

PRINCESS 55

DIMENSIONS AND CAPACITIES

Length overall (Pulpit to Transom Platform)	55.4 ft.	(16.88m)
Length overall (ex. pulpit & transom platform)	53.9 ft.	(16.43m)
Beam	15.7 ft.	(4.78m)
Displacement (approx. dry)	15.5 tonnes	
Draught (approx.)	3.5 ft.	(1.06m)
Fuel (approx.)	420 galls.	(1910 litres)
Water (approx.)	210 galls.	(955 litres)
Designer	Bernard Olesinski	

ENGINES Twin Volvo TAMD71/MG507 (358 hp) – turbocharged and intercooled diesels, driving contra-rotating shafts via 2:1 Twin Disc reduction gear-boxes. (Alternative engines up to twin 450 h.p. also available: please ask for details.)

HULL The hull is modified deep V section designed by Bernard Olesinski. Running from deep V section for'd to more moderate sections aft, it incorporates longitudinal spray rails and has exceptional sea-keeping qualities giving both a soft ride and extremely good directional stability in adverse conditions. The reverse sheer transom gives a waterline length normally associated with much larger craft. Apart from giving the craft enhanced sea-keeping and ride, this also significantly improves both speed and fuel efficiency as the ratio of all-up weight to planing area is much reduced. Thus fast cruising speeds at modest throttle settings can be achieved.

The hull is a one piece grp moulding and is laid up by hand using chopped strand matt, woven rovings and unidirectional rovings. The moulding incorporates longitudinal and transverse stiffening giving immense strength. The engine beds and structural bulk-heads are moulded integrally to the hull and the saloon floor, cockpit deck and forward accommodation floors are also structurally bonded further adding to strength and rigidity. The standard hull finish is a high gloss gelcoat in light ivory.

SUPERSTRUCTURE This consists of 3 major mouldings. The coachroof (including side decks and cockpit deck), the flybridge deck and the flybridge itself. Apart from the flybridge, all the other mouldings are structurally bonded together and to the hull. They are of balsa core construction for a high strength/weight ratio and good thermal insulation. All deck surfaces have an integrally moulded non-slip finish and feature an attractive planking effect in the grp moulding.

The flying bridge is fitted so that it can be removed for transportation if necessary.

As with the hull, all superstructure mouldings are finished in light ivory gelcoat.

SALOON

Clock and barometer set.
Floor hatch access to engine room (with ladder).
Floor hatch access to for'd machinery space.
Opening windows (P & S), stainless steel frames, tinted safety glass – (apart from for'd facing – clear for night vision).
Overhead variable spotlights.
Concealed lighting behind pelmets.
Corner Unit containing hi-fi* with radio/stereo/graphic equaliser, cassette storage, 60 litre fridge (24v/240v), storage cupboards, sliding drinks locker/trolley.
'L' shaped settee with armrests to port.
Straight settee to starboard.
Both settees secured with catches but moveable as required.
Stowage in linings behind settees.
Coffee table.
220v points.
*Hi-fi has speakers in cockpit, on flybridge and 4 in saloon.

DINETTE AREA

Dining area for up to 6 people with hi-lo table which converts to large bed if required.
Stowage below seating and behind backrests.
Overhead lighting.
Opening window behind.

GALLEY

Gas/electric hob (4 burner) – or all electric if required.
Combined microwave/convection oven with grill.
Large (197 litre) refrigerator (24v/240v) incorporating 34 litre deep freeze compartment.
Dishwashing machine.
Oak finish units.
Work top tiled finish.
Extraction hood over hob trunked to exterior.
Overhead cupboard with plate/cup/saucer stowage and food storage.
Low level cupboards and drawers.
Remote panel with water level gauge and A/C load meter.
Double bowl sink.
1 double 220v point.
1 single 220v point.
Mid height stowage units.
Overhead lighting.
Concealed lighting.
Opening stainless steel portlight.
Optional washing machine/tumble drier.

PASSAGEWAY

Concealed lighting below steps and in passageway.
Overhead lighting.
De-humidifier below steps (UK and N. European specification only – otherwise optional).

FORWARD CABIN

Large double bed.
2 large hanging lockers with shelves above (and internal lighting).
Dressing table.
Drawers.
Overhead lights.
Individual reading lights.
Concealed lighting.
Radio/stereo.
Quartz clock/alarm.
For'd hatch with roller blind.
2 opening stainless steel portlights.
2 x 220v power points.
Cupboard by bedhead.
Mirror.
Access to private toilet suite.
Deckhead vents.

PORT CABIN

Two full size single berths in over/under formation or double berth if required.
Large hanging locker with shelf above and internal lighting.
Overhead lighting.
Individual bunk lights.
Concealed lighting.
2 opening ports.
Bedside table with stowage.
Large mirror.
Overhead stowage lockers.
220v point.
Deckhead vent.

STARBOARD CABIN

2 large single berths (or double as required).
Large hanging locker with shelf above (and internal light).
Full length mirror.
Bedside table with stowage.
Overhead stowage lockers.
Deckhead vent.
Shelves port and starboard.
Stowage below berths.
Concealed lighting below berths.
Overhead lighting.
Individual bunk lights.
220v point.

OWNER'S SUITE (Optional at no extra charge)

(N.B. In this layout the forward cabin and port cabin are combined).
Large double bed.
Hanging locker to starboard.
Full width wardrobe with mirrored doors.
4 opening stainless steel ports.
Dressing table.
Desk with drawers and storage.
Seat for'd of desk.
Stool to desk.
Overhead and concealed lighting.
Individual reading lights at double bed and desk.
Radio/stereo.
Quartz clock/alarm.
2 x 220v power points.
For'd hatch with roller blind.
Cupboards by bed head.
Access to private toilet suite.
Deckhead vents.

TOILET/SHOWER ROOMS

Sea toilet (electric).
Separate shower compartment with sliding perspex door.
All fittings gold/gilt finish.
Teak and holly floor in toilet area, teak grating in shower area.
Vent with extractor fan.
Washbasin with H & C.
Mirror (large).
Towel ring.
Formica lined compartment.
Overhead lockers.
Overhead lights.
Locker below washbasin.
Toothbrush/mug holder.
Paper holder.
Opening stainless steel portlight.
Shaver point.

AFT CABIN (OPTIONAL)

2 single berths.
Toilet compartment with hanging locker and electric sea toilet.
Washbasin with H & C supply and hinging top over, with mirror.
220v power point.
Individual berth lights.
24v lighting.
Stowage below berths and in cupboards and drawers.
2 opening ports (one port, one starboard).
Shaver point.
Mirror.

N.B: If aft cabin not specified then area is fitted out as stowage space – still with access hatch below aft seat and ladder – area is floored out and has stowage shelves/lockers etc. fitted.

SALOON CONTROL STATION

Located in overhead unit:- Cetrek 721 autopilot with dial-a-course facility.
Intercom/loudhailer with horn and automatic foghorn.
Multichannel VHF with handset (extension speaker and handset on flybridge).
Log/speedo with timer (repeat on flybridge).
Echo sounder (twin scaled with alarm – repeat on flybridge).
Space for navigation aids.

Located by wheel:- Electronic compass interfaced with autopilot.
Reserve magnetic compass.
Engine instrumentation (rev. counter, oil pressure, water temperature and volt meter, plus warning buzzers for high water temperature, low oil pressure).
Helm position indicator.
Fuel Gauges (2).
Engine hour meters (2).
Turbo and gearbox oil pressure gauges.
4 automatic electric bilge pump controls.
Remote searchlight controls (repeat on flybridge).
Switch panel (circuit breakers) for electrical circuitry requiring switching from helm position.
Remote anchor winch control.
Windscreen demist controls (if heating fitted).
Cigarette lighter.
Opening window.
Armrest locker.
Chart table and stowage.
Horn push.
Engine and steering controls.
(N.B. Engine controls are single function as standard, i.e. separate gear and throttle levers but dual function controls – single lever – can be fitted for no additional charge if required.)

FLYBRIDGE

Steering and engine controls.
Control position with repeat engine instruments and warning buzzers (hinged perspex splash cover).
Remote anchor winch control.
Remote searchlight control.
Horn push.
Helm position indicator.
Repeat electronic compass.
Repeat echo sounder (with audible alarm).
Repeat log.
Remote VHF handset.
Remote VHF speaker.
Intercom to saloon.
For'd facing seating (for 4) with reversible backrest.
Stowage space in seat boxes.
Drinks locker/glove compartment.
'L' shaped seat with backrest (seats 6/7).
Grp hatch to access point.
Extension speakers from saloon hi-fi.
Seating and console covers.

COCKPIT

Large self draining grp cockpit with grp planking effect.
Port locker with double calor gas box and fuel cock shut-off location.
Starboard stowage locker and manual bilge pump back-up system location.
Aft cockpit seat with backrest.
Grabrails around cockpit.
Extension speaker from saloon hi-fi.
Transom shower (H & C).
Icemaker in cockpit lining (standard on S. European and U.S. specification – otherwise optional).

BELOW COCKPIT

Water tanks and pressure pump.
Generator set 10.6 K w in own grp sound insulation box and with exhaust silencer.
General sound insulation below deck.
Automatic fire extinguisher.
Storage space.

ENGINES/STERNGEAR/STEERING

Twin Volvo TAMD71 (358 hp) diesels driving contra-rotating T-Met shafts via Twin Disc MG507 1.5:1 reduction gearboxes.
Engines mounted on longitudinal bearers glassfibre integrally to hull and with fore and aft structural bulkheads. Engines flexibly mounted and flexibly coupled to shafts for low noise and vibration levels.
Water lubricated shaft logs with cutlass bearings.
Aluminium bronze 'P' brackets with cutlass bearings.
Engine room acoustically lined.
Automatic electric bilge pump.
Suction point for manual back-up bilge pump.
High volume hull side air intakes.
Blower fan with time delay to cool engine room after engines stop.
Automatic fire extinguishers in engine room.
Seacocks to engine water intakes with remote water strainers having toughened plexiglass viewing panel.
Aluminium bronze counterbalanced rudders linked to hydraulic steering system with rudder indicators at both steering positions.
Emergency tiller supplied.
Modified high speed equipose propellers in aluminium bronze.
Zinc anodes on hull linked to boat earthing system.
Access ladder from floor trap – also large opening hatches for major engine servicing.

FORWARD MACHINERY SPACE

Master circuit breakers for generator set and shore support.
Battery charger.
Calorifier – heated by both engines – and immersion heater.
Access to de-humidifier (when fitted).
Access from floor trap.
Access to electrical distribution boxes.
Access to autopilot control box.
Storage space.

ELECTRICAL A) 24v system:- this is supplied from heavy duty batteries charged by the engine alternators. One bank of batteries is solely for engine starting and another bank is for auxiliary power. The alternators charge via a double diode system so each alternator charges both sets of batteries automatically sensing the proportion of charge to deliver to either bank of batteries depending on need.

There is a central distribution panel (adjacent to the control position) with circuit breakers and L.E.D. indicators controlling all circuits. Navigation lights have individual L.E.D.'s which only function if lights are operating correctly. The battery master switches are also operated remotely from this position (although they can also be operated manually if required). A keypad operated by an individual boat code number activates power to the master relays to obviate the need for keys. A voltmeter is fitted in the distribution panel with sensing facilities to either bank of batteries.

The electric anchor winch is supplied via one of the circuit breakers on the distribution panel but also has a thermal overload cutout fitted by the control position. The winch can be operated from foredeck, flybridge or saloon console which, with the automatic launching stemhead roller, means the anchor can be both lowered and raised remotely.

B) 220/240v system:- A 10.6 Kw* 220/240v diesel generator is fitted below the cockpit deck in its own soundshield. It has an exhaust silencer and own inlet seacock and high capacity water filter. The generator has its own starting battery which it charges itself.

The 220/240v distribution circuits are incorporated into the same central control panel as the 24v. the remote start/stop panel for the generator is also fitted here. Again circuit breakers and L.E.D. indicators are used to control all circuits. The generator supplies a ring main, the microwave/convection oven, electric rings on the gas/electric hob unit, dishwasher and an immersion heater in the hot water tank (for use when water is not being heated by the engines). Both refrigerators can also be switched to 220/240v supply as well as 24v.

A shore support system is fitted for use in place of the generator when marina berthed. There is a shore support/generator inter-change switch and polarity check facility built into the central distribution panel. An ammeter is fitted to show 220/240v power consumption as well as a voltmeter, a second ammeter is fitted in the galley.

* Generator increased to 10.6 Kw output for deliveries from mid 1988.

A 40 amp battery charger/24v supply unit is fitted. This is again remotely controlled at the central distribution panel and may be supplied from both the generator and the shore support system. Not only does it automatically charge both banks of batteries but it also 'floats off' the 24v system supplying power directly rather than through the batteries. It has a high DC output and diverts its charge to either bank of batteries in proportion to requirements.

24v system with two banks heavy duty batteries, one for engine starting, one for auxiliaries.
Circuit breakers to most circuits.
Batteries charged by engine alternators via double diode system.
Stern gear, engines, fuel tanks etc., electrically bonded to common earth system with sacrificial anodes.

10.6 Kw – 220/240v diesel generator supplying power to ring main, immersion heater in hot water tank, and hob unit and oven. Automatic safety cut-outs for generator oil pressure and water temperature.
Generator hour meter.
220/240 shore support system with generator interchange switch and refrigerator changeover.
24v lighting throughout boat in all cabins, cockpit and machinery spaces.
Full set navigation lights and riding light.
Remote control dual station searchlight.
Horn.
Remotely controlled battery master switches.

N.B: Engine alternators each have 55 amp output at 25 volts.

FUEL SYSTEM

Twin 210 gallon (955 litres) fuel tanks.
Tank inter-connection system with stop cocks at each tank.
Fuel fillers port and starboard in deck lockers.
Copper fuel suction to both engines and generator with remote fuel cocks in cockpit locker.
Primary and secondary fuel filters and water traps.

WATER SYSTEM

Twin 100 gallon (455 litres) water tanks with inter-connecting system and stop cocks.
Water fillers port and starboard in deck lockers.
10 gallon (45 litre) hot water tank heated by both engines and by electric immersion heater linked to both generator and shore support system.
Pressurised H & C system to galley and toilet sinks and showers.
Transom shower.

BILGE PUMPING ARRANGEMENTS

Automatic submersible electric bilge pumps (4 in all) in all major compartments with manual override facility.
High capacity reserve manual bilge pump with valve chest and suction in all compartments.

EXTERNAL

Stainless steel rubbing band.
Stainless steel cleats for fore, aft and two sets spring cleats.
Stainless steel fairleads for fore.
Automatic anchor launching/retrieve stemhead roller.
1500 watt vertical capstan anchor winch with rope drum. Hand held remote control on foredeck as well as controls at both control positions.
Winch has forward and reverse facilities (rope leads on stemhead roller to allow mooring warps to be taken to drum on winch).
Foredeck locker containing freshwater anchor wash/deck wash facility plus storage for warps and hand held control unit for winch.
Foredeck access to chain locker with fender stowage.
6 fender baskets on aft flybridge rail.
Continuous stainless steel pulpit/guard rail.
Stainless steel grabrails port and starboard on fore coachroof.
Sunbed recess on fore coachroof.
Stainless steel grabrails on flybridge sides.
Stainless steel opening ports to all cabins.
Grp transom platform with teak grating inserts.
Folding swimming/boarding ladder from transom platform (starboard side).
H & C fresh water shower in transom locker (shower can be used in cockpit or transom platform).
Stainless steel guard rails around cockpit.
Stainless steel grabrails at cockpit access.
Wide upholstered stern seat in cockpit with wrap-around backrest.

GENERAL FINISHES All exterior grp finishes are in light ivory with an attractive non-slip planking effect on the side, cockpit and flybridge decks. The waterline is in dark grey with a red top line and antifouling (3 coats International Micron) is in matching dark grey. The coachroof fashion line is also dark grey with a red trim.

Interior furniture is finished in light oak (although teak can also be supplied) and linings are finished in a newly developed vinyl/suede – having the soft textured finish of suede with the washability and non-absorption characteristics of vinyl. Overhead saloon linings are in 'Alcantara' washable fabric. Carpets, curtains and upholstery are all high quality fabrics and a wide range of colour co-ordinated schemes are available to give distinctive modern decor.

Saloon window frames and portlights are all stainless steel as is the rubbing band (with a rubber insert) and all deck equipment so as to give a common finish to all brightwork. Saloon door frames are white finished to match the cockpit linings.

OTHER ITEMS SUPPLIED AS STANDARD

Remote twin beam searchlight with dual station control.
Boat hook and clips.
Log book.
First aid kit.
30kg Bruce anchor c/w 40 metres calibrated chain.
Tool kit.
Ensign and stainless steel staff.
Automatic fire extinguishers in engine room and in generator space.
Hand fire extinguishers (4).
Mooring warps (4).
Fenders (8).
De-humidifier (24/240v) fitted (N. European specification only – otherwise optional).
Icemaker fitted (240v) (S. European and U.S. specification only – otherwise optional).
Clock and barometer in saloon.
Calor gas/camping gaz bottle.
Suncover to windscreens.
Cockpit tonneau cover.
Winch cover.
Flybridge seat and console covers.
Owner's handbook.

This specification is intended to represent standard equipment on the Princess 55 except where otherwise stated. However, the right is reserved to add to or delete from the specification without notice or liability in order to continuously improve the product and dependant on equipment availability.