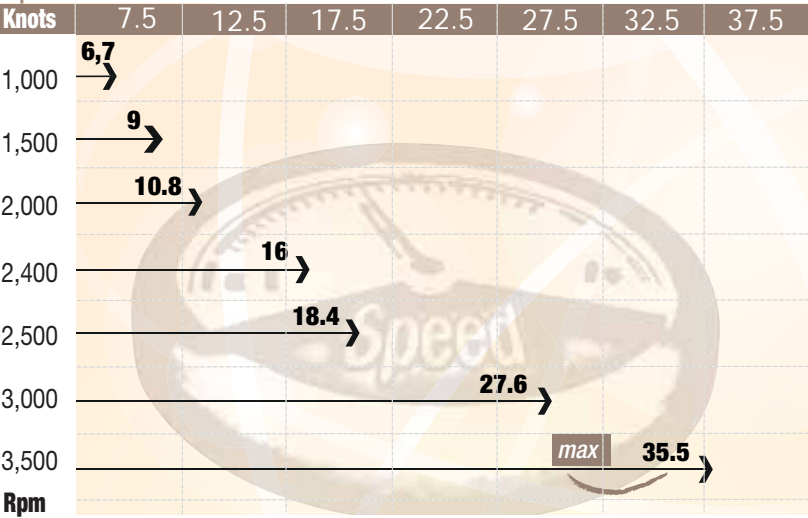
It was this latter configuration that powered the model we tested, on a day with excellent weather conditions, plenty of sunshine and calm seas. We could really appreciate how easily she handled for a vessel her size, as well as her performance, getting up to top speeds of 35 knots at 3500rpm. It was a real pleasure piloting this yacht which, despite its weight and volume, moves with great agility and responds readily at a touch on the single-lever controls. Thanks to excellent sound-proofing of the engine room, you can easily carry on a conversation in the helm station without needing to shout. The controls are well balanced and the wheel well calibrated, so our maneuvers were perfectly executed by the stern drives. Great frontal and lateral visibility when traveling forward, a bit less when executing tight turns due to the placement of the structural supports. Fuel consumption levels are pretty good, too, since at 3000 rpm (corresponding to a speed of 27 knots), it uses 76 liters an hour per motor, while at top rpm, this figure goes up to 125.

Performances and details

Maximum speed	Range at cruising speed nm	Weight/power ratio kg/hp	Ratio L/H	Max people on board
35.5	315	11.66	3.40	12
➔ Test condition				
Place	Pozzuoli, Naples	Sea	calm	
People on board	5	Fuel on board	about 600 L	
Wind	breeze	Water on board	180 L	

Notes: propellers G5 • engines 2 x 300 hp Volvo D4 • dinette headroom 195cm • Owner cabin headroom 185 cm • Owner berth size 197 x 150 cm • Forward bathroom headroom 187cm • Guest cabin headroom 127 cm • Guest cabin berth size 197 x 150 cm • Guest bathroom headroom 178 cm • Engine room headroom 120 cm.

Speed in knots



Total fuel consumption

