



Princess 388 > PRINCESS IXORA



Price	SEK1,260,000 VAT paid
Location	Bergkvara - Sweden
Year	1991
LOA	38'8" / 11.78m
Beam	13'7" / 4.14m
Draft	3'1" / 0.94m
Displacement	8,000kg / 17,637lb
Hull Material	GRP
Engine	2 x Volvo Penta TAMD 61A Turbo, 306hp
Builder	Marine Projects Ltd, Plymouth, UK
Designer	Bernard Olesinski
Accommodation	4 berths in 2 cabins



BROKER'S COMMENTS

The Princess 388 flybridge is a classic motorboat featuring a well-designed hull for excellent sea-keeping qualities and an interior that offers comfortable, practical accommodation for vacations or extended voyages along the European coasts.

The yacht's hull bottom is designed as a planing hull with molded-in longitudinal strakes. These strakes help the yacht reach planing speed more quickly by reducing hydrodynamic resistance, thereby improving fuel efficiency. The strakes also act as small, fixed longitudinal trim flaps, helping to keep the yacht stable at high speeds and during turns. The hull features a sharp V-shape at the bow that gradually flattens out towards the stern, providing stability and a smooth ride in brisk weather and rough seas.

The Princess 388 was built by the English boatyard Marine Projects, Ltd. in Plymouth. The boatyard has been building boats since 1965 and is known for its well-conceived constructions and timeless design. The Princess 388 Flybridge was launched in the late 1980s and was built until 1992.

The Princess 388 Flybridge, PRINCESS IXORA, was launched in 1991 and has remained in the same ownership ever since. The owner's technical expertise has ensured that the yacht has been professionally serviced and meticulously maintained throughout this period. As a result, PRINCESS IXORA is in excellent condition and presents as a yacht considerably younger than her years would suggest.

The owner has particularly appreciated PRINCESS IXORA's generous beam of 4.14 metres, which is wider than that of comparable motorboats, typically averaging around 3.80 metres, with few exceeding 4 metres. This additional beam provides greater interior volume, most notably in the saloon, while also creating a more spacious aft deck. A sofa extends across the full width of the aft deck, making it a natural gathering place for socialising and entertaining when guests come aboard.

The yacht has been stored indoors every winter. In recent years, she has seen very limited use and was not launched at all in 2025.

Key Facts:

- Deck saloon with sofas on both sides and a full-width glass wall facing the aft deck.
- Full-beam settee at the aft end of the aft deck.
- Raised helm station in the forward part of the saloon.
- Galley, two double cabins, and two heads.
- Flybridge with helm station and sunbeds.
- Twin engines.
- Hull design features semi-tunnels for shafts and propellers, reducing the draft.
- Longitudinal strakes in the hull design result in lower fuel consumption.
- Bow thruster.
- Diesel heater.
- Diesel generator.
- Electric anchor winches (bow and stern).
- Lightly used and always stored indoors during winter seasons.
- Only one owner.

Explore more photos here: <https://berthonscandinavia.se/en/yachts-for-sale/princess-388-princess-ixora/>

CONSTRUCTION

RCD Status: Our understanding is that the yacht is exempt from the essential safety requirements of the Recreational Craft Directive as she was built and placed into use within the EU prior to 1998.

Hull, Deck & Superstructure Construction:

- The hull is constructed of single laminate GRP.
- The hull features transverse frames and longitudinal stringers.
- Both engine beds and load-bearing bulkheads are laminated to the hull.
- Hull exterior finished in ivory-white gelcoat.
- The hull bottom is designed for planing, featuring a relatively deep V-shape. This means a sharp angle at the bow that gradually flattens out towards the stern, resulting in a stable, smooth ride and good course stability.
- Hull bottom is molded with longitudinal strakes that help the boat quickly reach a planing condition.
- The hull incorporates a semi-circular tunnel above each propeller, reducing the yacht's overall draught. This arrangement also allows for a shallower propeller shaft angle, minimising the tendency for the stern to lift and the bow to dip under power, thereby improving propulsion efficiency
- The hull bottom has been sanded and treated with seven layers of epoxy, alternating between grey and green (applied about 1993). It has been washed and coated with antifouling paint annually.
- Metal content in the antifouling paint was measured in April 2021, and the yacht was approved for a home port in the city of Kalmar.
- Horizontal deck and superstructure surfaces feature sandwich construction with a balsa core.
- Flybridge with access via the starboard side from the aft deck.
- The deck, aft deck floor, and flybridge floor are surfaced with a synthetic material resembling teak decking.

MACHINERY

Engine & Gearboxes:

- Diesel engines - 2 x Volvo Penta TAMD 61A, turbocharged, 306hp each. 6 cylinders.
- Engine 1 serial no. 1101033709 and Engine 2 serial no. 1101033707.
- Straight propeller shafts, counter-rotating via the gearboxes.
- Engines located beneath the saloon floor. An inspection hatch is situated in the saloon floor, amidships near the door to the aft deck.
- For servicing, a large double hatch (covering virtually the entire saloon floor) can be opened to fully expose the engine room.
- Sound-insulated engine room. Helm stations with engine controls in both the saloon and on the flybridge.

Maintenance & Performance:

- Just over 1,100 engine hours @ October 2026.
- New turbochargers for increased power and reduced fuel consumption (2001–2002).
- New exhaust elbow on port engine (2016).
- Standard servicing performed annually.
- Cruising speed approx. 22 knots.
- Fuel consumption at cruising speed approx. 3–3.5 L/NM.

Propulsion & Steering:

- 2 x 3-bladed fixed propellers.
- Hydraulic steering system, both rudders linked together.
- Bow thruster, Side-Power 7 hp (**1999**).
- Autopilot, Cetrek 737.
- Emergency steering – tiller connects directly to the rudder post in the storage compartment beneath the aft deck.

ELECTRICAL SYSTEMS**Voltage Systems:**

- 12V / 220V.

Battery Banks:

- 2 x engine starter batteries, AGM Super Cycle, 125 Ah each (2020).
- 2 x service batteries, AGM Deep Cycle, 100 Ah each (2020).
- 2 x bow thruster batteries, AGM, 95 Ah each (2025). Can be connected as a backup for the service batteries.
- 1 x starter battery for the diesel generator (2024).
- Location: engine starter batteries and service batteries in the engine room between the engines. Location: bow thruster batteries under the berth in the forward cabin.
- Location: generator starter battery next to the generator in the storage compartment under the aft deck.

Battery Chargers:

- Shore power connection (220V) and Victron 50A charger (2020).

Generator

- G&M diesel generator, 4.2 kW (new starter motor and battery, 2024).

Alternators:

- Each engine has a standard 12V alternator.

Shore Power:

- Shore power connection, 220V; inlet mounted on the starboard side, at the aft edge of the deckhouse next to the stairs to the flybridge.
- Electrical panel with ground fault breaker and circuit breakers.

Other Electrical:

- 12V outlet.
- 220V outlet.
- Burglar alarm.

PLUMBING SYSTEMS**Fresh Water & Water Heating System:**

- Freshwater pump for hot and cold water serving the galley, head sink, shower, and swim platform shower.
- Water heater heats water via the engine cooling system or shore power. Location: in the storage compartment under the aft deck.

Bilge Pumps:

- Manual bilge pump, operated from the space beneath the port-side aft deck bench seat.
- Electric bilge pump with float switch.

Other Pumps

- Sea water washdown pump with outlet on the foredeck.

Through Hull Fittings

- All through-hull fittings replaced, bronze material (2017).

TANKAGE**Fuel:**

- 2 x diesel tanks, one for each engine. Total capacity approx. 1,150 litres. Located outboard of each engine.

Fresh Water:

- 2 x water tanks. Total capacity approx. 500 litres. Located under the aft deck.

Holding Tanks:

- Holding tank, approx. 180 litres. Located under the floor amidships.
- Discharge via hull valve.
- Deck fitting installed but not connected.

NAVIGATION EQUIPMENT

- Magnetic compass.
- Log and wind instruments.
- Chartplotter, Garmin GPSMAP 1223 XSW (2024).
- Radar, Furuno 1930.
- AIS, Watchmate Vision Wi-Fi transponder (2014).
- VHF, Furuno FM 4721 with distress function (2014).
- Engine panel for each engine T.
- Trim flaps control.
- Rudder angle indicator.
- Autopilot control.
- Anchor winch controls for both bow and stern winches (stern winch can only be operated from the helm stations in the saloon and on the flybridge. Bow winch can be operated from the helm station in the saloon helm, the flybridge, and via a handheld remote plugged in at the bow).
- Remote control for searchlight.
- *Note: Older depth sounder (with repeater on the flybridge) is out of function.*
- Starboard and port navigation lights on the side of the deckhouse.
- Masthead and anchor lights on the radar arch.
- Stern light on the transom.

On Flybridge:

- Magnetic compass.
- Chartplotter, Garmin GPSMAP 1223 XSV (2021).
- Additional VHF handset.
- Engine panel for each engine.

- Trim tab control.
- Rudder angle indicator.
- Autopilot control.
- Windlass control – (see description at the saloon helm station).
- Remote control for searchlight.

DOMESTIC EQUIPMENT

Galley:

- Stove with two gas and two electric burners.
- Microwave/conventional oven, Panasonic NE-8857.
- Refrigerator, Isotherm (2020).
- Ice maker, U-Line (2010), located on the port side by the aft deck.
- Double sink.
- Hot and cold-water mixer tap.

Heads/Showers:

- 2 x electric-flush toilets (using sea water).
- Washbasin with hot and cold-water mixer tap.
- Shower facility in the toilet compartment.

Heating & Ventilation:

- Diesel heater, Eberspächer D7L, with outlets in the saloon, galley, cabins, and heads.
- Defroster vents for the saloon's front window are also connected to the heater.
- Ventilation: vents in the cabin roof for both heads, and a vent in the deck hatch for the forward cabin.
- The deck hatch in the forward cabin can also be opened.

Entertainment:

- Radio/ stereo.
- TV, LTC 24', Smart LED (2021).
- TV antenna, Glomex, mounted on the radar arch.

Lighting:

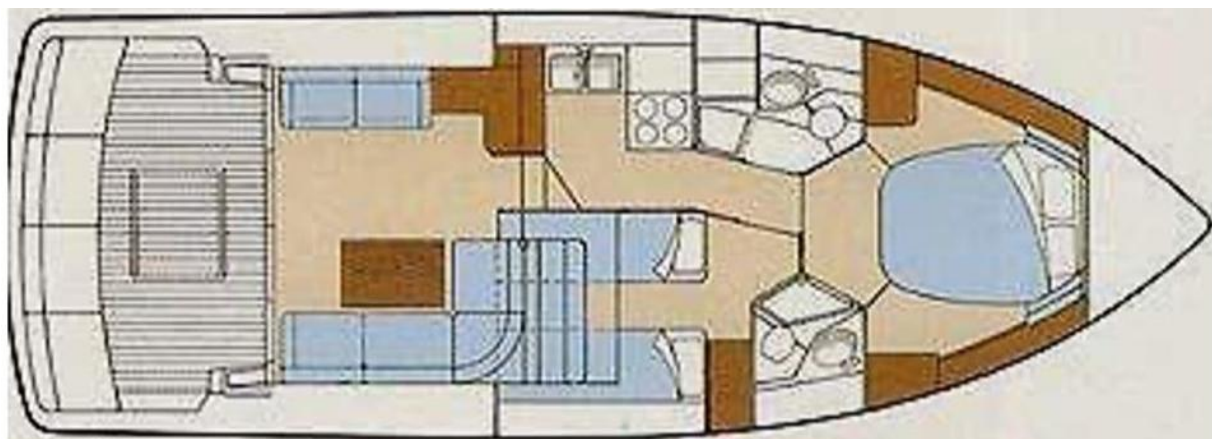
- Reading and general lighting in the saloon and cabins using LED lights.
- Halogen ceiling spotlights in the saloon.

ACCOMMODATION

Summary of Accommodation:

- 4 berths in 2 cabins.
- Matte-lacquered teak joinery with off-white ceiling and side panels.
- PRINCESS IXORA, features more teak interior details than other 388 yachts. For example, the longitudinal main bulkhead extending from the helm station down to the starboard cabin is finished entirely in teak. There is additional teak paneling in the starboard and forward cabins, and the galley floor features teak slats with light-colored caulking.
- The saloon sofas were originally upholstered in fabric but have since been reupholstered in genuine leather in a matching off-white shade.

Internal Layout:



Description of layout from forward:

- The forward cabin features a double berth positioned amidships, flanked by cupboards and a wardrobe.
- Two heads are located between the starboard cabin and the forward cabin, one on each side of the boat. Both heads include shower facilities, though the port-side head features a separate shower stall.
- Amidships on the starboard side, there is a cabin with two single berths. The cabin offers good headroom in the areas where one normally moves around. Only the foot ends of the berths have lower headroom, as they are situated partly beneath the helm station.
- The galley is situated amidships on the port side.
- The deck-level saloon features sofas on both sides and glass doors opening onto the aft deck. The helm station, located on the starboard side at the forward end of the saloon, is raised to provide excellent all-round visibility while underway.
- Headroom in the saloon = 1.89 m.

DECK & FLYBRIDGE

- Aft deck, partially covered, featuring a full-beam sofa at the stern.
- Side decks running from bow to stern on both sides.
- Full-beam swim platform at the transom, equipped with an anchor winch, anchor fitting, and chain roller.
- Flybridge located on the saloon roof, featuring a helm station and a two-seater bench. The backrest can be flipped forward to allow for aft-facing seating.
- L-shaped seating on the flybridge (port side and extending towards the aft edge) that converts into a sunbed with the addition of cushions.
- Windscreen at the forward edge of the flybridge.
- Remote-controlled spotlights on the radar arch and the forward edge of the flybridge.
- Bow spotlight.
- Deck lighting on the underside of the radar arch and the sides of the flybridge.
- Horn on the forward edge of the flybridge.
- Internal communication system with speaker/microphone on the forward edge of the flybridge. Enables communication between the helm station in the saloon and the foredeck, as well as between the helm station in the saloon and the flybridge.

DECK EQUIPMENT

General:

- Stainless steel deck railing.
- Ladder from the aft deck (starboard side) to the flybridge.
- Folding swim and rescue ladder on the starboard side of the swim platform.
- Anchor chain locker in the bow with a deck hatch.
- LPG cylinder compartment with a hatch on the starboard aft deck, next to the stairs to the flybridge.
- Davit system (Whitall ED 15).

Anchoring & Mooring Equipment:

- Lofrans electric windlass on the bow deck. (The bow windlass can be operated from the helm station in the saloon, the flybridge, and via a remote control unit plugged in on the foredeck.)
Bow fitting and anchor roller
- Galvanized chain, 10 mm.
- Bruce anchor, 20 kg.
- Lofrans electric windlass on the aft swim platform. (The aft windlass can only be operated from the helm station in the saloon and on the flybridge.)
- Fitting and anchor roller on the swim platform
- Galvanized chain, 7 mm.
- Bruce anchor, 15 kg.
- Cleats at the bow, midships, and stern. Total: 6.
- 4 x mooring lines.
- 4 x fenders.
- Fender holders at the aft edge of the flybridge.

Covers, Canvas & Cushions:

- Protective covers for the aft deck sofa and flybridge instrumentation (2020).

SAFETY EQUIPMENT

Fire-Fighting Equipment:

- 3 x fire extinguishers. Located by the galley, the forward cabin, and the starboard cabin.

BERTHON

INTERNATIONAL YACHT BROKERS

Berthon Sales Group HQ

Bath Road
Lymington
Hampshire
SO41 3YL
England

+44 (0)1590 679 222
brokers@berthon.co.uk
berthoninternational.com

On-site at Berthon Boatyard & Marina

+44 (0)1590 673 312
enquiries@berthon.co.uk
berthon.co.uk

Berthon Scandinavia

Ängsvägen 12
473 33
Henån
Sweden

+46 304 694 000
brokers@berthonscandinavia.se
berthonscandinavia.com

Berthon Spain (Head Office & Yacht Services)

Carrer de Can Rius 14 -
Local 1 07610
Palma de Mallorca Spain

+34 971 415 441
office@berthonspain.com
services@berthonspain.com
berthonspain.com

Berthon Spain (Yacht Sales)

Edificio Reina Constanza
Calle Porto Pi 8 - 8B
07015
Palma de Mallorca
Spain

+34 871 044 659
brokers@berthonspain.com
berthoninternational.com

Berthon Spain (Barcelona)

Port de la Ginesta
Port Ginesta, 806
08860
Barcelona
Spain

+34 674 461 405
services@berthonspain.com
berthonspain.com

Berthon USA

40 Mary Street
Newport
Rhode Island
02840
USA

+1 401 846 8404
sales@berthonusa.com
berthonusa.com

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