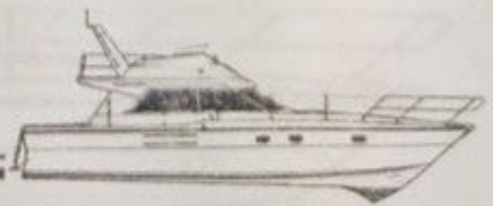


# PRINCESS 35



# PRINCESS 35

This new Olesinski deep V hull is designed to perform with twin Volvo turbocharged 41 series inboard and sterndrive diesels as well as sterndrive petrol engines.

The hull is deeper forward than usual and has a pronounced downturn at the chine to be highly efficient and soft-riding in a seaway with the minimum of spray and wetted surfaces. The reverse sheer transom effectively extends the planing length to that of a 36 ft boat to further improve efficiency and seakeeping.

The hull design has enabled us to fit much more spacious and luxurious accommodation than is usual in a craft of this size. Forward there is an owner's double cabin with two wardrobes, dressing table and plenty of storage space. On the starboard side there is a large U shaped dinette (convertible to a double berth) or a two berth cabin with own wardrobe and stowage space. To port a good sized toilet/shower compartment and galley with cooker, double sink and large refrigerator plus lots of stowage.

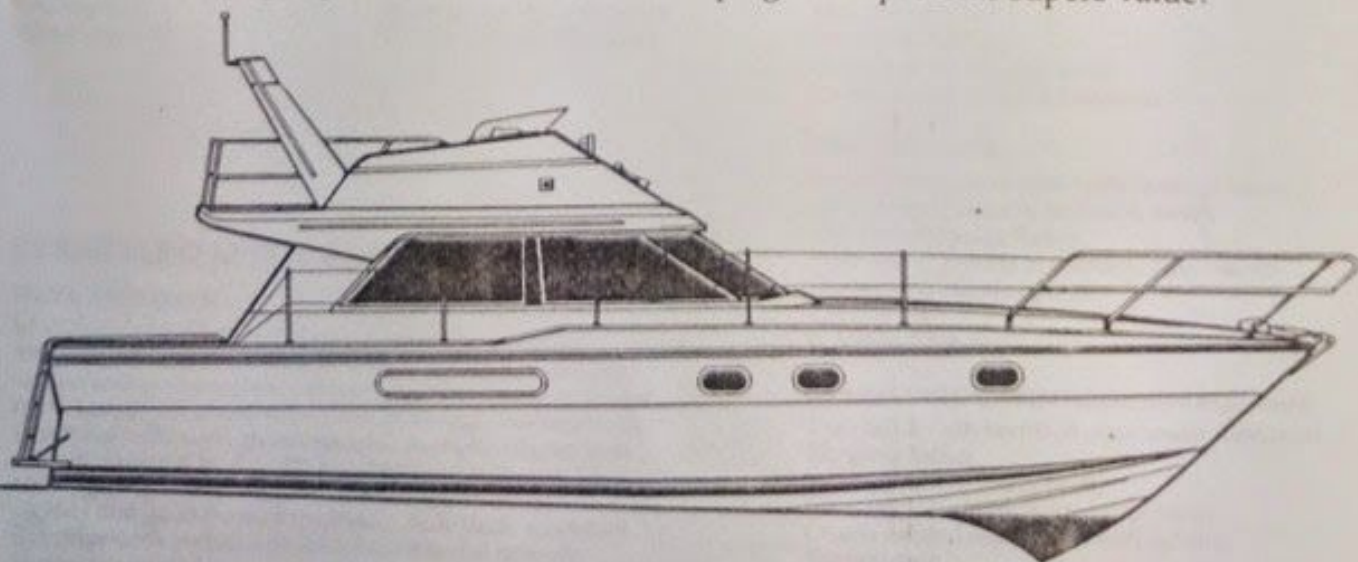
As might be expected with the available length and beam the deck saloon is large enough so that the twin steering position does not encroach upon the seating area. There is a single settee/berth to starboard and an L shaped settee to port which converts to a double berth. Aft of this is a drinks locker.

In the dinette layout a coffee table is supplied in the saloon, and in the cabin layout a full sized hi-lo table.

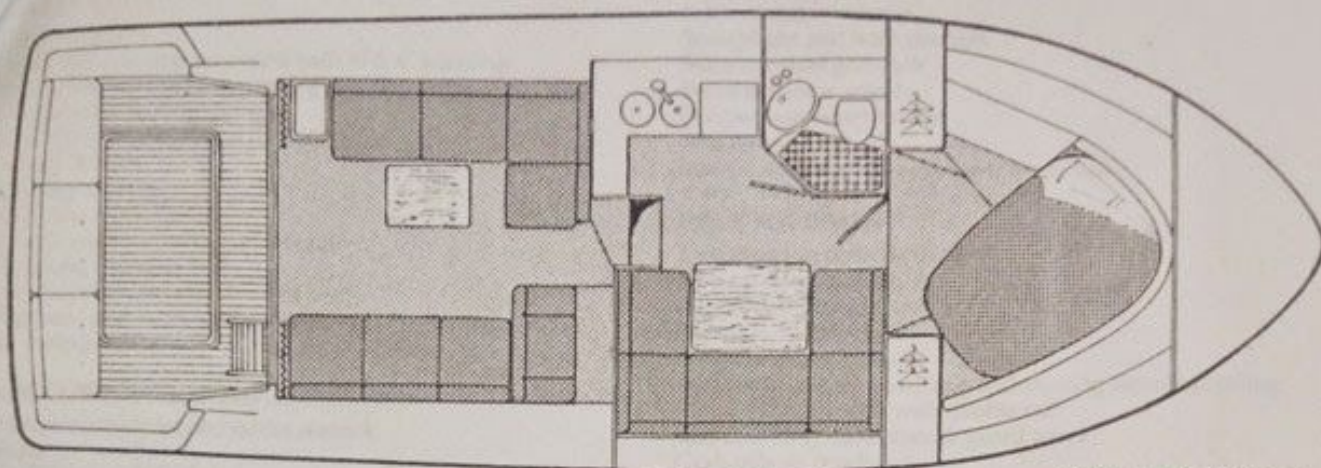
The control position has seating for two and, apart from the controls, there is a chart area for the navigator with chart stowage. The electrical and control equipment is the most modern utilising circuit breakers and remote gauges and controls where practical. Hydraulic dual station steering is standard and all sterndrive installations include power assisted steering.

The cockpit is very large and carried to the hull sides with a full width seat aft.

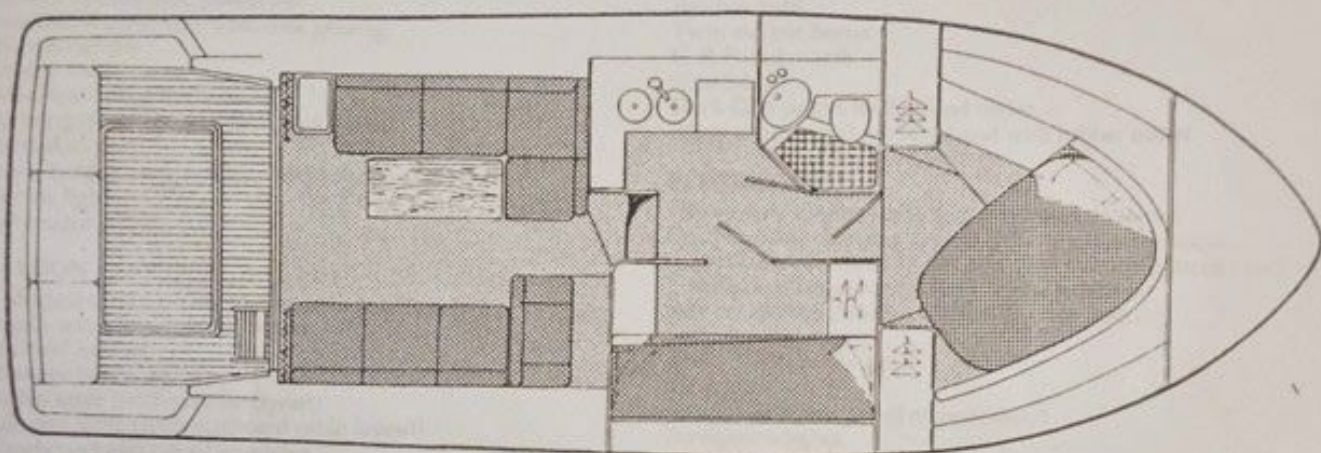
Built to a very high standard specification, the Princess 35 has distinctive and beautiful lines within which there is spacious and comfortable accommodation, offers economical high speeds and advanced seakeeping and represents superb value.



# PRINCESS 35



Standard Layout



Alternative Starboard Cabin arrangement

Designer Bernard Olesinski  
 L.O.A. (excluding pulpit, transom platform, stern drives) ... 35'3" (10.74m)  
 Beam ..... 12'1" (3.683m)  
 Draught (approx) ..... 3'3" (0.99m)  
 Displacement (2 x TAM41, approx) ..... 6.3 tonnes  
 Fuel capacity ..... 150 Imp. gallons (682 litres)  
 Water capacity ..... 80 Imp. gallons (364 litres)

## STANDARD SPECIFICATION

### HULL AND DECK

Modified deep V hull with reverse sheer transom and integrally moulded spray rails. G.R.P. lay-up incorporates woven and unidirectional rovings as well as chopped strand matt. Longitudinal and transverse stiffening combined with structural bulkheads gives immense strength. Engine beds are encapsulated in glass fibre and integral with hull. Deck lay-up incorporates balsa core stiffening for strength, rigidity and good thermal insulation. Side deck, coachroof, flybridge deck and cockpit deck have integral non-slip surfaces moulded in.

### FORWARD CABIN

Double berth  
 Stowage below berth and in side lockers, shelves and drawers.  
 Two large wardrobes  
 Dressing table incorporating hinged mirror  
 Access to chain locker  
 Two opening ports in stainless steel frames  
 Deck hatch  
 Curtains to opening ports  
 Tannoy vents (2)  
 Overhead lighting  
 Individual reading lights (2)  
 Tinted mirror on fore'd bulkhead

### DINETTE AREA

Large U-shaped dinette with stowage below  
 Hi-lo table to convert to double berth  
 High level storage locker  
 Two opening ports in stainless steel frames  
 Curtains to opening ports  
 Tannoy vent  
 Overhead lighting

### STARBOARD CABIN (alternative to dinette)

Two full-length berths in over/under formation  
 Hanging locker  
 Stowage below lower berth  
 Stowage locker alongside lower berth  
 Overhead and individual berth lighting  
 Tannoy vent  
 Two opening stainless steel framed ports

## GALLEY AREA

L-shaped galley  
Twin bowl stainless steel sink with H & C mixer tap  
Full size cooker (calor or camping gas, two burners, grill and oven) with folding top over  
Large electric refrigerator (85 litre)  
Cutlery drawer  
Crockery storage  
Melamine work surface  
Storage cupboard above and below  
Chopping board to sink  
Opening stainless steel framed port  
Overhead and work surface lighting  
Fire extinguisher

## TOILET/SHOWER COMPARTMENT

Sea toilet with inlet and outlet seacock  
Mirror  
Washbasin with H & C supply  
Overhead storage locker  
Shower with electric pump out  
Moulded shower tray with teak grating  
Shower curtain  
Tannoy vent  
Melamine lining throughout  
Opening port with stainless steel frame  
Curtain to port  
Towel holder, mug holder, toothbrush holder etc.  
Electric light  
240 v razor point

## SALOON

L-shaped settee to port (converts to double berth)  
Single settee/berth to starboard  
Cocktail cabinet  
Stowage below seats  
Coffee table (with dinette layout)  
Full-size table (with starboard cabin layout)  
Toughened glass in all windows  
All four side windows opening  
Double sliding door to cockpit  
Curtains or sunscreen to all doors and windows  
Fire extinguisher

## CONTROL POSITION

Double seat for helmsman and navigator  
Chart table with storage area  
Hydraulic steering  
Single lever controls  
Engine instrumentation  
Fuel gauge to each tank  
Helm position indicator  
Sumlog (speed, distance, trip)  
High speed compass (illuminated)  
Twin scale echo sounder with audible alarm  
VHF radio telephone with 8ft folding whip aerial  
Flybridge intercom system (incorporated with V.H.F.R/T)  
Circuit breaker (illuminated) switch panel for helmsmans 12 v services  
Control panel for electric bilge pump  
Storage below seat (accessible from aft)  
12 v distribution panel incorporating battery state indicator and circuit breakers for general boat services with L.E.D. indicators and water tank gauge incorporated in separate panel in inboard end of helm seat behind perspex screen.

## COCKPIT

Large self-draining cockpit carried to hull sides  
Full width upholstered seat  
Stainless steel stern rails  
Safety-vented gas locker (space for two bottles)  
Stowage below deck (inboard engines only)  
Access steps port and starboard  
Cockpit light

## FLYING BRIDGE

Seating for 5/6  
Hydraulic steering  
Repeat engine controls and instrumentation  
High speed compass  
Echo sounder repeater  
Searchlight and horn controls  
Stainless steel grab rails  
Wind deflector screens  
Perspex instrument cover  
Seat covers  
Intercom system to lower control position

VHF REPEATERS

## DECK EQUIPMENT

Two mooring bollards for'd  
Two mooring bollards aft  
Spring cleats amidships  
Fairleads for'd and aft  
Hyspeed anchor winch  
Automatic anchor launching and stowing stemhead fitting  
Stainless steel pulpit with double rail  
Stainless steel stanchions & guard wires  
Grab rails on coachroof  
Grab rails along base of flying bridge  
Navigation lights  
Anchor light  
Twin electric horns  
G.R.P. radar arch  
Searchlight  
Deck filler points for fuel and water  
Alloy wrap round rubbing band with rubber insert

## ELECTRICAL

Heavy duty engine starting and auxiliary batteries  
Double diode charging system from engine alternators (auxiliaries cannot run down engine starting batteries and each alternator charges both sets of batteries)  
Remote battery master switches (in deck saloon)  
Full cabin lighting  
3 ~~freq~~ windscreen wipers  
Twin horns  
Bilge blower fan (petrol engines only)  
Navigation lights  
Anchor light  
Searchlight  
Refrigerator  
Water system and shower pump out  
Automatic submersible bilge pump  
Fuel and water gauges

## ENGINE INSTALLATION

Inboard or sterndrive engine installation  
High volume air intake trunked to engine room and tank space. Engines flexibly mounted on integrally moulded engine beds.  
Inboard engines drive contra-rotating stainless steel shafts with aluminium bronze sterngear.  
Shafts supported by cutlass bearings at the P bracket and shaft log for vibration free running.  
Modified equipoise propellers in aluminium bronze for maximum efficiency.  
All engine installations have automatic fire extinguishers which are also fitted in tank space for petrol installations.  
Sterndrive installations have power assisted steering.  
Inboard installations have counter-balanced rudder.  
Inboard engines have hull side exhaust system to minimise noise, fumes and dirt on transom.

## FUEL, WATER

Twin fuel tanks (inboard)  
Single fuel tank (sterndrive)  
Copper fuel lines with shut-off cocks.  
Automatic fire extinguisher in engine-room and in petrol engined boats' tank space.  
Fuel gauge to each tank  
Pressurised fresh water system to taps and shower with pump override circuit breaker  
Electric water gauge  
Hot water heated by calorifier

## OTHER EQUIPMENT SUPPLIED AS STANDARD

Warps and fenders  
Anchor with calibrated chain  
Anchor winch  
Hand-held fire extinguishers (2)  
Automatic fire extinguisher  
VHF R/T with fly bridge intercom  
Automatic submersible bilge pump with remote control switch  
High capacity hand operated reserve bilge pump  
Boat hook  
Ensign staff

*The above specification is intended to fairly represent the Princess 35.  
However, the right to amend this specification without notice or liability is reserved.*



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E&OE  
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