

ONE of today's most prolific and successful motor boat designers, Bernard Olesinski was responsible for the Princess 415 which we tested in the September issue. We were impressed by the high standard of handling and performance achieved by Olesinski's design, and when only a few weeks later we were offered another of his boats for test, we took up the offer eagerly.

Designed for fast, comfortable off-shore cruising, the Princess 35 can accommodate up to seven people in three cabins and has the now conventional layout of flying bridge, centre wheelhouse and aft cockpit. Standard engines are Volvo, either outdrive or inboard, but the boat we tested was

equipped with twin inboard Ford Mermaid 200hp diesels.

It is significant that the 35 has not superseded the smaller but very similar Princess 33, possibly because the latter is still available both with and without flybridge and even in the flybridge version is £10,000 cheaper than the new boat. So with the new models announced at the Southampton boat show the range now includes ten boats from the 286 to the 55, seven of which are Olesinski designs. Marine Projects have no problem in selling their products; indeed the demand from all quarters for both new and secondhand boats seems insatiable.

We tested Ian Haygarth's Princess 35 *Racy Lady* in October's unexpected In-

dian summer of sunny, warm and almost windless days — not exactly what we have come to expect as 'proper' boat report weather. But the inevitable demands of Lester, our photographer, to "come closer" or "turn tighter" across the wash of the photo boat were enough to give us an indication of the boat's handling in rougher conditions.

## HULL FORM

Like its bigger sister the 415, the Princess 35 has unmistakable Olesinski lines, with an 18° constant deadrise deep-vee hull and three-quarter length spray rails to reduce spray and wetted surface area. The familiar 'bustled' transom gives extra

continued overleaf





## BOAT REPORT PRINCESS 35

CONTINUED

waterline length without increasing topside weight, and also makes for an easy transition onto the plane.

The lines of the Princess are well proportioned and flowing, the flying bridge blending in without giving the top-heavy appearance of many flybridge cruisers. The glassfibre radar goalpost similarly blends in well with the overall sleek look.

### CONSTRUCTION

The hull is moulded in one piece in conventional style using three types of glassfibre, woven and unidirectional roving and chopped strand mat. Fore-and-aft foam-filled stringers give longitudinal stiffness, while transverse strength comes from the bulkheads and top-hat section frames. All Princesses are built to Lloyd's-approved scantlings, coupled with carefully monitored

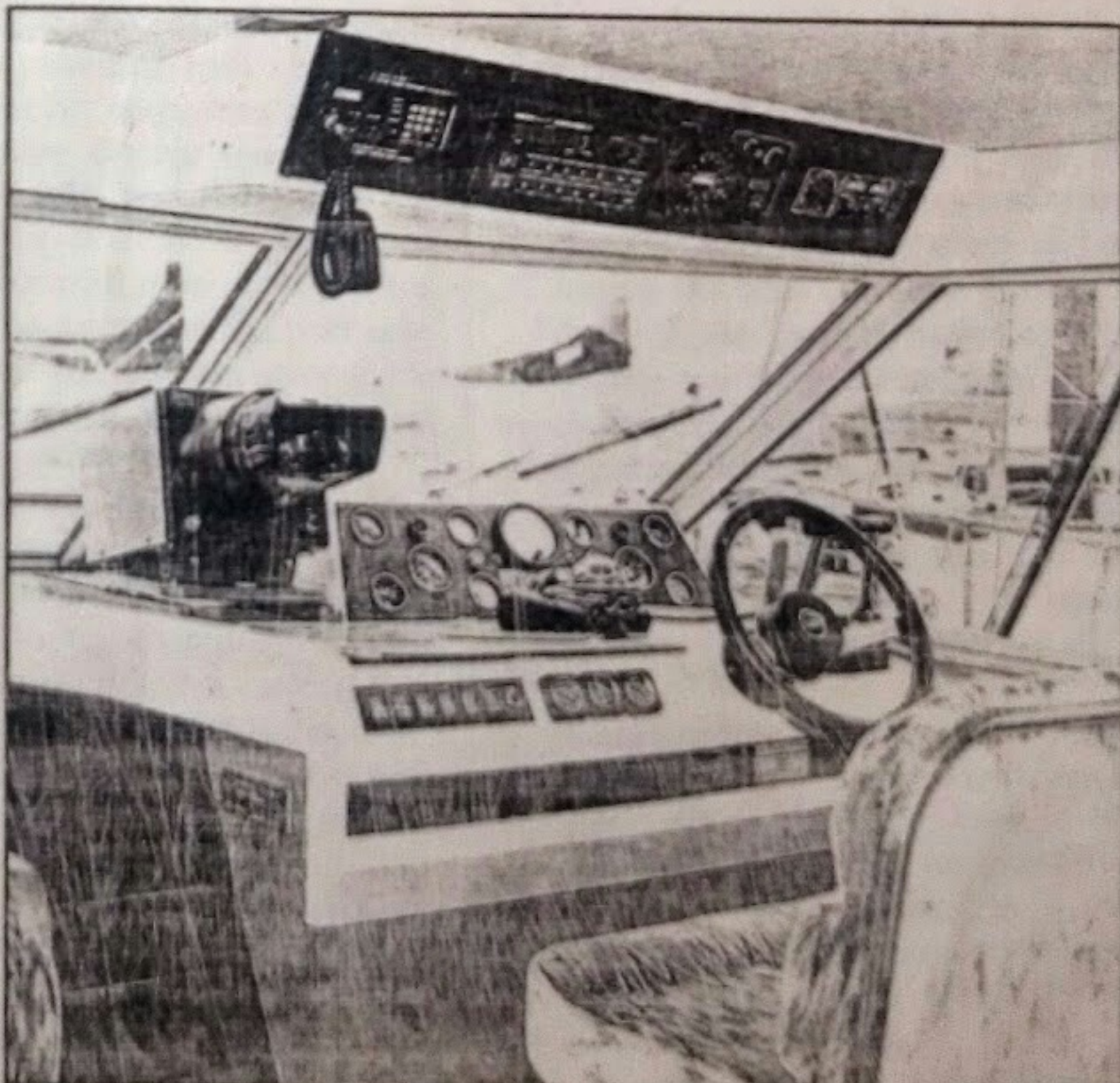
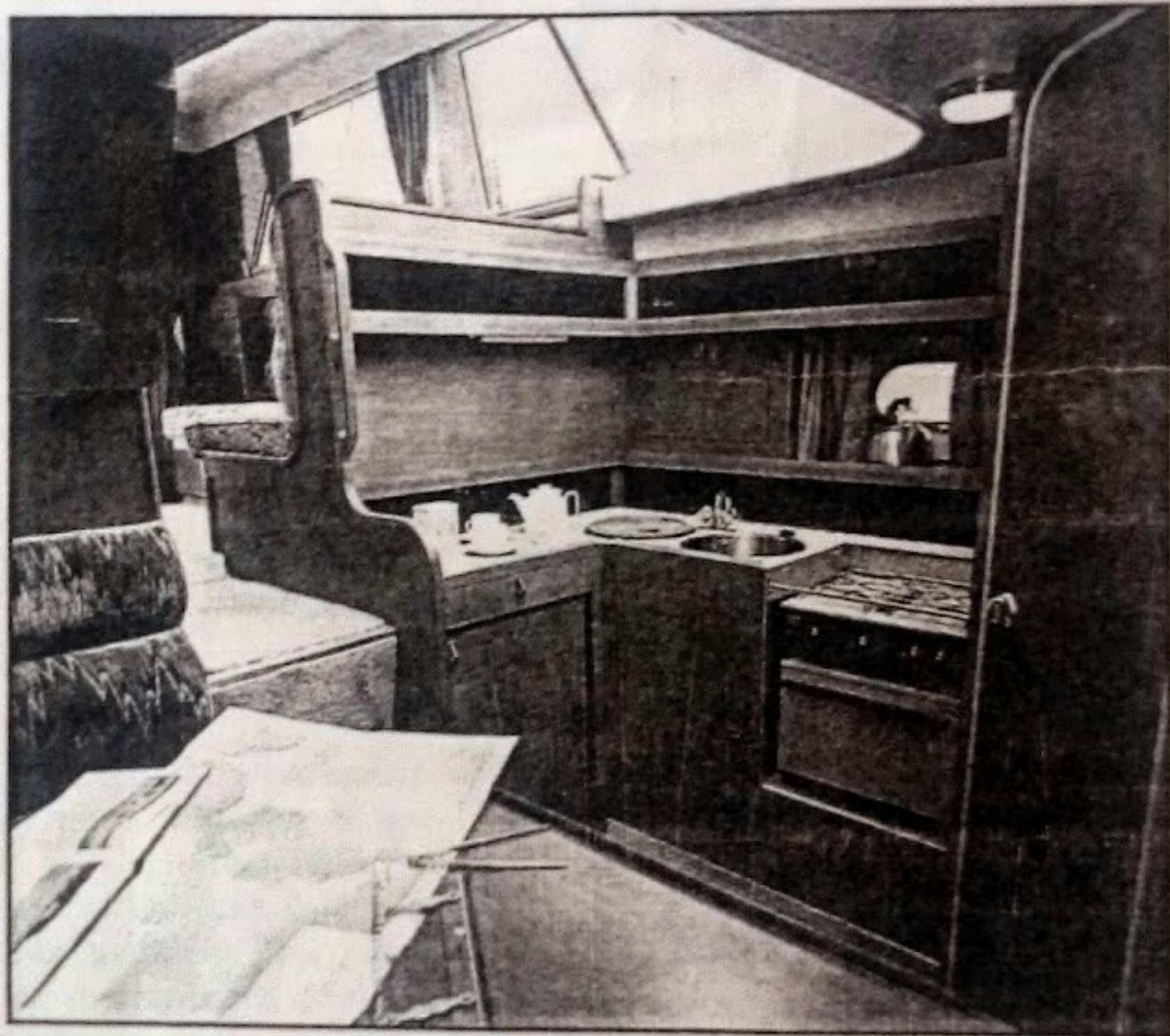
resin/glass ratios to give the correct strength/weight ratio. The wooden engine bearers are glassed into the hull, with cut-outs for through-bolting the engine mounts.

The accommodation sole is a one-piece moulding with numerous floor hatches which give access to at least eighty per cent of the hull's interior. It was good to see that below the sole the bilges and locker bottoms were sealed with paint or varnish to prevent moisture penetration.

The standard of woodwork and joinery of the 35 was generally good, but there were odd places where hinges were badly fitted, rough edges had not been rubbed down prior to varnishing, and cupboard door catches were bunged up with varnish and not closing properly. The test boat had been in use for a few months, and we were disappointed to see that some of the stainless steel screws used on

the exterior were corroding and making stains on the otherwise pristine white gel-coat. A quick count showed approximately one in eight were rusting, so a better grade of stainless steel would not come amiss here. After a very short, not particularly violent series of evolutions the masthead light fitting fell off and dangled over the cockpit on its wire. On closer inspection we found the mounting screw holes in the glassfibre were oversized, allowing the self-tapping screws to pull out when a little strain was applied.

Below left: main saloon, offering a lot of space for entertaining. Below: galley and dinette, again with ample space. Bottom left: owner's cabin, with a D-shaped double berth to starboard, a dressing table with fold-down mirror to port. Bottom right: lower helm position in the wheelhouse, showing dashboard and overhead console.





## PRINCESS 35

### ACCOMMODATION

The standard layout for the 35 gives berths for 6/7: a double in the forward cabin, a convertible double formed by the galley dinette unit, and three more in the saloon, where the settees provide double on one side and a slimline single berth opposite. A twin cabin with over-and-under bunks can be ordered in place of the galley dinette unit if preferred.

Starting at the sharp end, the forward cabin contains a D-shaped double berth on the starboard side with a dressing table with mirror and drawers to port. Additional storage is built in under the berth using hanging bag lockers, with two further small cupboards either side at the head of the berth and full-length hanging lockers either side of the door.

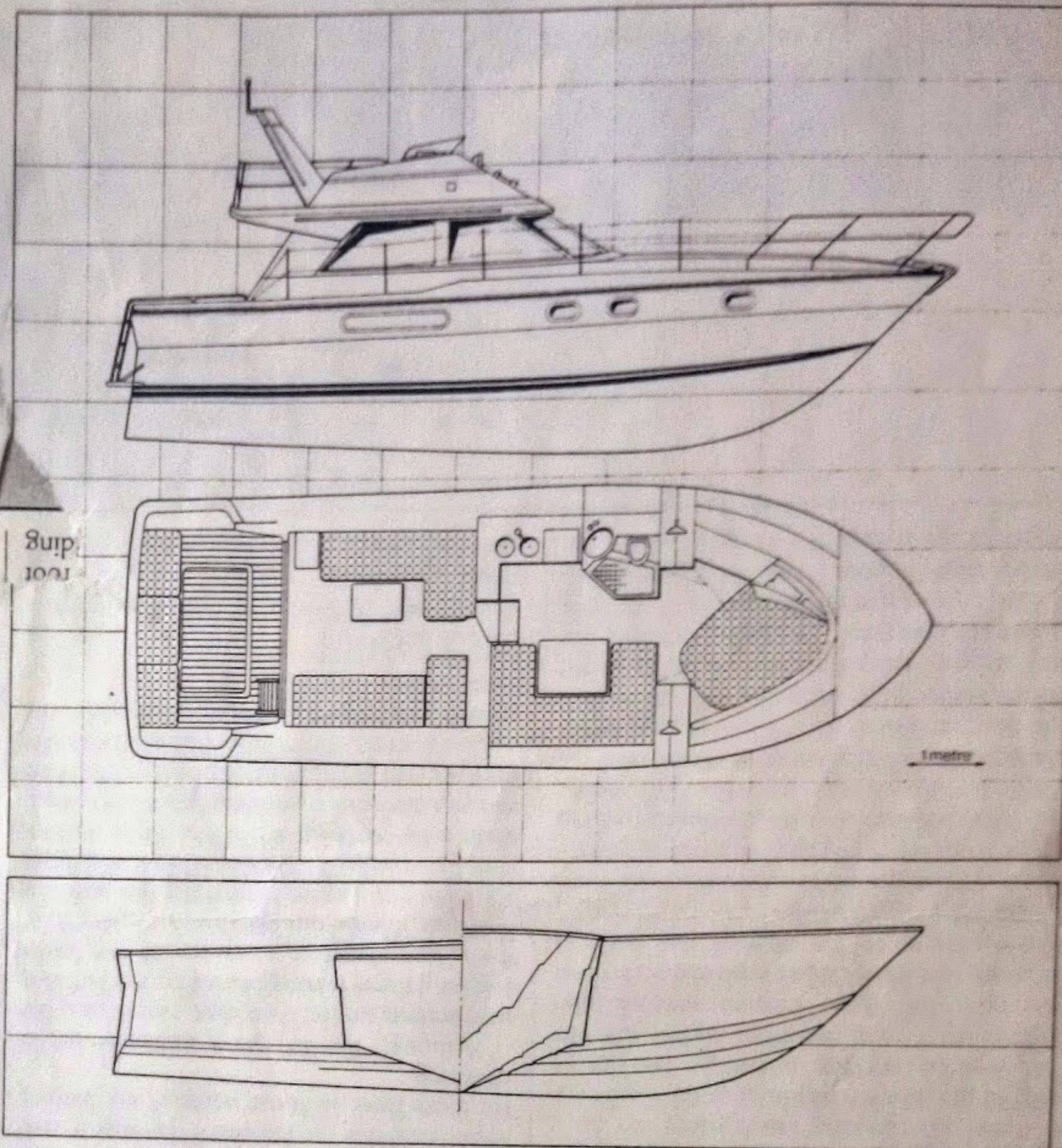
Another mirror is fixed to the forward bulkhead, on the anchor locker hatch, which opens to give good access to the anchor chain. There is no seal around this locker hatch to keep out the smells, a common omission but an unfortunate one: seaweed on the chain can produce a very distinctive aroma as it ages.

Natural light in the cabin comes from the deck forehatch mounted over the berth plus the two opening side ports which are fitted with curtains.

Immediately aft, the toilet/shower compartment is found to port. This contains a basin with shower attachment and a manual sea toilet. The shower drains down through a teak grille to a shower discharge pump mounted in the forward bilge. Opposite the toilet is a galley dinette unit, which will seat five in comfort and with the table dropped down forms a double berth. Lockers under the seats, plus a narrow glass-fronted locker above for odds and ends, give plenty of stowage space. Two angled locker doors set into the aft bulkhead open to reveal the back of the dashboard for access to the controls and electrics.

Galley equipment includes a cooker, a large fridge with a two-star freezer compartment and a double bowl stainless steel sink with mixer taps. The ship's cook in our boat test crew gave the galley good marks for worktop area, with plenty of lockers and cupboards. The cooker is a two-burner model with grill and oven, with an electric extractor hood fitted above to clear away the smells.

The pressurised hot and cold water system has a capacity of 80 gallons, with a calorifier giving 6 gallons of hot water. This is heated either by a heat exchanger plumbed into the port engine, or by an immersion heater that operates on the 240V shore supply when this is available. The water gauge is mounted on the circuit breaker board, and is not a particularly accurate indicator of how much water you have left. We noted that later models of the Princess have a much better gauge fitted.



Moving up the steps into the wheelhouse/saloon immediately gives a feeling of spaciousness which is a characteristic of Olesinski's designs. On the port side is an L-shaped settee with a sliding base which pulls out to make the double berth, while the single settee to starboard could accommodate one thin sleeper. An extendable, portable coffee table is provided, with a base that forms a cave locker for magazines and odds and ends. Lots more storage space is provided under the seats, and the fronts are angled back to give more floor area in the saloon. A bar locker with glass racks is fitted at the aft end of the saloon on the port side, next to the settee, and shelves around the saloon have good-sized fiddles to prevent things from falling off at sea.

The inside steering position is to starboard, with a helmsman's seat that has room for two people. There is more storage space here, with a cave locker underneath the seat and two more lockers under the footrest area. At the inboard end of the seat base, behind a smoked glass door, is the boat's main electrical control panel, providing immediate access to the switch/circuit breakers.

The dashboard contains the standard engine gauges plus a compass, and the engine controls fall easily to the helmsman's right hand. To the left of the dash is a small chart

space, over which a sliding radar shelf can be pulled forward for a closer look at the optional radar. Forward visibility is good at low or high speed, but at intermediate speeds the bow rises and impedes the helmsman's view ahead.

An overhead panel houses the VHF, the echo sounder and the flybridge intercom, while the essential switches for nav lights and windscreen wipers are mounted on the front edge of the chart area, along with the fuel gauges. The switches are marked with stick-on labels, and these were fading and peeling off despite the boat's relative youth.

None of the carpets have taped edges, something we have commented on in previous Princess tests. The raw edges constantly shed fibres, and eventually the carpet starts to suffer from 'creeping baldness'. Princess are not alone in this, but we have noted with some satisfaction that some major boatbuilders are now binding all carpet edges.

Double sliding patio doors open effortlessly into the cockpit. A minor criticism here: as the door opens and slides back to the stop there is not enough room for your fingers on the handle, which resulted in a painfully squashed hand for one of our testers. Moving the door stop an inch closer to the opening would cure the problem.



# BOAT REPORT

## PRINCESS 35

CONTINUED

### ENGINES

The choice of engines ranges from petrol or diesel sterndrives to conventional inboards, from 150hp to 200hp. Our test boat was powered by twin 200hp Mermaid inboard diesels, though at a later date we were also able to test a 35 fitted with twin Volvo 200hp inboard diesels, the results of which will be in next month's Technical Talk. At this point it is only necessary to make the comment that there was hardly any difference in performance between the two boats.

With inboard installations, the engines are mounted under the saloon sole, accessible through six lift-off hatches after removing the carpet, a system that makes quick access impossible. With the hatches off there is no problem getting to the daily service points, but any major work would be difficult as there is not much room around the big diesels. The fuel filter/water separators are fitted low down on the aft engineroom bulkhead, not leaving much room left for a body to get down to drain or check the filters. This routine service operation would be easier if they were mounted higher. On the plus side, the large bronze seacock/inlet filters are just about level with the waterline, allowing them to be cleaned out without turning the seacocks off.

The engine installation is very neat, with all pipes and wires clipped back out of harm's way. Non-flammable foam soundproofing is fitted on all surfaces except the hull, and an automatic fire extinguisher is mounted over each engine. The twin 75-gallon fuel tanks have a balance pipe with shut-off valves, but there is no provision for running both engines off one tank. The exhaust hoses are led out through side boxes to keep the transom clean. Noise levels were acceptable in most places except the cockpit, where we

measured a level of 94dB (A) at full throttle.

Unwanted water is removed by one of two bilge pumps. In the bilge amidships is an electric unit, with auto float switch, while a manual back-up pump is mounted in the cockpit. The electric pump was one of the smallest you can buy, and totally inadequate for the purpose of keeping a 35ft boat afloat.

The electrics are divided into three circuits, a 240V ring main supplied by a shoreline, and two 12V systems for engines and domestic services. Four 80Ah batteries are fitted in two banks, one for the starboard engine, the other for the port engine and the domestic circuits. On the Mermaid-engined boat these were mounted in two glassfibre boxes in the under-cockpit stowage locker, with the master switches located under one of the starboard saloon seats. A solenoid parallel switch is located on the dashboard for starting one engine if over-use of the domestics has flattened the battery. In our experience this can happen if the boat is used for more than 48 hours without any battery charging.

Although the 35 has a duplicate set of instruments on the flybridge, monitoring the engine gauges is complicated by the fact that there is a changeover switch at the lower position. We did not like this arrangement, as it means you cannot have both sets working simultaneously: it is important that all gauges should be working all of the time, so that anyone can spot a potential problem even if they are not at the control position. As most engine manufacturers have this as standard it should not be a problem to modify the installation.

### DECK LAYOUT

The aft end of the flying bridge extends a little way over the cockpit, serving as a roof over the sliding patio doors and providing



The twin Mermaids are a snug fit under the saloon sole.

space for an access hatchway reached by a ladder from the cockpit. Two seats up here provide seating for five people, three on the forward one including the helmsman, and two behind. The seats lift up to reveal lockers underneath which are ideal places to store the seat covers.

Visibility from the flybridge steering position is excellent, and the solid all-around stainless steel handrails add to your security when moving about. Engine instruments are duplicated, together with the steering compass, while the intercom speaker is sited on the port side, sensibly well away from the compass. We were relieved to find the older-style chrome Morse MT engine controls fitted on the flybridge — the inside steering position has the latest black plastic-encased model, and we must confess to preferring the older type, which is smooth and responsive where the new one can be stiff and notchy. The hydraulic steering is light and responsive both on the flybridge and in the lower helm position.

Rails along the cabin sides aid moving forward, and guard wires on the side deck





together with a reasonable non-slip surface add to safety. Mooring arrangements consist of four substantial bollards, two on the foredeck and two aft, plus two smaller ones amidships for springs. The Danforth anchor is fitted into a self-stowing stemhead fitting and is raised and lowered by an electric anchor winch controlled by waterproof deck switches.

The self-draining cockpit is large, with a full-width transom seat and storage lockers for fenders and ropes underneath. The gas locker is on the port side and is ventilated and drained over the side. A hatch in the sole with supporting gas struts lifts up to reveal the water tank, batteries and steering gear. This storage space is large and will easily accommodate an inflatable with the outboard motor, leaving lots of room for other gear. An emergency steel tiller is supplied for use in the event of a hydraulic failure.

## HANDLING AND PERFORMANCE

As we mentioned, the weather was kind to us and did not supply the necessary gale to test the seakeeping of the Princess 35. However we did find sufficient lumps in the water to reinforce our regard for the Olesinski

designs, both in high-speed handling and low-speed pottering. At speed the boat felt 'tight' and under complete control at all times, the feeling that you could place it to within inches at twenty knots giving lots of confidence both to beginners and more experienced hands.

The 35 was two-thirds full of fuel, with three crew and a fair amount of owner's gear on board, and achieved a top speed of 23.9 knots. Acceleration from standstill to 20 knots was fast, at 13.6 seconds. Trim tabs are not fitted as standard to this model and we felt that at speeds between 15 and 22 knots they would have improved the bow-up attitude and possibly added a little speed. (The second boat we tested, with 200hp Volvo engines and the same loading, put in an almost identical performance, with a top speed of 24.6 knots and a 0-20 knot time of 13.8 seconds. The full comparison will be printed next month.

Fuel consumption was good, with a full throttle figure of 1.23mpg, improving to 1.52mpg at 20 knots and 3.3mpg at 7 knots. With the 150-gallon fuel capacity the maximum ranges corresponding to these three speeds are 185 miles, 228 miles and 495

miles. An interesting point is that the mpg graph does not show much of a dip as the boat is getting onto the plane. With only one engine running the handling was good and the boat steered positively against the running engine. Fuel consumption on one motor was modest, with 5.3mpg at 7 knots and 3.3mpg at 8 knots. The top speed we recorded on one engine was 10.0 knots, but speeds above 8.5 knots were very uneconomical and should be avoided as the engine could be damaged by the overload.

## CONCLUSION

We were impressed with the Princess 35, the package of hull design, easy handling and sparkling performance from the twin diesels making a comfortable cruising boat both for home waters and longer offshore trips. We would hesitate to recommend lower-powered engine options unless the boat was intended for inland use only: lower power would prevent some of the best features of the design concept being realised. Our criticisms may appear to have been only of the detail finish, but are none the less valid for all that when you consider the owner is paying over £80,000 for the boat. □

### Dimensions

L.o.a.	35ft 3in (10.74m)
L.w.l.	30ft 2in (9.19m)
Beam	12ft 1in (3.68m)
Draught	3ft 3in (0.99m)
Air draught	
Mast up	13ft 10in (4.21m)
Mast down	9ft 7in (2.92m)
Displacement	6.3 tons
Fuel capacity	2 x 75 gal (682lt)
Water capacity	80 gal (364lt)
No. of berths	7 (3 dbl, 1 sgl)

### Engines

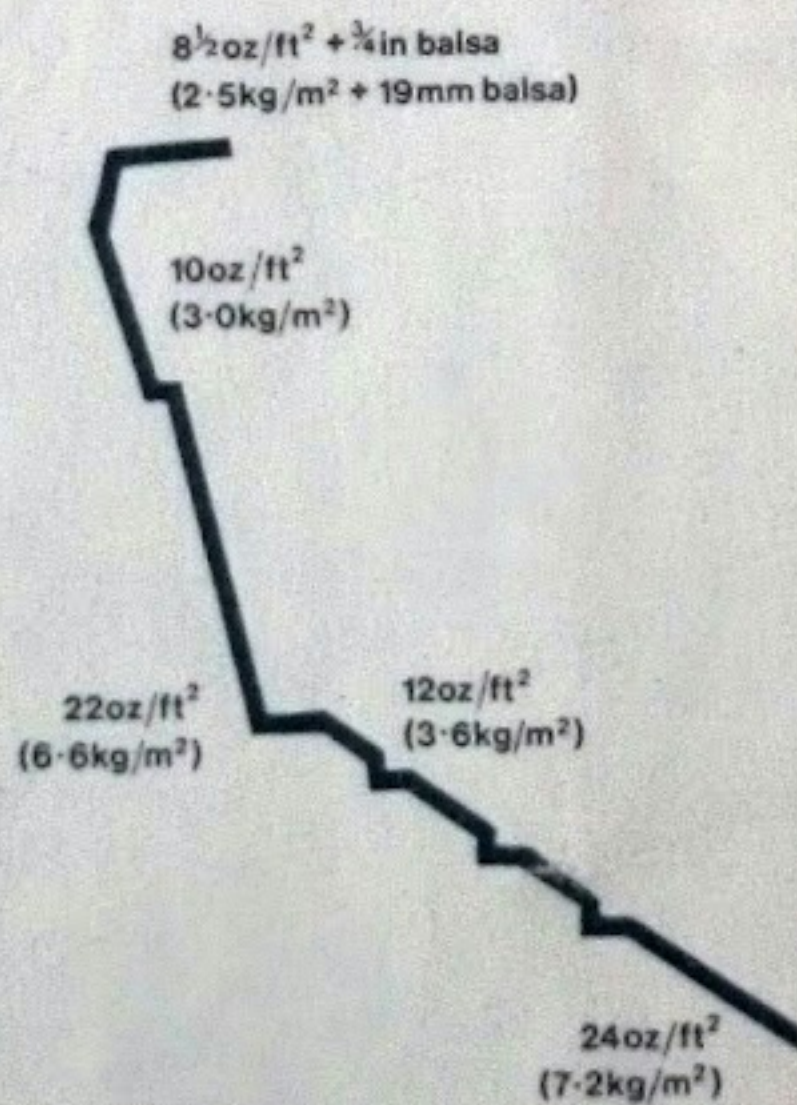
Twin Mermaid diesels driving conventional shafts through Twin Disc 1.5:1 down-angle gearboxes.	
Capacity	5950cc
No of cylinders	6
Max rpm	2600
Max shp	200

### Hull and deck

**Material:** Hand laid up using chopped strand mat, unidirectional roving and woven roving in female moulds. Deck stiffened with balsa.

**Colour:** Light ivory.

**Price:** Standard boat with Volvo D41 diesels £66,350 ex VAT. Price as tested with Mermaid diesels approximately £69,000 ex VAT, available on special order only.



**Builder:** Marine Projects (Plymouth) Ltd, Newport Street, Plymouth, Devon. Tel: 0752 227771.

**Supplier:** Marine Seol, Brighton Marina, Brighton, West Sussex. Tel: 0273 686368.

**Designer:** Bernard Olesinski, 1985.

