

PRINCESS R35
Product Platform Document



Forget everything you think you know about Princess.
Close your eyes and clear your mind... and jump in.

CONTENTS

PRINCESS R35

Introduction	3
The Class	4
The Owner	5
Competitive Situation	6
Inspired Design	7
Iconic Styling	8
Luxurious Living	9
Hydrodynamics and Hull efficiency	10
Aerodynamics	11
A Case for Carbon Fibre	12
State-of-the-art Carbon Fibre Production	13
Highlights	14
Exterior CGI	15-18
Interior CGI	19-20
Layout and Standard Equipment	21-23
Customisable Options	24-30
Delivering an Exceptional Experience	31
Principal Dimensions	32
Detailed Specifications	33-34



INTRODUCTION

The R35 is not just a revolution, but a seismic shift from where we started to where we are today, without once forgetting our core roots of yacht-building in its finest form. The R35 is a whole new breed of yacht, and Princess Yachts is bursting with pride to finally unveil her in all her glory.

Partnering with BAR Technologies and Pininfarina, the R35 boasts the very latest in advanced technologies and naval architecture, marrying style and substance in a capacity simply unmatched in the industry. Beneath her sensuous, fully-carbon fibre curves, her radical V8 petrol engines work in harmony with the unique Princess Active Foil System (AFS) to deliver the fastest, most exhilarating and most efficient Princess ride to date.

Why have we done this? Because if we can, we should. “The R35 is beautiful, it’s emotional, it’s fast... and it’s cool,” says Kiran Haslam, Marketing Director. “Cool in the sense of Steve McQueen or Mohammad Ali- that kind of cool. Knowing who we are, and being comfortable with it, and then pushing the boundaries regardless of public or client perception. That non-conformist kind of cool. It is a radical shift forward in how we deliver our brand, and the technological engagement is now cascading across our entire product line up.”

This ground breaking new yacht still remains a true Princess at heart, with characteristic comfort, seakeeping and quality, combined with the latest from the Princess Design Studio and progressive performance technology, but paves the way for the yachts of the future.

Join the R/Evolution: jump in and experience the all-new R35 – an entirely new class of yacht.

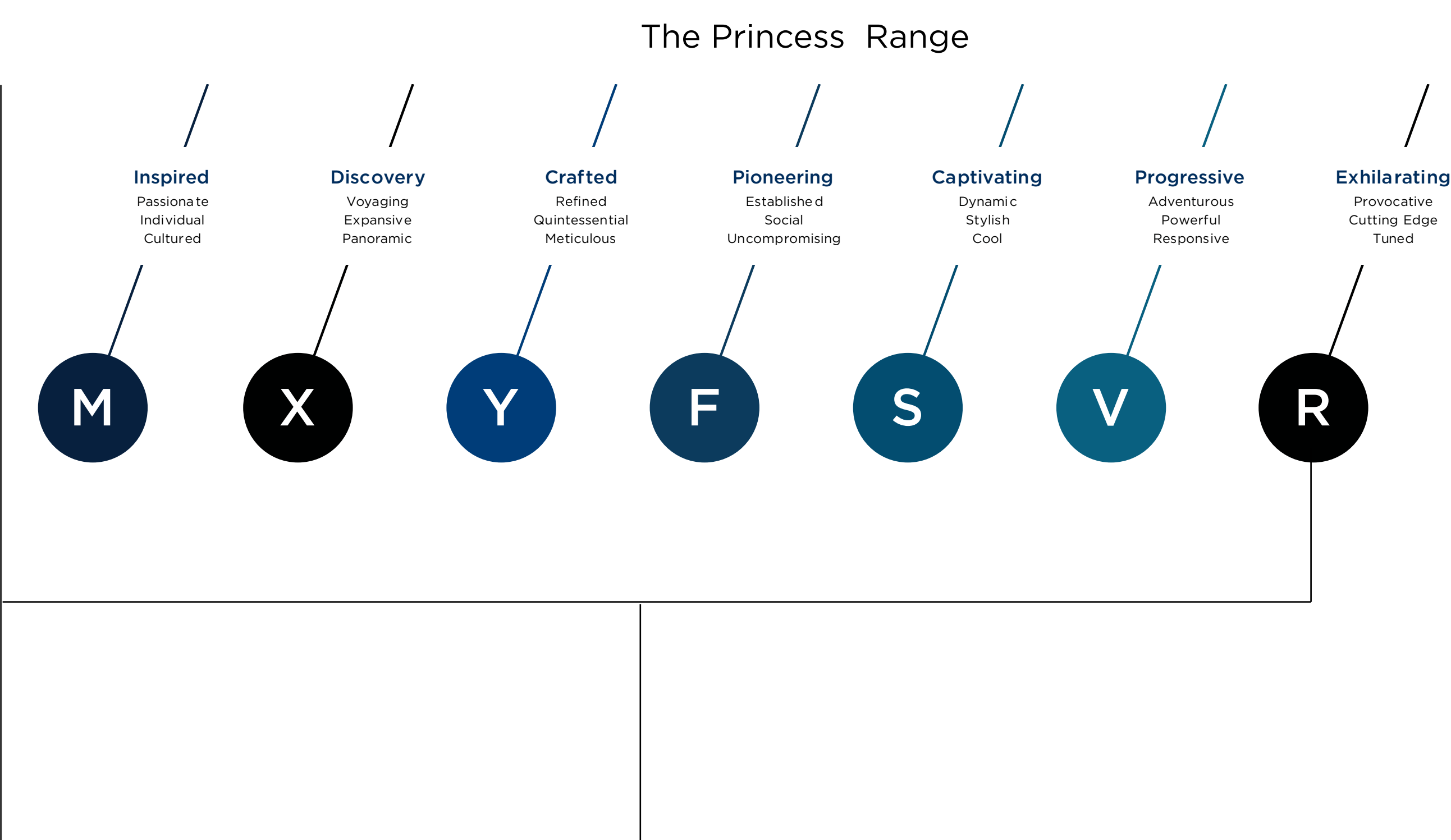
THE CLASS

The R Class is a brand new class of performance sports yachts, and the R35 is the first of these. With a focus on luxury and technology, the R Class is positioned at the top end of the luxury scale, both at Princess Yachts and in the wider industry.

The R Class reflects the future of our business, the always “thinking forward” approach at Princess that sets us not apart, but ahead, of the rest. A radical revolution of what is currently expected from Princess and a hint at future study in terms of cutting edge technologies, innovation and design principles.

A technical advancement in hull design and efficiency is at the heart of this project, its discrete below water line foil technology will provide increased fuel efficiency and enhanced performance, a linear step forward from traditional Princess dynamic qualities.

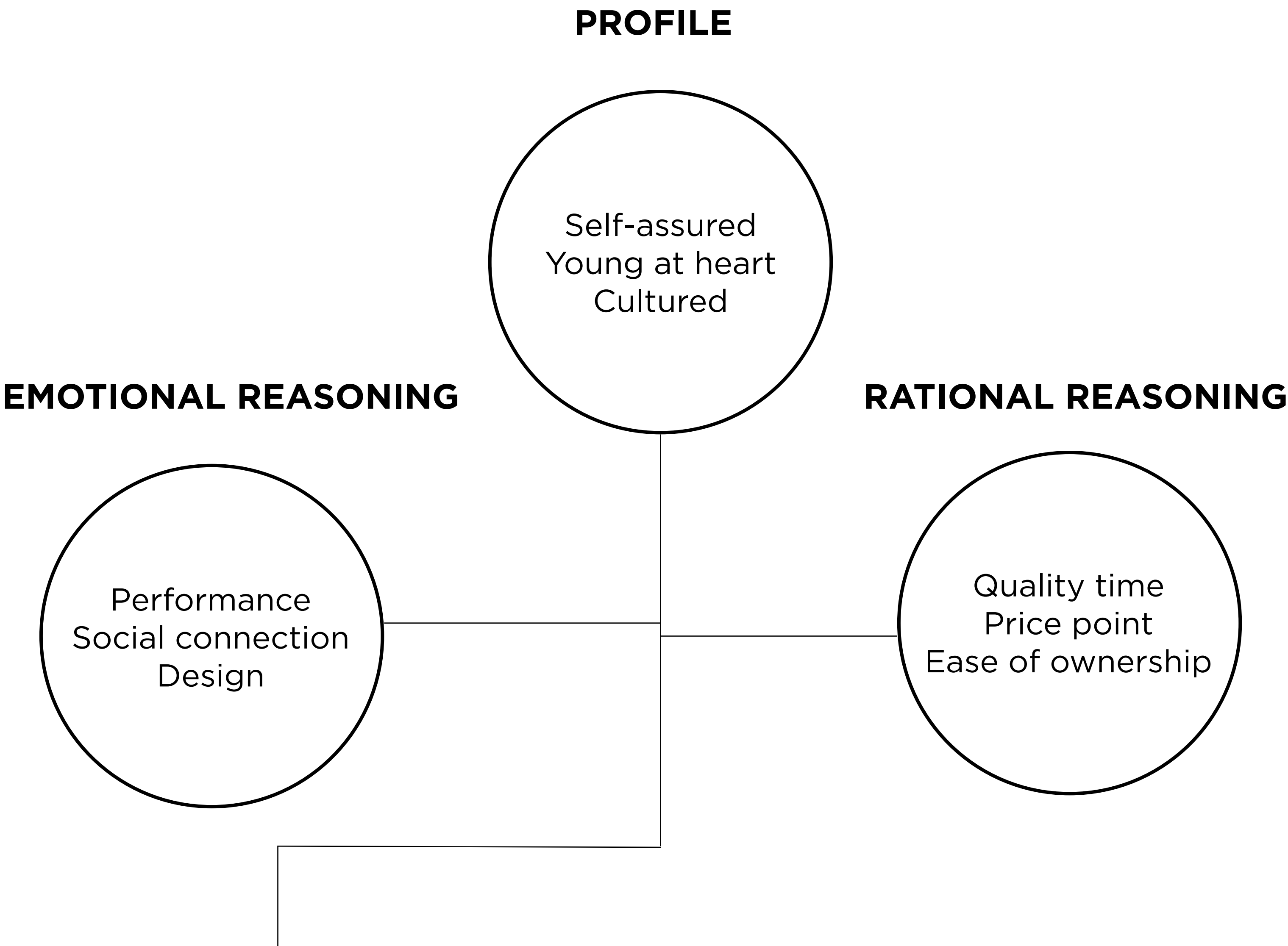
Above all this product will be beautifully provocative, confident and eminently desirable.



THE OWNER

Whether the preference is for speed or comfort, safety or efficiency, the R35 fulfils each of these in equal measure. The R35 is for those who are excited by the new, the innovative, and the unique. It is also for those who want the best yacht on the market, both in terms of looks and technology. There is no pressure to go at 50 knots, the R35 will happily cruise at 20 and give you the most fuel efficient and technologically advanced ride of your life, all without spilling your drink.

“It is likely that the R35 buyer will be someone who has already owned a large yacht, or who still does, and this will be the ultimate day boat for them,” says Will Green, Sales Director. “On the other hand, the R35 offers so much for those potential buyers who have not found what they were looking for before in terms of luxury and performance, that we also hope to attract many new clients to both Princess and possibly to boating.”



COMPETITIVE SITUATION

The R35 is situated at the top end of the luxury sports yacht market. This is because of its stylish exterior, full carbon fibre build and luxurious interior cabin. It is also situated at the top end of the sports yacht market in terms of technology, with the Princess Active Foil System (AFS) providing market-leading performance, handling and efficiency ratings, and with the use of petrol instead of diesel engines.

Ascending segment



£1.3m

Quintessence AM37S

Core segment



Princess R35

- All Carbon fibre build
- Efficient hull form
- Revolutionary active foil system in collaboration with BAR Technologies
- Design collaboration with Pininfarina
- Elevated customer experience
- Unrivalled audio system
- Bespoke materials and styling options



£210k

Fairline F33



£460k

Wajer 38



£450k

Riva Aquariva Super



£220k

Frauscher 1017GT



£420k

Van Dutch 40



£320k

Chris Craft Corsair 36

Extended segment



£165k

Searay 350 SLX



£300k

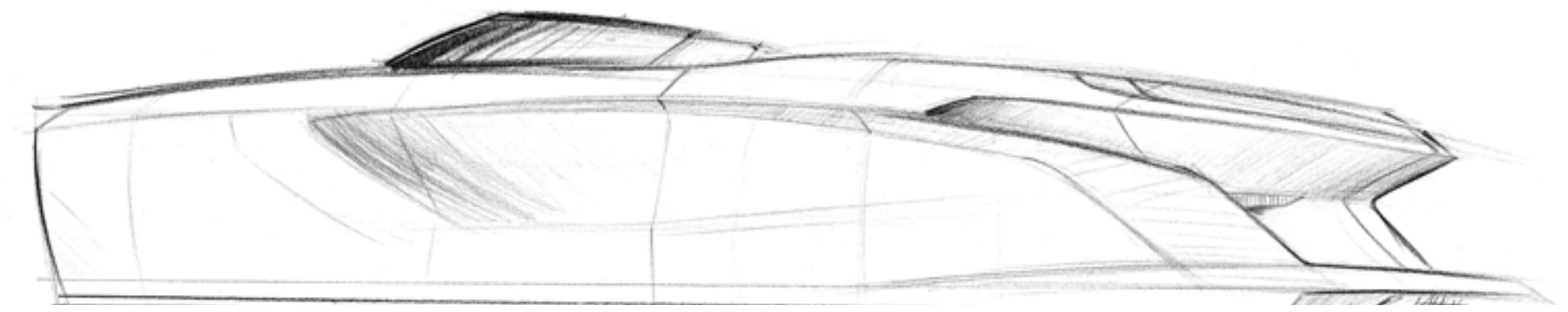
Windy 39

INSPIRED DESIGN

The R35 is a symphony of curves and edges, with lines that flow and a look that arrests. With design collaboration from the world-renowned Pininfarina, Princess has created a yacht that cannot help but attract admiring glances.

“We wanted to push the boundaries of what we at Princess understand our current design styling language to be,” says Andy Lawrence, Head of Design at Princess Yachts. “The R35 had to feel fluid, elegant and achingly beautiful, but above all it needed to be recognisable and believable as the next generation of Princess yachts. Over 100 concept exterior styling sketches and profiles were generated by Pininfarina and our in-house team, which were then refined down to 6 themes, before a final one was selected. The final concept is defined by a powerful, continuous and fluid topside ribbon running from bow to stern, a 24 degree bow angle and a distinctive and purposeful air scoop beneath the rear wings.”

From her proud bow to the elegant swoop of her stern, the R35 is a masterpiece of design. The windshield alone is an enticing sweep of curved glass, and mirrors the downward curve of the swim platform aft. Unusually in this style of yacht, a wraparound Esthec walkway ensures easy and safe access between the sociable cockpit and the spacious bow. In the cockpit, a large U-shaped sofa provides a comfortable space to relax, and there is a smart removable table for dining purposes. A sunpad aft of the cockpit allows guests to soak up the rays, and also gives the yacht the required hedonistic sportsyacht feel. The helm station is a clashing juxtaposition to the soft curves of the hull, and asserts itself as the centre of power and technology on board. Three beautifully upholstered, hand-stitched sliding helm seats offer the best spot on board to enjoy the unmatched experience of driving the R35. Twin 17” Volvo Garmin touchscreens display all engine and on board data through a bespoke suite of interface pages, designed exclusively for Princess. The system allows the user to connect with the vessel, monitoring engine data, managing onboard environments including the Naim audio app and giving control and visual feedback of the Active Foil System with touch screen electric switching, complemented by minimal bespoke switchgear for primary functions.



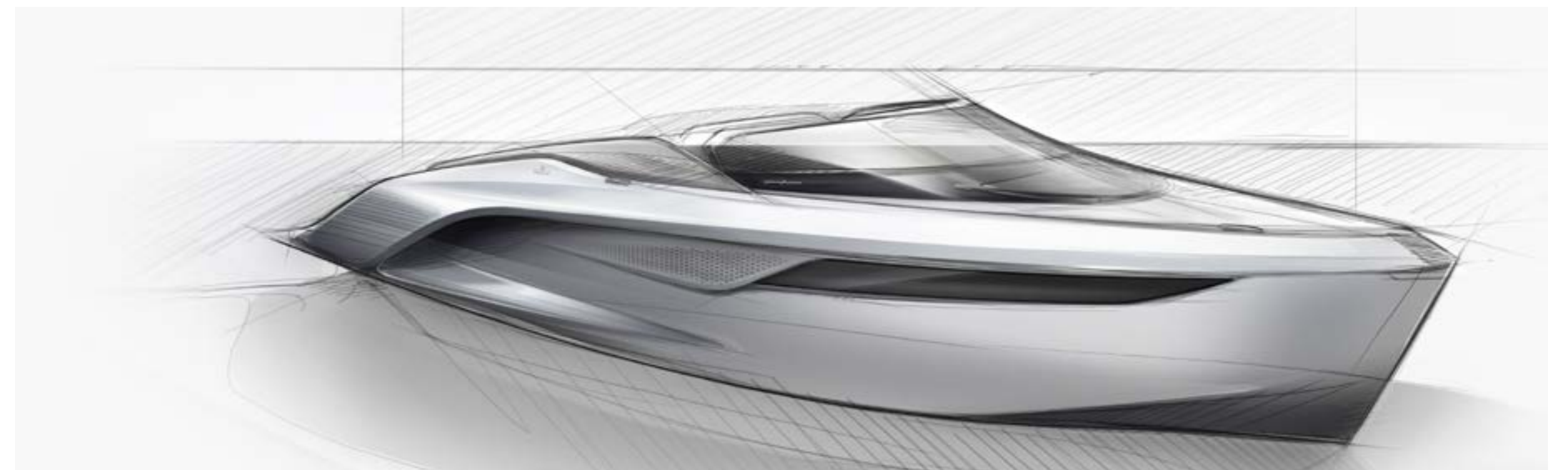
Initial concept sketch



ICONIC STYLING

“Pininfarina is really proud to have been chosen by Princess to explore new design languages for this break-through yacht. Princess and Pininfarina share common values in the continuous search for beauty and our team was called in to bring an innovative wave to the sophisticated classical identity of Princess. The Pininfarina branding located on the side of the R35 is evidence of our sincere pride,” says Paolo Pininfarina, Chairman of Pininfarina Group.

As it often happens, the most complex point is also the one that makes the difference. In the case of R35 the air intakes. As in a sports car, we have introduced air intakes in the yacht bulwark with a dual purpose. Functional as they collect air for the engines and in the same time operate as air-ejector systems that blow away tail vortex improving aerodynamic behaviour, enhancing comfort on board and keeping the sunbed dry when cruising. It is a real yacht with high performance and great comfort.



LUXURIOUS LIVING

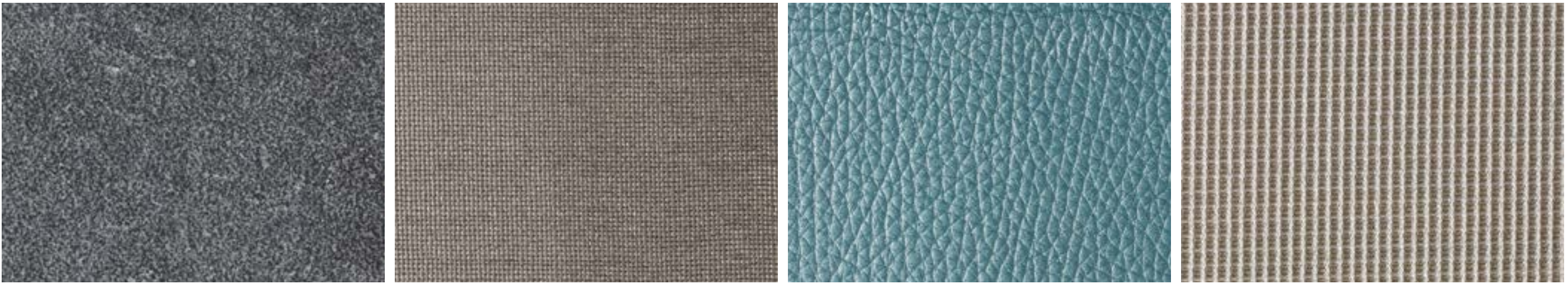
Below, there is a stylish cabin with lots of natural light provided by wrap-around windows. A wet room with a head and a galley ensure comfortable days at sea, while the seating converts into a double bed for overnight adventures. Uninterrupted flowing lines link areas, presenting a feeling of space that exceeds expectations. The R35 enjoys more than just the obvious innovations, and Princess’ notorious attention to detail means that every aspect of the yacht has been designed to give the best owner experience possible. In the cabin, an optional forward facing camera on the bow delivers live footage to a tv screen mounted on the forward bulkhead, allowing you to see where you’re going from every angle. Other innovations include audio from world-leading specialists Naim and light and eco-friendly Esthec floors.

A choice of interior colour palettes and the finest materials and textures create a bespoke and luxurious space to relax in away from the elements. “This was a very exciting project for the Princess Design Studio where our aim was to create a boat that is innovative, exciting and forward thinking in terms of finishes and styling, whilst retaining the integrity of a Princess in terms of practical use, well-considered execution and absolute attention to detail,” says Sarah Verey, Director of Creative Design.

“It has been refreshing to work on a project where some elements are more automotive driven, in using colour and trim as the main consideration. I think that what we have achieved is a styling that stands way above that of our competitors in this field. We have been able to draw on our expertise in yachting design to ensure that every finish is not only beautiful but also incredibly durable in a marine environment.”



Latest innovation in decking materials (Esthec), surfaces and hardware



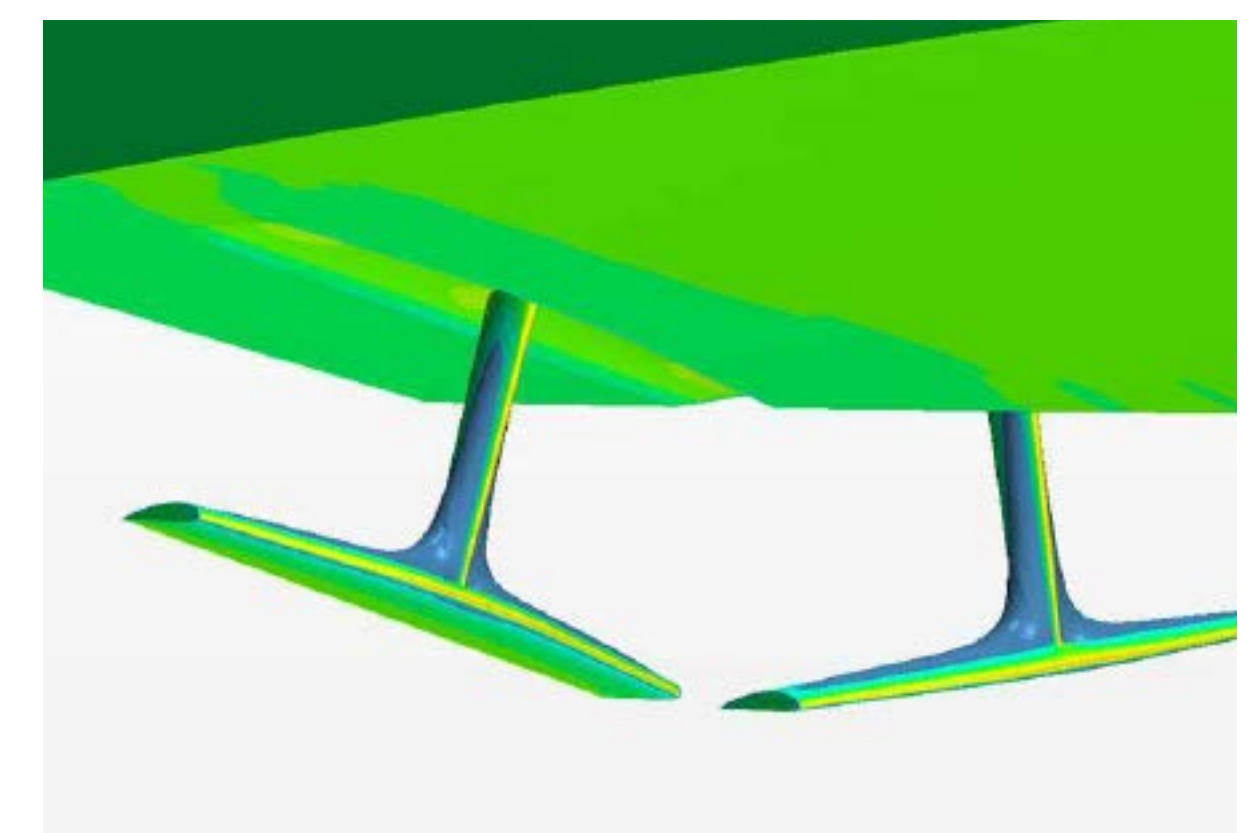
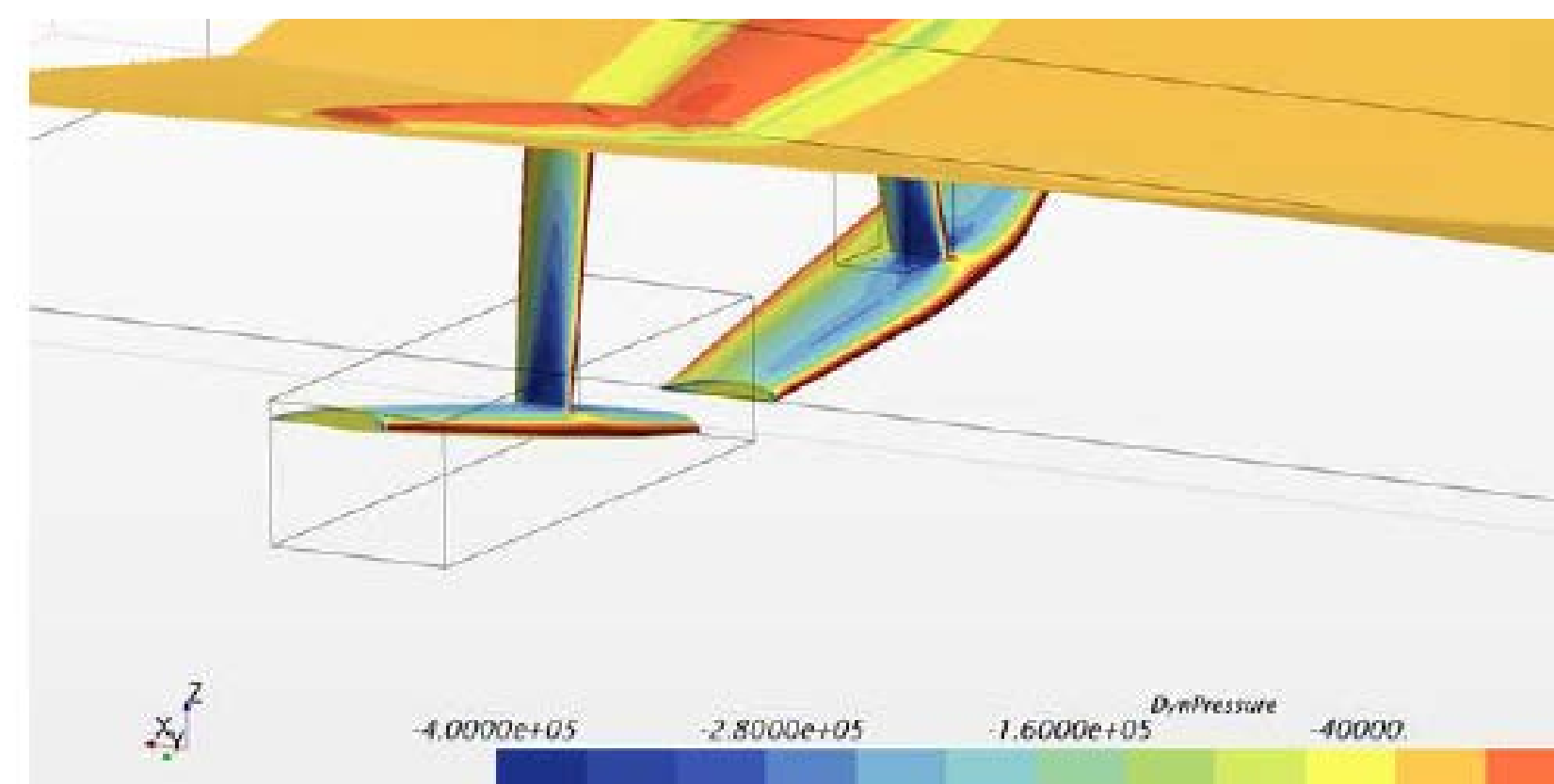
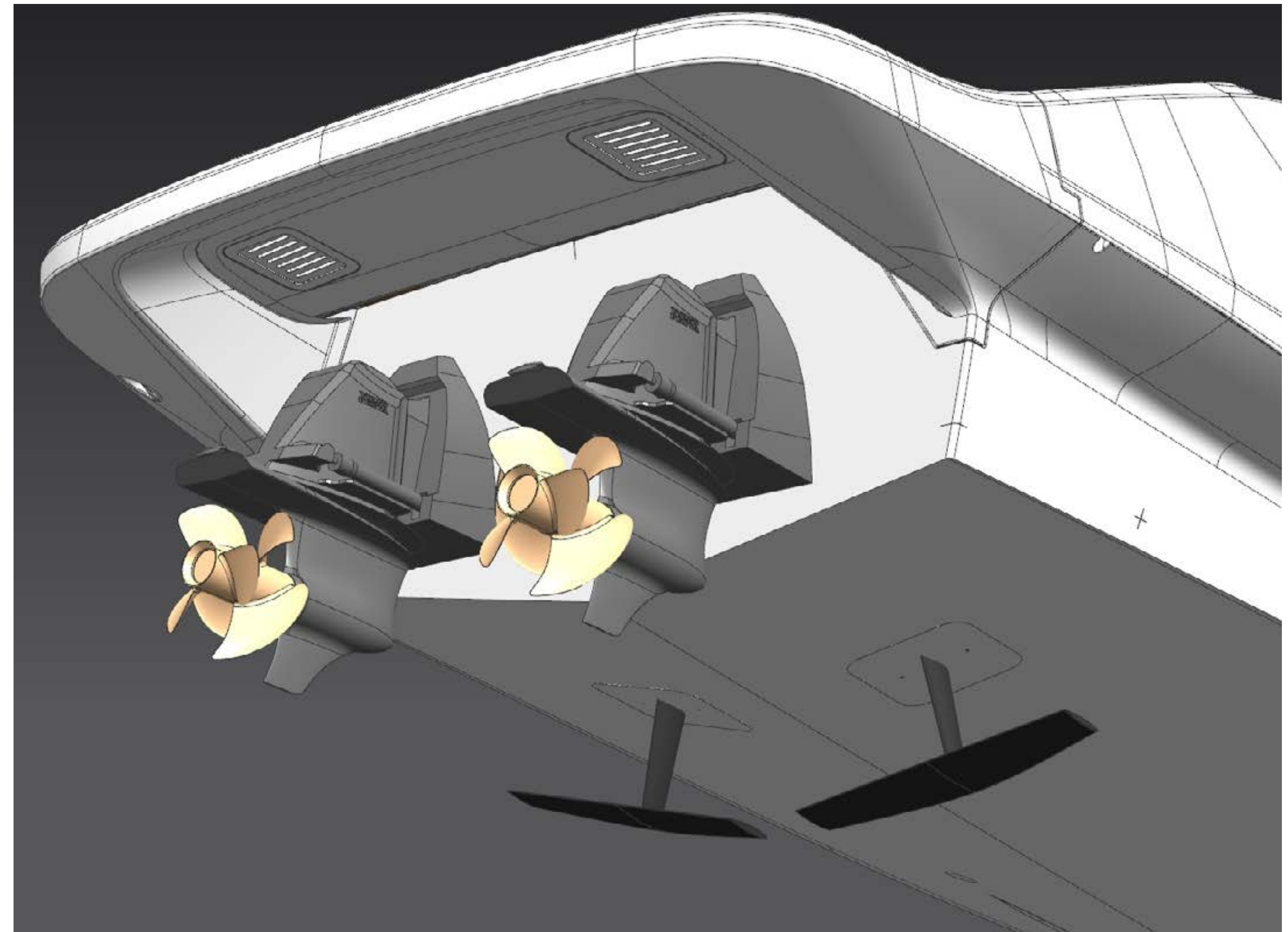
Technical styling materials

HYDRODYNAMICS AND HULL EFFICIENCY

In a move away from the standard of our competitors, we have opted for a full carbon fibre construction and powerful V8 petrol engines, which together will propel the yacht towards 50 knots. The power-to-weight-ratio of petrol engines make them the obvious solution for power and performance on the R35.

“Not content with just one innovation the Princess development team partnered with BAR Technologies to bring the pinnacle of America’s Cup racing technology into the motoryacht industry, incorporating a dynamic foil system in an entirely new way,” states Paul MacKenzie, Product Development Director at Princess Yachts.

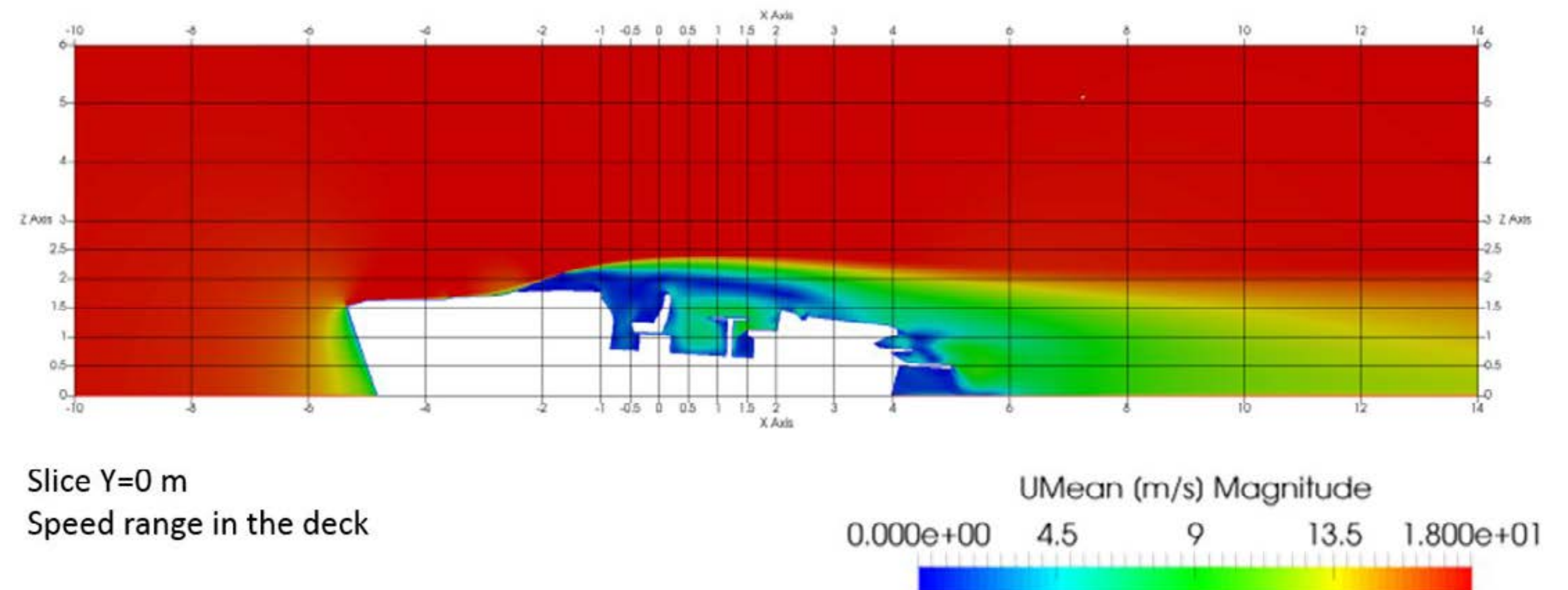
Relative to a conventional motor yacht, the Princess Active Foil System (AFS) on the R35 uses twin foils beneath the waterline to provide improved dynamic stability and increased efficiency. The on board computer makes around 100 calculations every second, automatically adjusting the angle of the foils to provide the ultimate ride experience. Unlike other foil technologies, the Princess AFS does not elevate the yacht above the water, but rather uses the lift to dynamically adjust heel and running angle underway, optimising ride comfort and hull efficiency. “Through innovative development of new Human Machine Interface (HMI) software and AFS we have created a market first for this technology, allowing the user to select optimum AFS ride modes to suit their preference or activity,” says Paul.



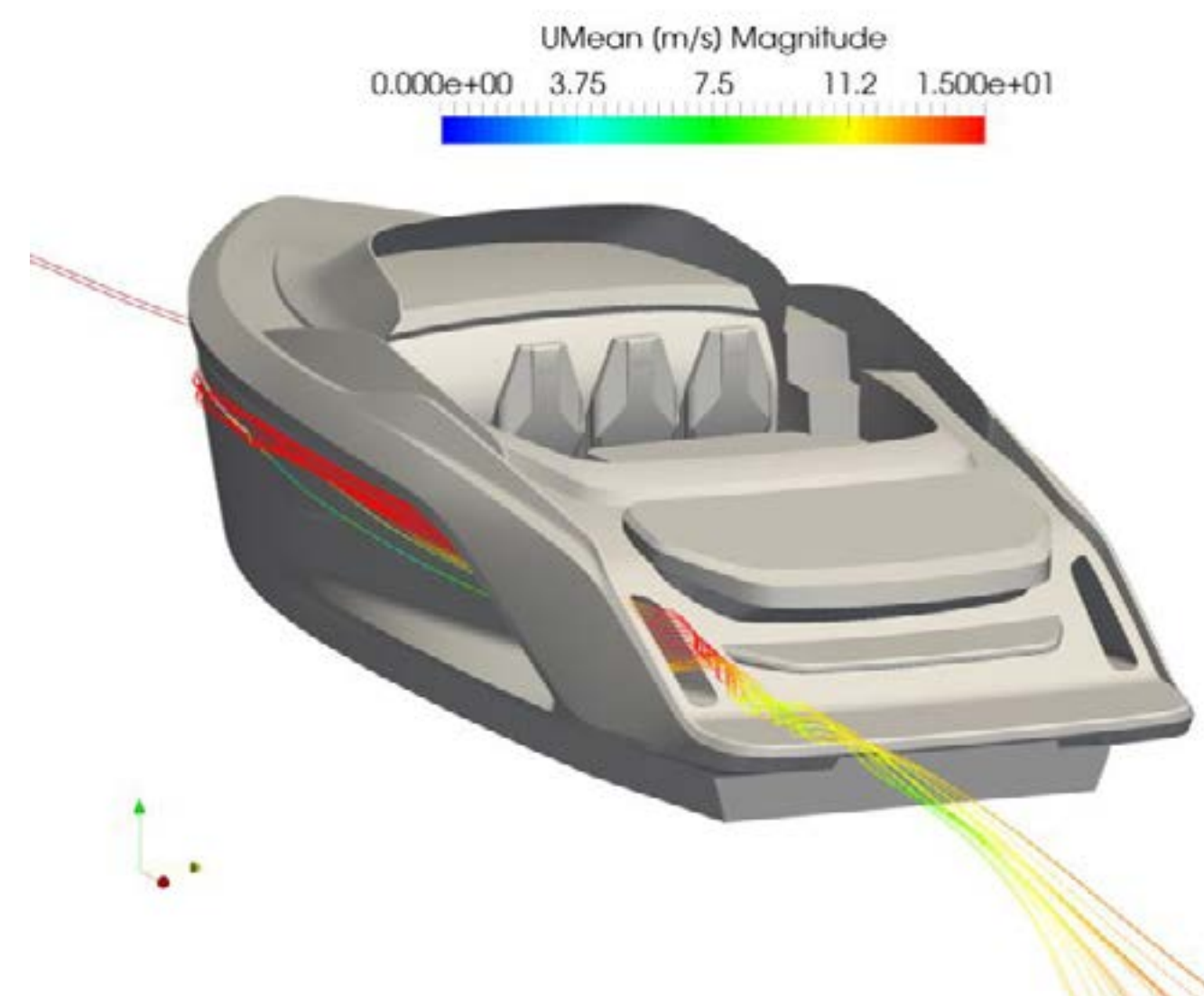
AERODYNAMICS

- Extensive form development was performed using Alias surfacing and Unigraphics 3D modelling software. Analytical tools were used to study clarity and movement of light and reflections across all surfaces. This was particularly important as the hull and deck are painted in metallic colours, therefore any imperfection in surface transitions would be more noticeable
- A keel split hull mould also allowed for more refined and curvaceous hull top side styling, giving the yacht her trademark look
- Computational Fluid Dynamics (CFD) analysis of the top side surfaces and tunnel geometry helped the designers understand and refine the acceleration of airflow cleanly away from the vessel reducing cockpit discomfort in terms of turbulent air and spray
- Deployable sidedeck wind deflectors and windscreen profile move airflow cleanly above the cockpit creating a neutral bubble around the helmsman and guests

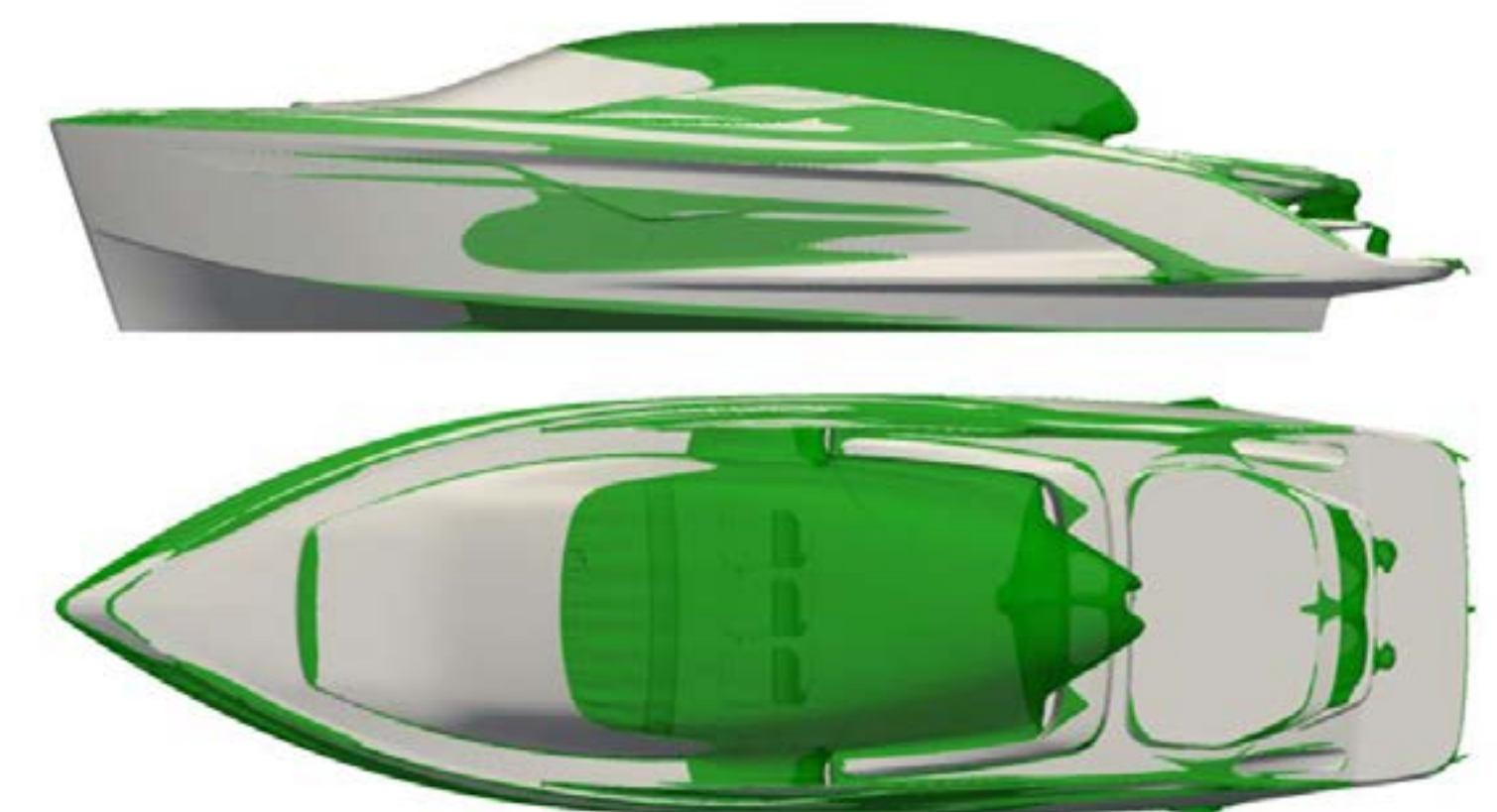
Airflow simulation



Streamline simulation



Wake simulation



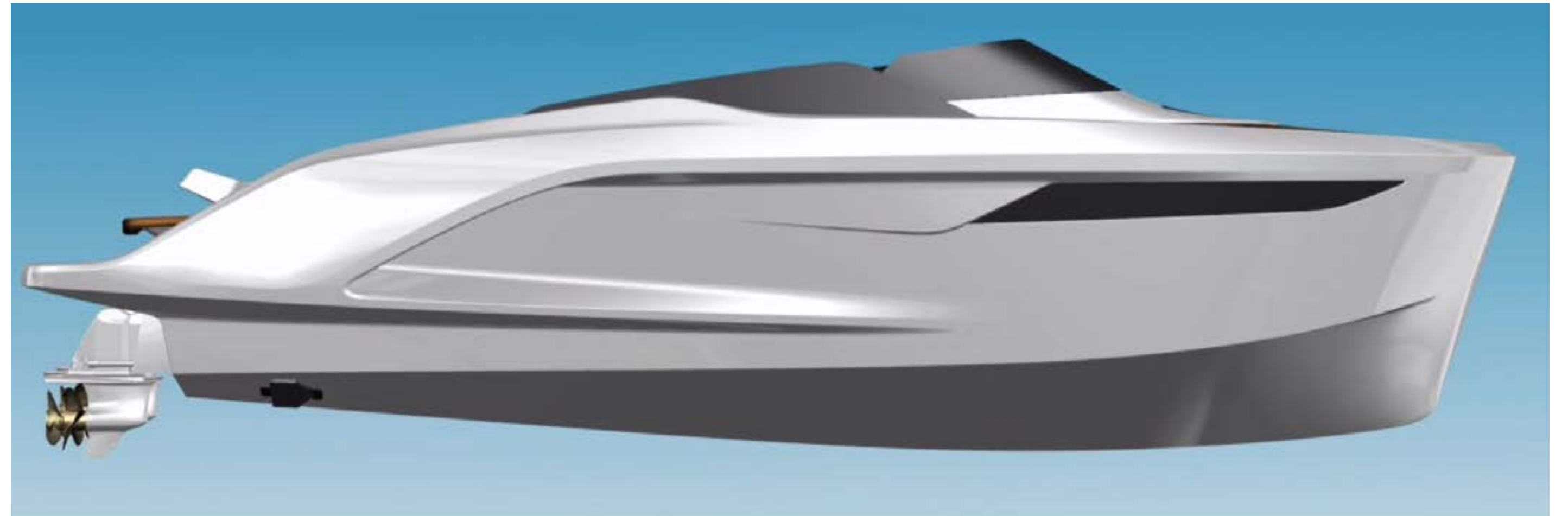
A CASE FOR CARBON FIBRE

“We decided to use carbon fibre to build the R35 because our boats are getting bigger, heavier and taller, and stability is very important. We use some carbon fibre parts for structure and weight saving at the high levels above the waterline, but not a huge amount. We wanted to bring carbon fibre into the business in a more major way, and thought that the R35 was a great technology developer to show off our own yacht building skills. The upgraded facility and ovens to cure the carbon fibre are much bigger than we need for the R35, so we can use it across the business for other larger sections later on,” says Paul MacKenzie, Product Development Director.

“The second reason was to save weight. There is in fact only around 15-20% weight saving between glass fibre and carbon fibre, so it’s actually not as big a saving as people might think. However, we’ve used resin film infusion rather than resin infusion on the R35. That means that there is already the perfect ratio of resin to material, which is also a much more efficient way to build, and through that we’ve got the weight saving up to 25% compared to if we were building it in glass fibre. For a high performance boat, weight is key, and it was important to make those savings where possible.

Another way we’re using this technology to our advantage is that we haven’t used a gel coat. We worked out it would add 300kg to the weight of the boat, so the system we’re using, called Sprint, has a surface film already, which is providing the equivalent of a gel coat. There’s a very thin scrim with a resin rich surface film, so the actual carbon is hidden within the structure. That scrim acts as a blocker to the fabric, which stops the weave coming through to the surface and showing up under the paint over time, which is often a problem in the car industry.

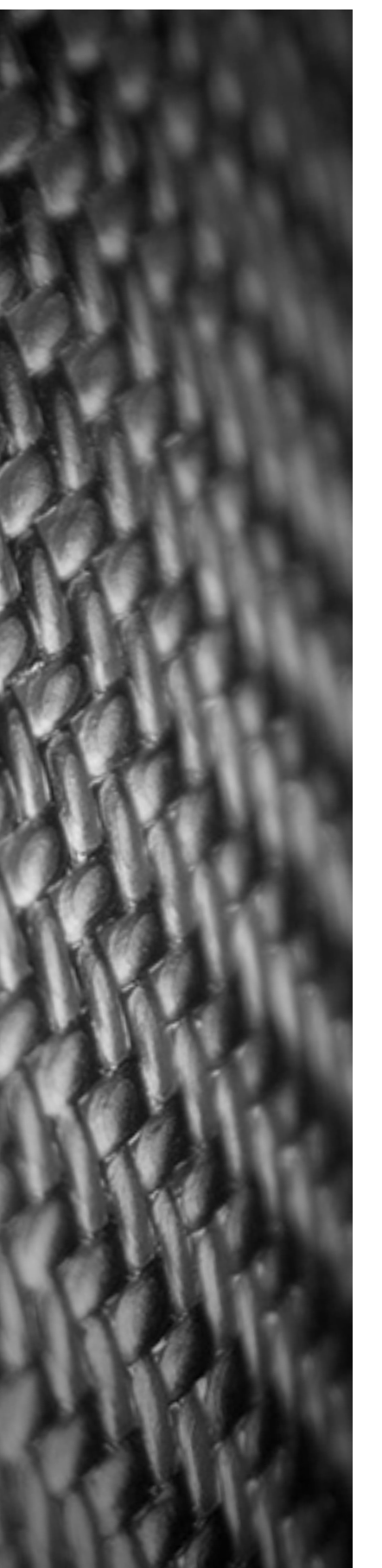
As a technology demonstrator the R35 enabled us to push some boundaries with regards to process and design, we believe all these technologies have a future within the larger Princess range.”



The new efficient hull form fabricated in carbon fibre



Prototype on first sea trials



STATE-OF-THE-ART CARBON FIBRE PRODUCTION

The introduction of the R35 has changed the way our engineers and production teams think about yacht structures and this required new manufacturing processes.

As part of the ambitious four-year Princess Transformation Plan, the business has committed not only to enhancing Production and Quality Systems, but also heavily investing in upgrading the existing manufacturing facilities to support the demands of a carbon fibre production line; making Princess Yachts one of the first British luxury yacht manufacturers to introduce full carbon fibre boat production on a fast assembly line.

“The refurbishment has been a huge undertaking from all the teams involved, as we were tasked with ensuring our facilities meet the high standards that will support carbon fibre production; this will set the standard for the rest of the business. Every detail of the facility had to be carefully considered, for example we could not use conventional lights, as carbon fibre is a highly conductive material,” says Martin Knight, Operations Manager at Newport Street.

“Up to eight units of the R35 will be on the production line simultaneously, each in various stages of the manufacturing process. Two areas located at the Newport Street facilities were identified and earmarked for refurbishment, with work commencing in early 2018. The first production unit houses the many stages of fit-out and the impressive state-of-the-art carbon fibre curing ovens, in which each hull will be cured for up to 12 hours. The second production unit incorporates the finishing facility as well as the new paint sheds, built specifically to accommodate the different hull colour choices available on the R35. “Historically, boat making is quite artisanal, but we need to innovate in order to meet the high expectations, not only of our customers but also of our employees. The new production environment has been fitted with the best equipment available, creating a state-of-the-art working environment befitting the R35.”



The new carbon fibre curing ovens



Before



After

HIGHLIGHTS

The defining features of the R35 are the arresting design coupled with the technological achievements.

“It was an exciting project in many ways for us,” explains Antony Sheriff, Executive Chairman of Princess Yachts. “What we tried to achieve was an intoxicating mix of extreme elegance and technology. Often design is a triumph of beauty over function or function over beauty, but we’ve been able to develop an incredibly technological boat that changes the game and is also very beautiful. The strong character line is key: beautiful products are ones you can draw with 2 or 3 lines, and the R can be drawn in 2 or 3 lines. The character comes from the rear wing which gives 3D form and length but it’s also functional: the air stays laminar across the side of the hull to create vortices that suppress the spray that would normally come back on the boat. And internally it was a fantastic project because it forced us to think outside of the box and think of the elements that make a Princess a Princess, but teleported to the future. In many ways this boat is a test bed for the future of the company and the future of the brand.”

But the technological advances aren’t simply for the sake of it. “The brief wasn’t ‘how can we include foils,’ rather it was ‘how can we design a hull that is noticeably more efficient and stable,’ in essence we wanted to reinvent the whole system and take the values of efficiency, comfort and safety to the next level. In doing that we found that the AFS was the best route. It wasn’t a project that was led by technology but by ambitious goals, and the technology evolved to meet those goals,” says Sheriff. “In Princess we’re now pushing really hard to take our boats to the next level of performance, and that happens by pushing design and using technology. So for the R35 it was a wonderful test bed in a smaller boat to do things we and the industry had never done before, things that on a larger boat might seem a bit risky and imprudent, but on this boat are manageable and exciting. The AFS is something we believe

**“It’s supposed
to make you
fall in love.”**

is going to be game changing, but developing it initially on a smaller boat allowed us to see how it will work and complete the development in a more contained project. We now have this technology working extremely well and there is no reason why we wouldn’t apply it to other boats in the future.” As well as the technology involved, the look and design of the R35 is enough of a reason alone to fall for this yacht. “It’s supposed to make you feel in love,” says Sheriff. “It’s a boat that when you get off and walk away, you will stop within 10 feet to glance back and smile.

“We brought in Pininfarina to work on our boats to help us think creatively about the future. The centre of our design efforts very much remains with Olesinski who continue to work on all of our boats. On this particular boat we achieved two goals; the first was to allow us to reflect on a long term evolution of our design language for which the R gives some clues, and the second was to deliver a concept for the R35 is that it is very much a high tech super sports car for the seas, and Pininfarina has a 90 year heritage in designing the most beautiful and iconic sports cars in the world. We thought it would be a fascinating experiment to see how that design language translates to a nautical environment. If you go back to the 50s and 60s when some of the most beautiful cars were made, the designers used template ‘curves’ to design them. These curves were originally used by naval architects to draw boats. So it’s natural that there’s a connection between automotive and nautical design. We believe that what we have achieved shows how powerful this link can be.”

Whether the priority is style or engineering, the R35 boasts it as a highlight.



Antony Sheriff , Executive Chairman

EXTERIOR



EXTERIOR



EXTERIOR



EXTERIOR - OPTIONAL HARDTOP



INTERIOR - DAY



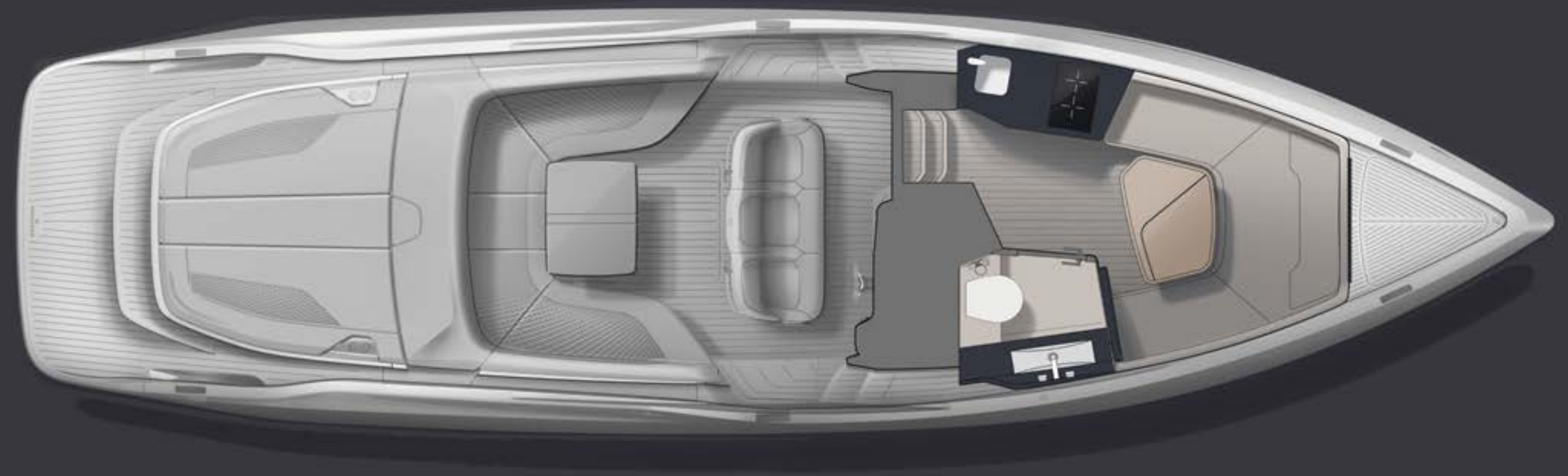
INTERIOR - NIGHT



LAYOUT AND STANDARD EQUIPMENT

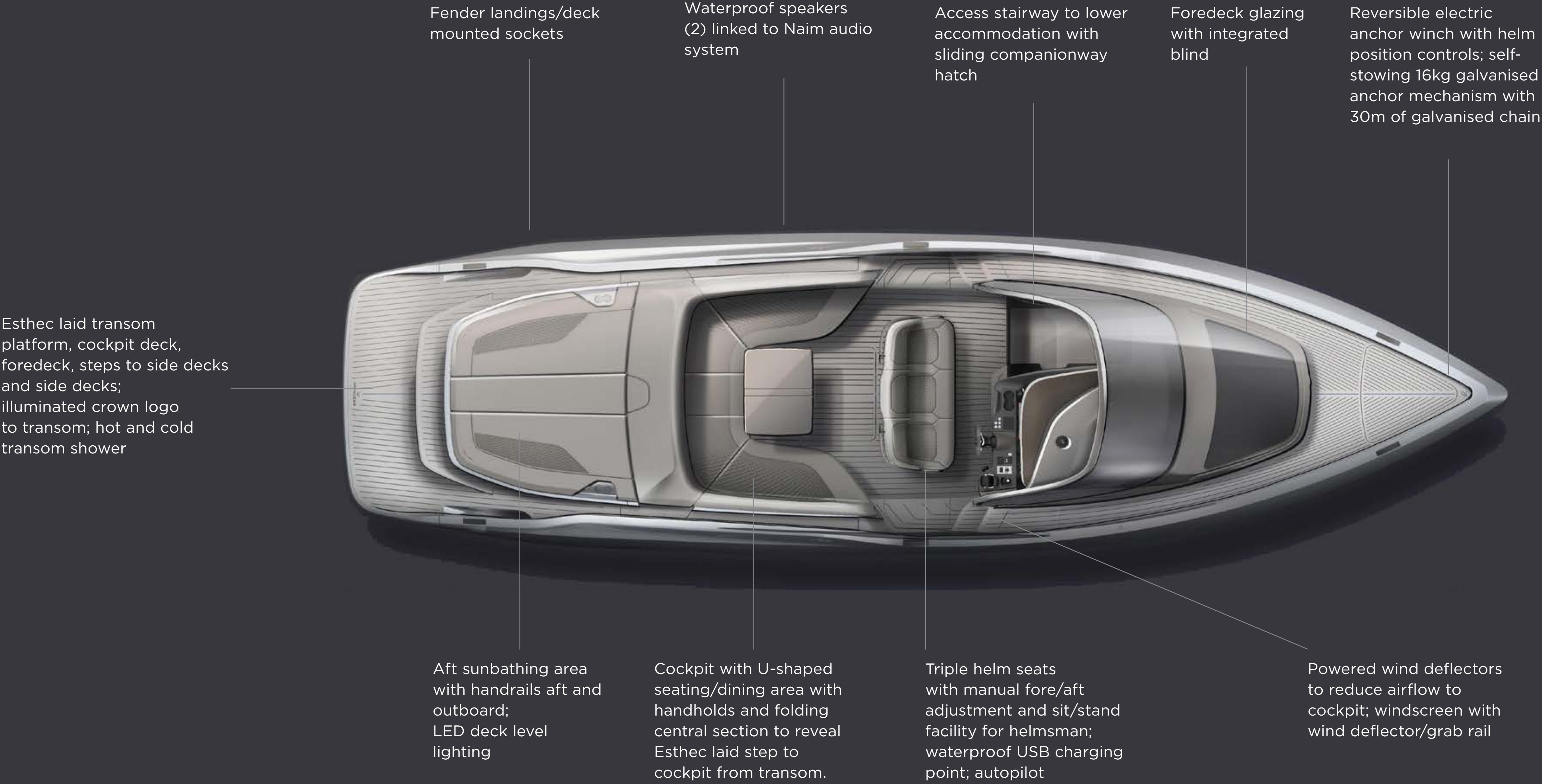


MAIN DECK

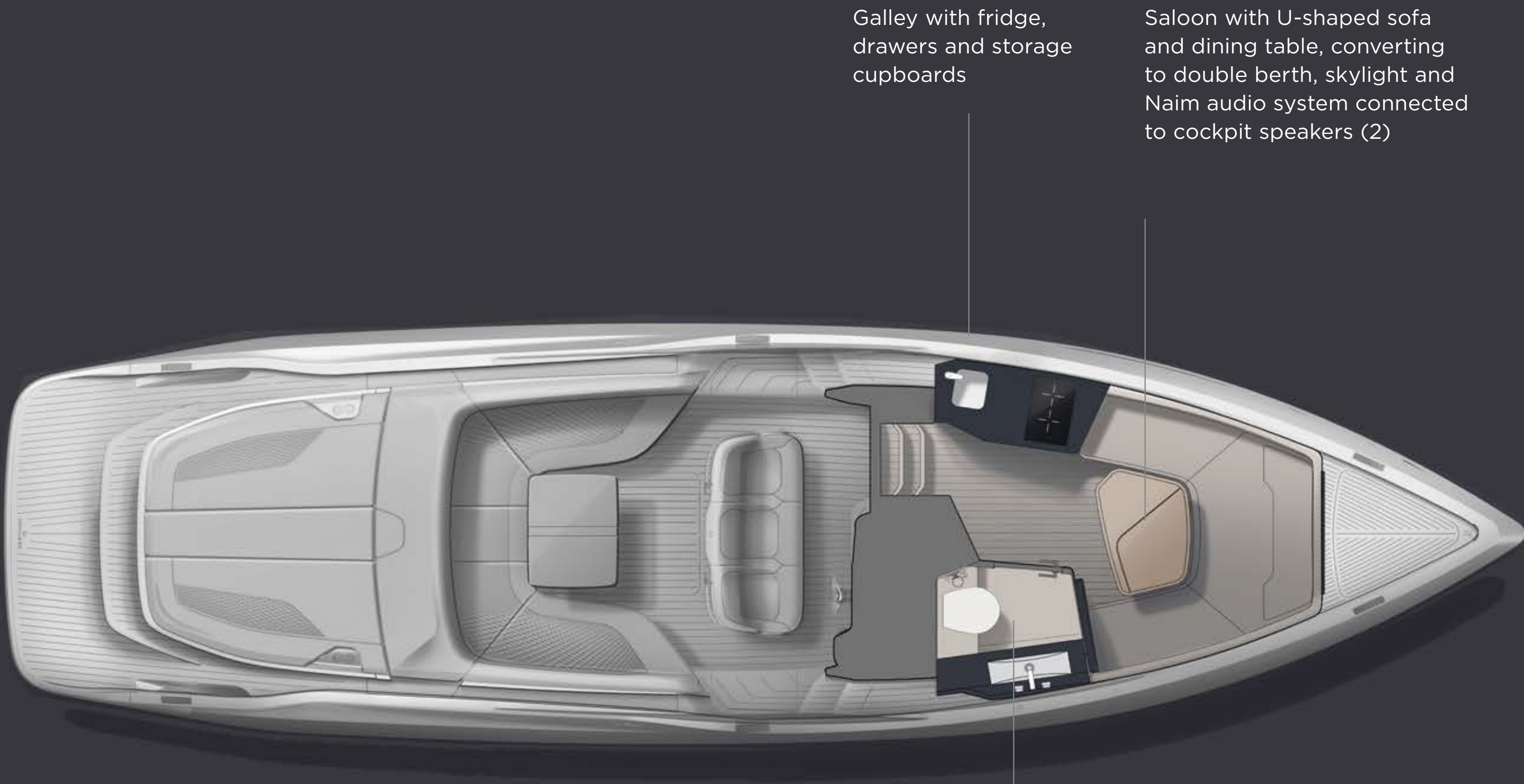


LOWER DECK

MAIN DECK LAYOUT



LOWER DECK LAYOUT



Galley with fridge, drawers and storage cupboards

Saloon with U-shaped sofa and dining table, converting to double berth, skylight and Naim audio system connected to cockpit speakers (2)



Bathroom with shower and automatic pump out

INTERIOR STYLING

OXYGEN

(recommended for Electric Blue, Ice Blue, Bright Silver and Titanium hull colours)

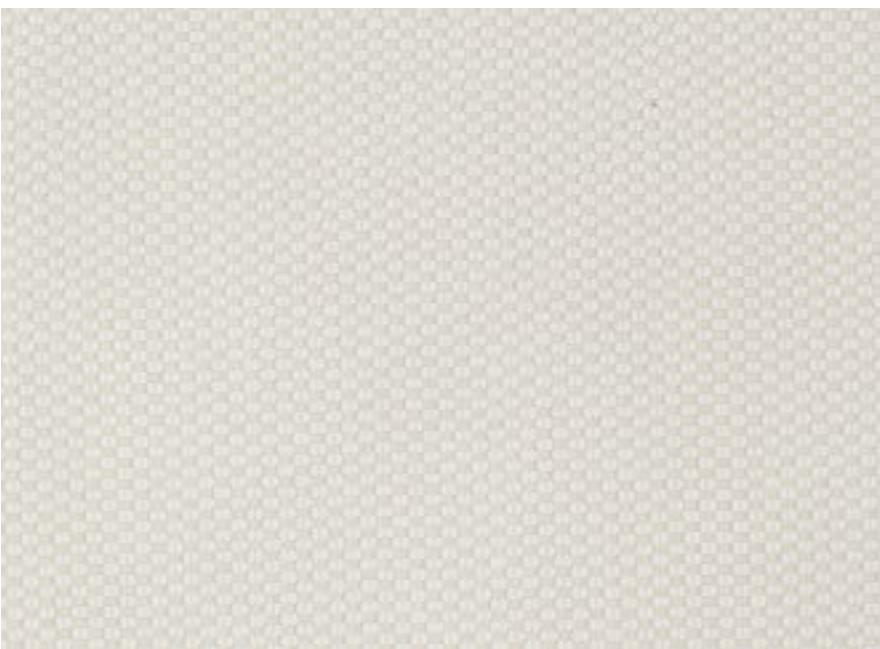


INTERIOR STYLING

THE OXYGEN ELEMENTS



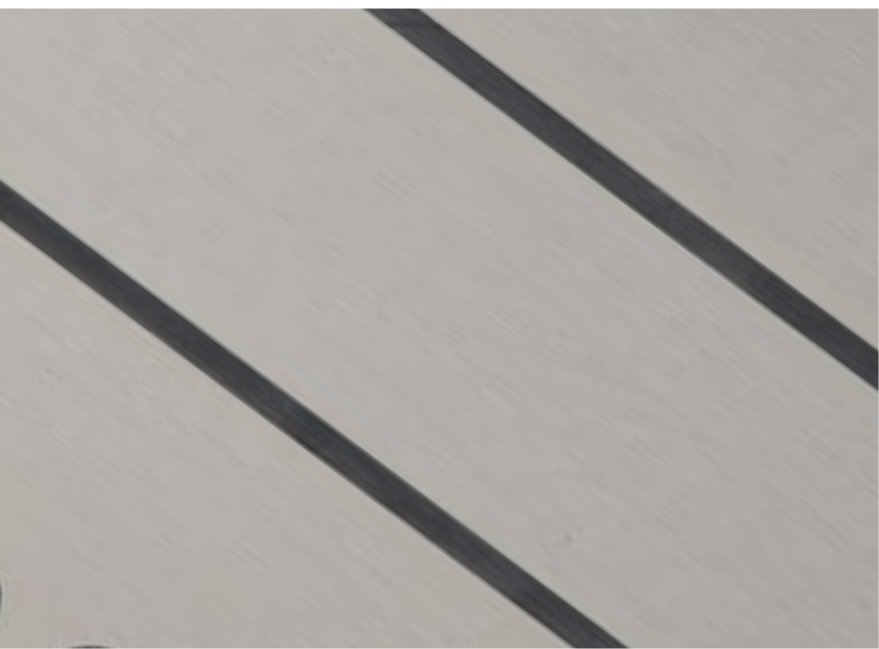
Cabin seating backrest in Astra technical two-tone cross stitch effect



Bulkhead lining in Rapallo White



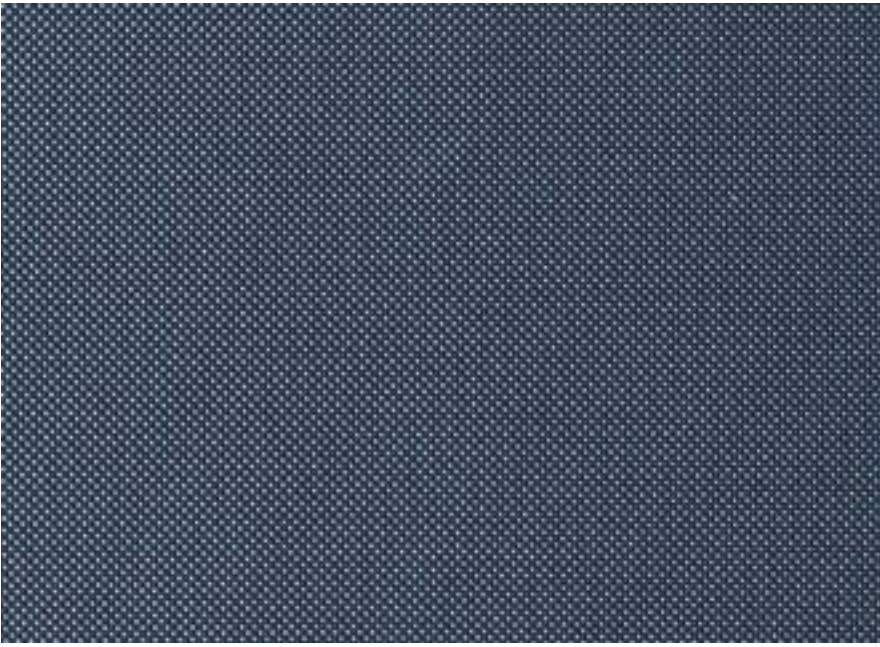
Aft bulkhead, bathroom door and table top in Silver Oak (satin finish)



Cabin and bathroom floors in Esthec Platinum decking with black caulking.



Cabin seating base cushions and window pelmets in Dolce Scallop



Colour trim panel and contrast piping across seating backrest in Radiance Dusk



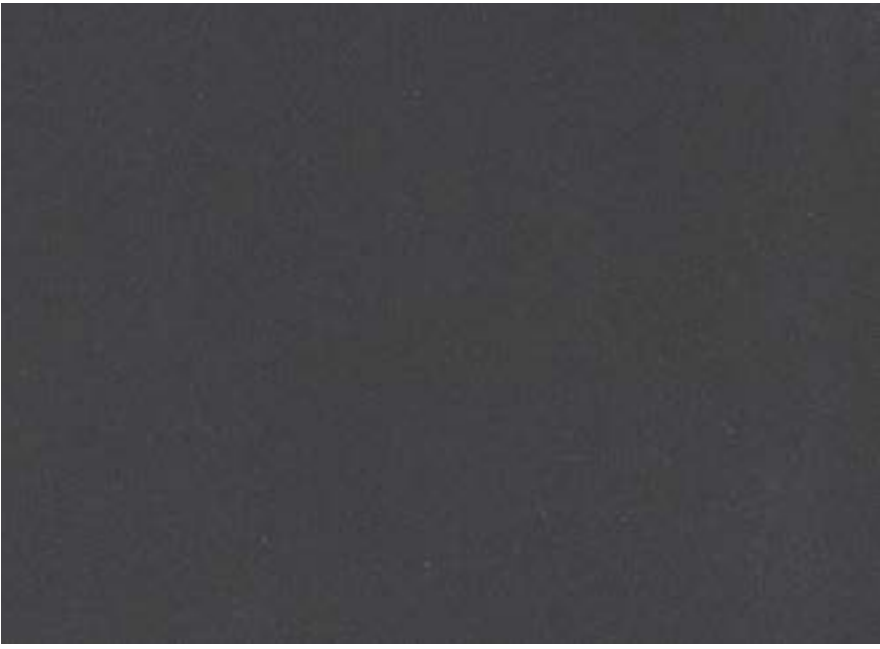
Galley front and TV bulkhead in Forbo Smokey Blue finish



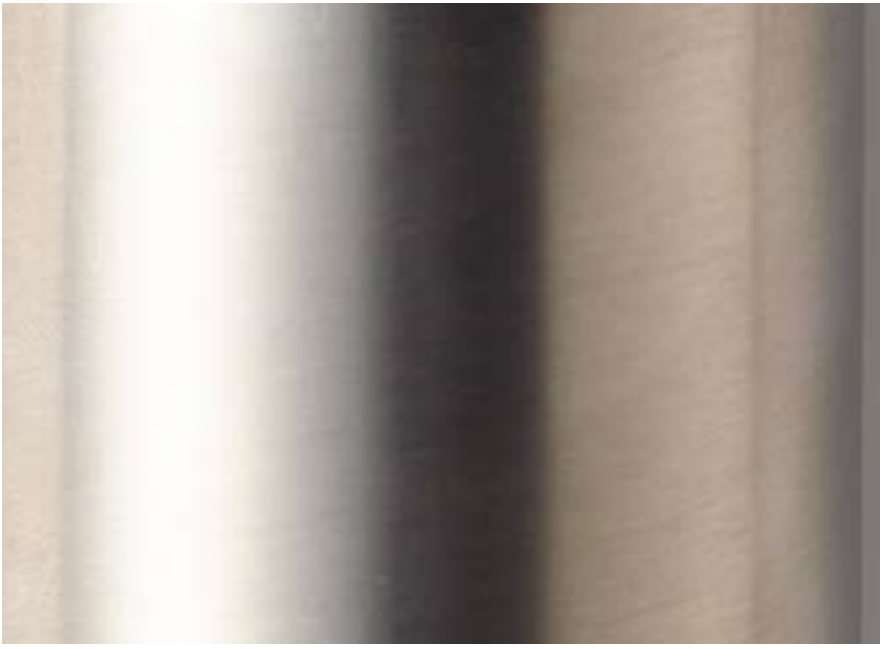
Galley top in Nero Marquina honed granite



Optional Holly Hunt indoor/outdoor leather to seating base cushions (additional cost)



Window liners in Majilite Matt Black



Selected hardware in Vintage brushed nickel finish



Seating upstand painted in Graphite grey

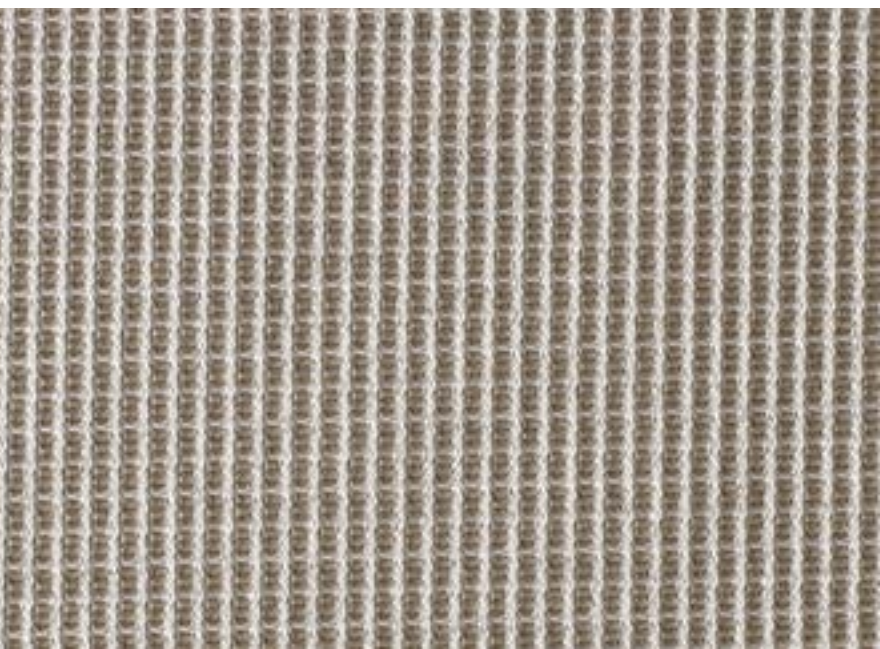
INTERIOR STYLING

VERDIGRIS
(recommended for Bright Silver and Titanium hull colours)

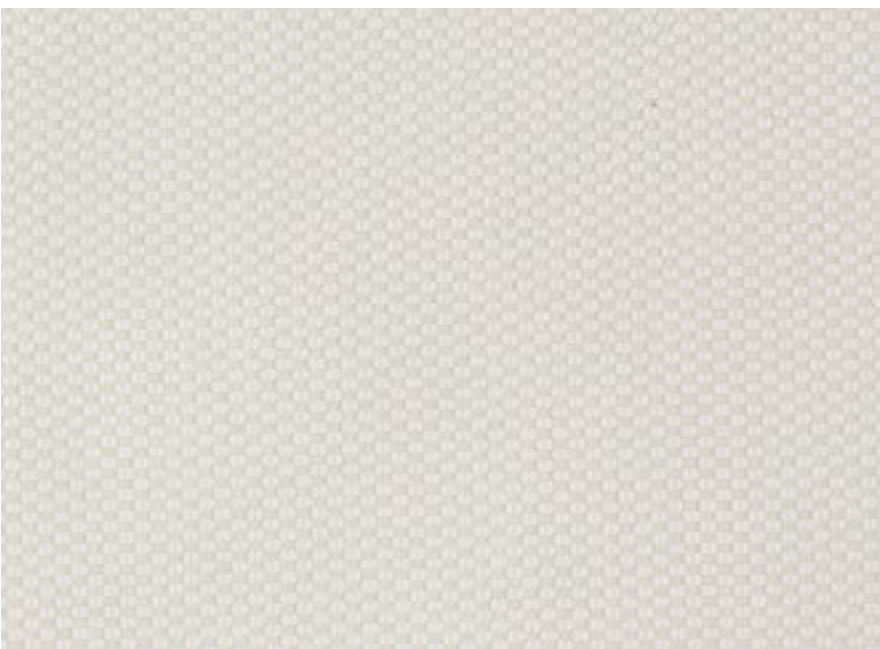


INTERIOR STYLING

THE VERDIGRIS ELEMENTS



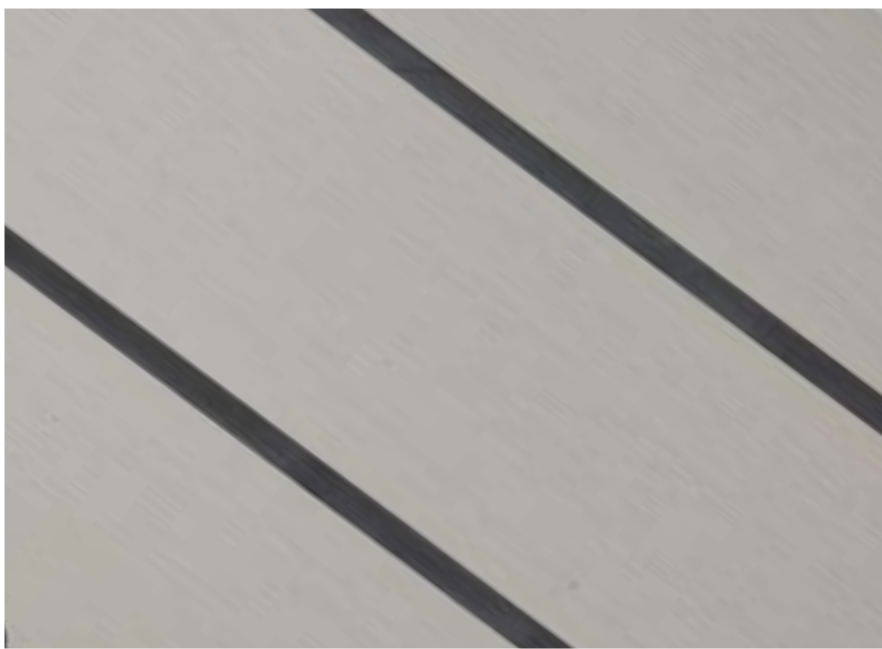
Cabin seating backrest in Astra with technical two-tone cross stitch effect



Bulkhead lining in Rapallo White



Aft bulkhead, bathroom door and table top in Silver Oak (satin finish)



Cabin and bathroom floors in Esthec Platinum decking with black caulking.



Cabin seating base cushions and window pelmets in Dolce Scallop



Colour trim panel and contrast piping across seating backrest in Bright Teal



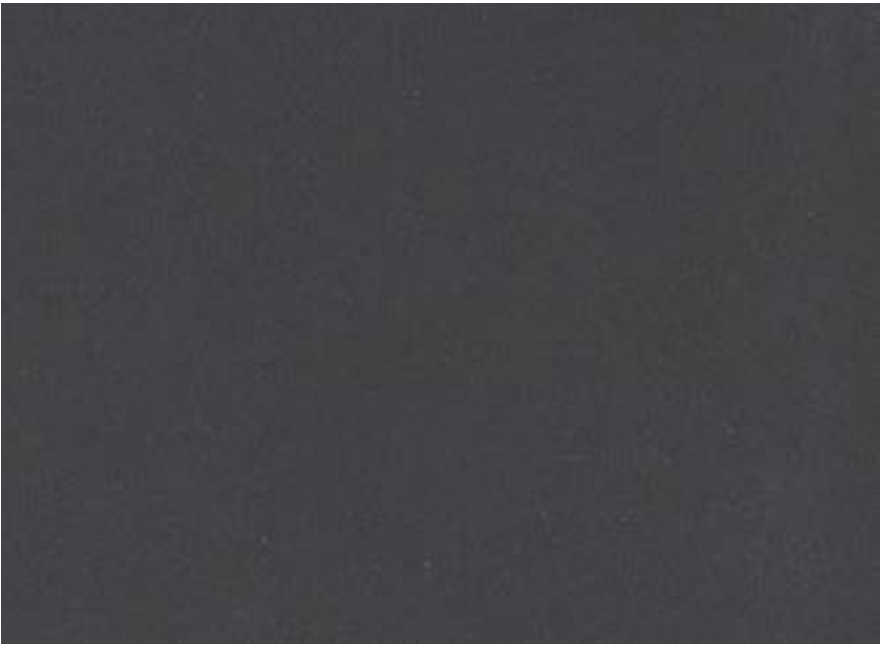
Galley front and TV bulkhead in Forbo Pewter finish



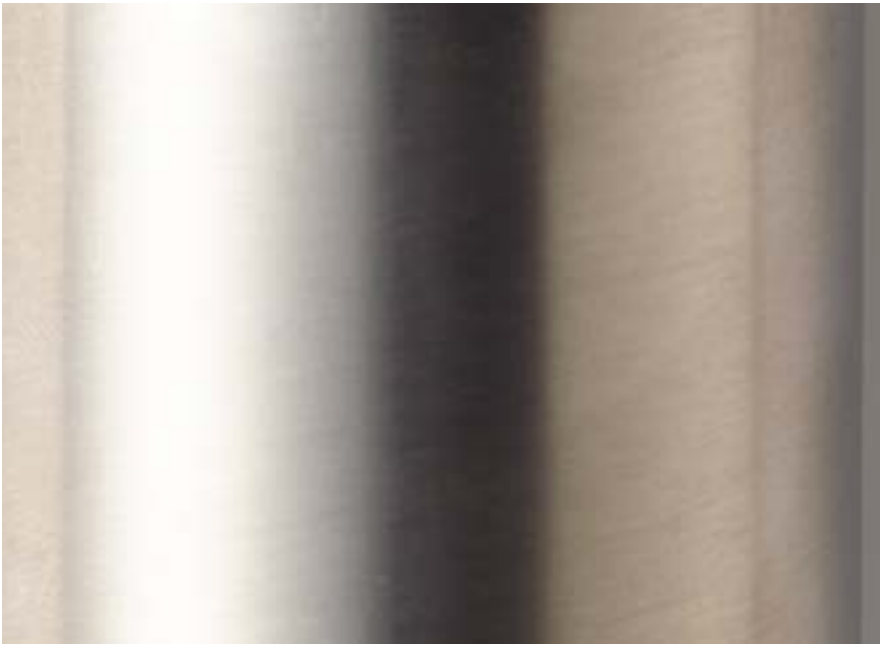
Galley top in Nero Marquina honed granite



Optional Holly Hunt indoor/outdoor leather to seating base cushions (additional cost)



Window liners in Matt Black



Selected hardware in Vintage brushed nickel finish



Seating upstand painted in Graphite grey

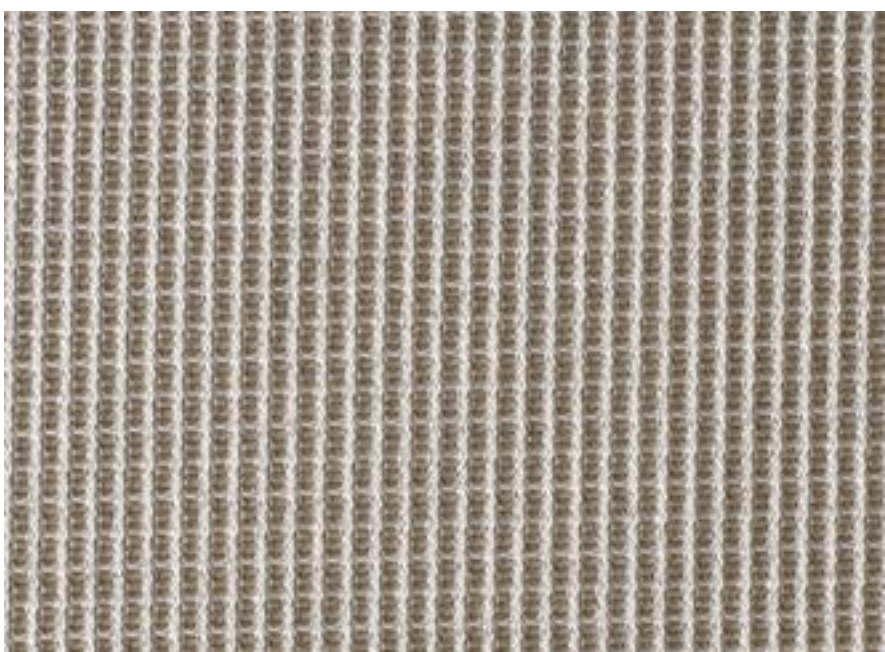
INTERIOR STYLING

GRAPHITE
(a neutral scheme suitable for all hull colours)

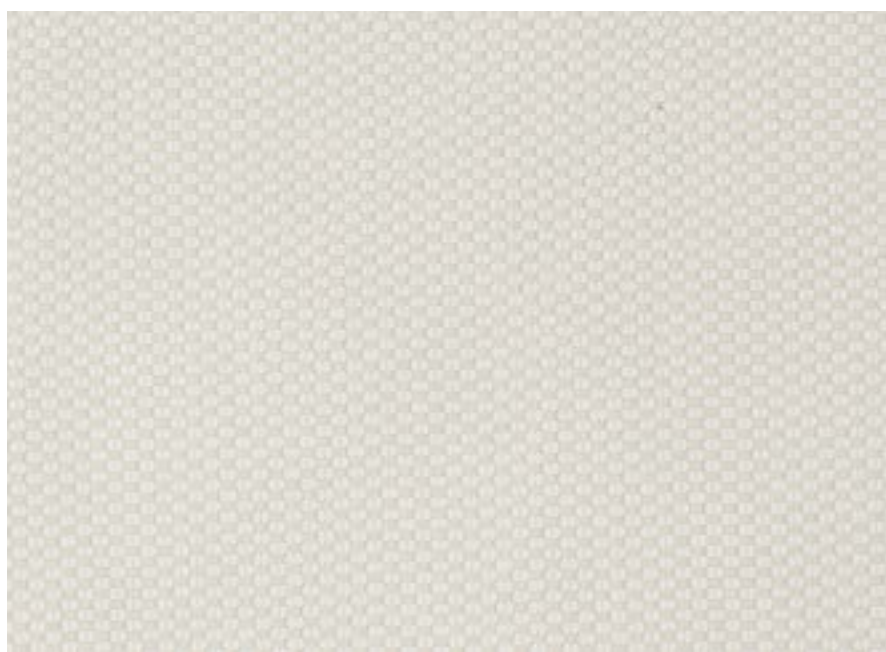


INTERIOR STYLING

THE GRAPHITE ELEMENTS



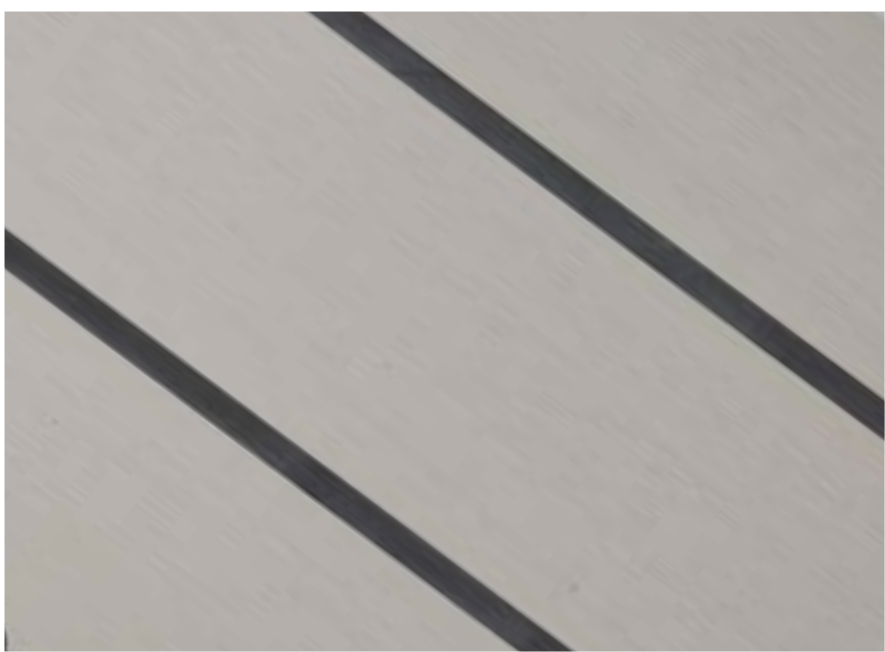
Cabin seating backrest in Astra technical two-tone cross stitch effect



Bulkhead lining in Rapallo White



Aft bulkhead, bathroom door and table top in Silver Oak (satin finish)



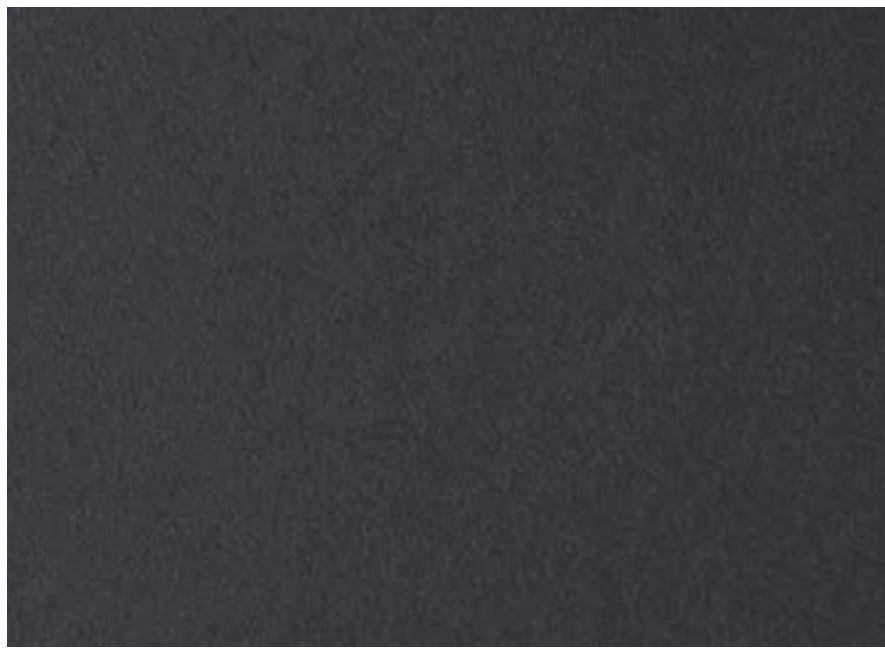
Cabin and bathroom floors in Esthec Platinum decking with black caulking.



Cabin seating base cushions and window pelmets in Dolce Scallop



Colour trim panel and contrast piping across seating backrest in Nytek Silver/Black



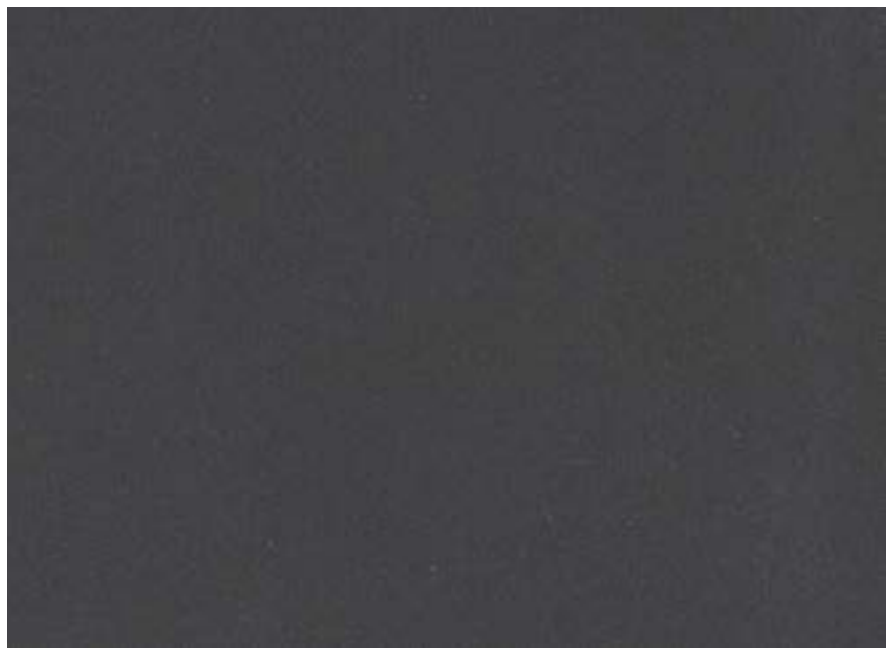
Galley front and TV bulkhead in Forbo Charcoal finish



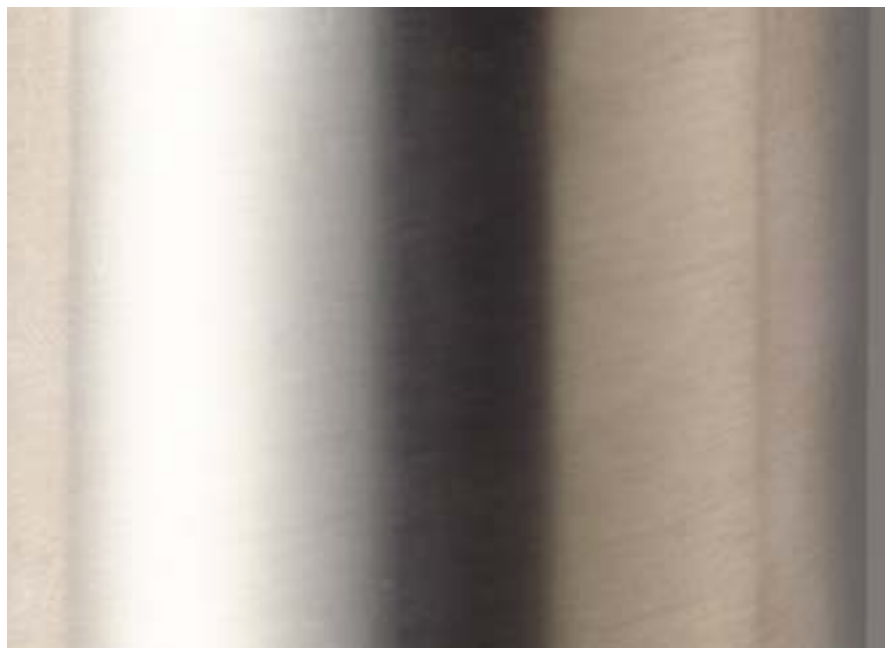
Galley top in Nero Marquina honed granite



Optional Holly Hunt indoor/outdoor leather to seating base cushions (additional cost)



Window liners in Matt Black





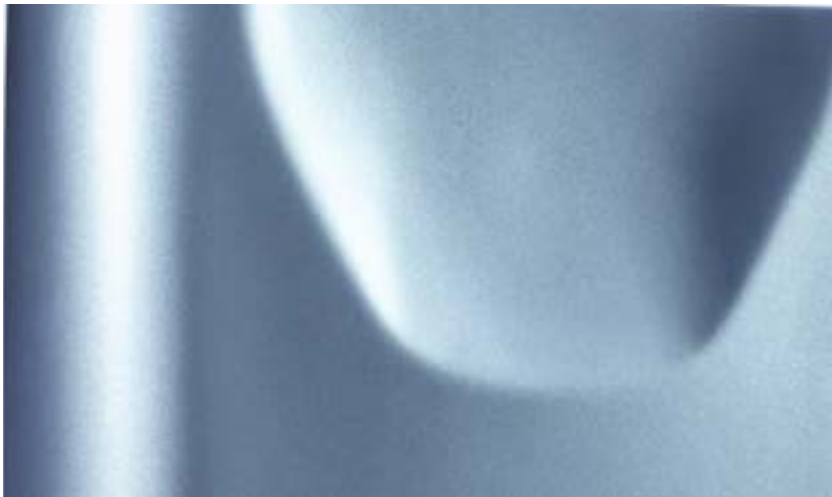




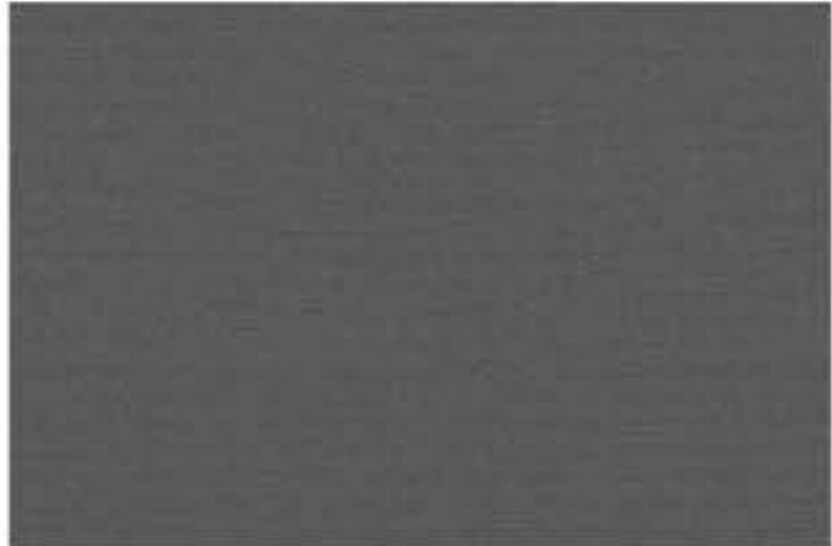








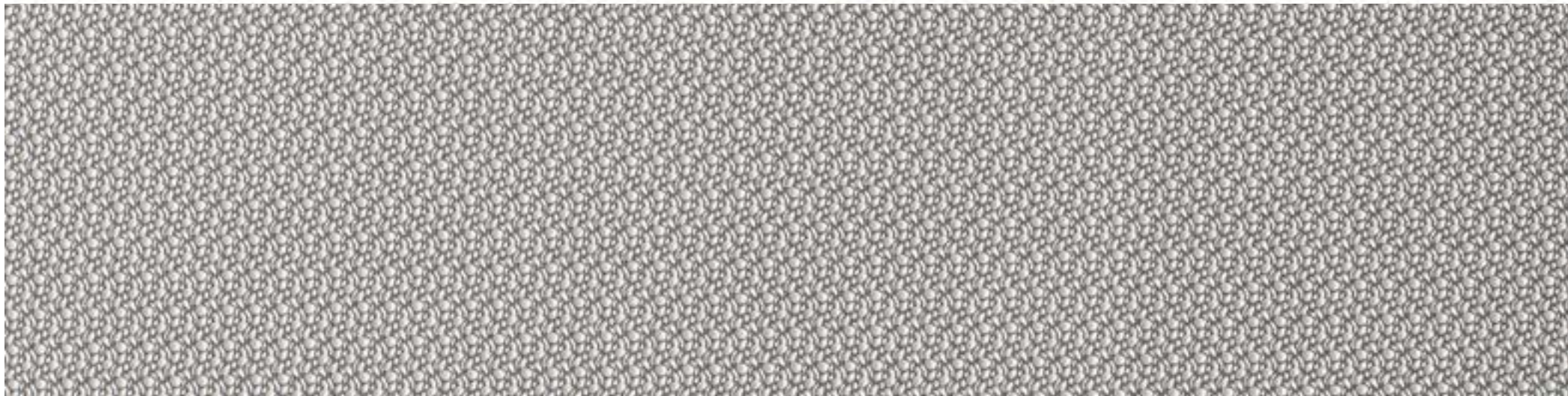
Selected hardware in Vintage brushed nickel finish



Seating upstand painted in Graphite grey

EXTERIOR STYLING OPTIONS

Hull colours with complementary tonneau covers, colour and trim

Electric Blue	Signal Red	Ice Blue	Bright Silver	Titanium	
					
					
Sunbrella Plus Tonneau Cover - Artic Blue	Sunbrella Plus Tonneau Cover - Crimson Red	Sunbrella Plus Tonneau Cover - Charcoal Grey	Sunbrella Plus Tonneau Cover - Silver	Sunbrella Plus Tonneau Cover - Charcoal Grey	
					
Upholstery colour trim - Vogue Sky		Upholstery colour trim - Vogue Garnet	Upholstery colour trim - Vogue Water	Upholstery colour trim - Vogue Nickel	Upholstery colour trim - Vogue Nickel
					
Sunbed and seating upholstery in Dolce Capelin.			Contrast styling to sunbed upholstery in Hitch Alloy.		

DELIVERING AN EXCEPTIONAL EXPERIENCE

Owning an R35 isn't just about having a yacht, it's also about becoming part of an exclusive club. Belonging to the Princess family is a lifelong privilege, and our exclusive worldwide dealer network means you are never far from a friendly face.

Owning a Princess gives you unique benefits and exceptional experiences, such as Princess Lifeline, a 24/7 international SOS service providing all new owners with free access to medical and security assistance, powered by MedAire. Princess owner's can contact the Princess Lifeline when planning a trip for medical and safety recommendations or can call to receive medical and security advice and support while at sea and ashore.

Also with the R35, gone are the days of large owner manuals, and instead you can find anything you might need available on a bespoke R35 app, in a range of language options.



A familiarisation course prior to despatch means you can confidently take on the waves in your new yacht, and our calendar of exclusive Princess owner events and parties means you will always have somewhere to head for next.

From the first conversation you have with Princess to the personalised treatment with our aftersales experts, you can expect the highest quality of care and attention, coupled with our legendary dose of joie de vivre.

Princess: Experience the Exceptional.

SPECIFICATION

PRINCIPAL DIMENSIONS

Length overall (excl. pulpit) (max)	35' 9"	10.89m
Beam	10'8"	3.27m
Draft (at full load) approx max	2'6"	0.76m
Displacement approx (lightship)	4.5 tonnes	
Displacement approx (half load)	5.9 tonnes	
Fuel capacity	600 litres / 132 gal / 158 US gallons	
Water capacity (excl. calorifier)	140 litres / 31 gal / 37 US gallons	
Hot Water calorifiers	36 litres / 8 gal / 10 US gallons	
Black water tank	80 litres / 18 gal / 21 US gallons	

ENGINES

2 x Volvo Petrol V8 (2x430 mhp)	Maximum speed range – 45-50 knots [†]
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[†] Speeds are given at half load condition with boat to standard specification and with no additional equipment on board. Speeds are estimated and given in good faith but without warranty.

DETAILED SPECIFICATION

DECK FITTINGS

- Esthec-laid transom platform, cockpit deck, foredeck, steps to side decks and side decks
- Reversible electric anchor winch with helm position and foredeck controls
- Self-stowing 16kg galvanised anchor mechanism with 30m of galvanised chain
- Discrete retractable stemhead roller with automatic anchor launch and retrieve
- Chain locker hatch
- Stainless-steel pop-up bow, stern and spring cleats
- Stainless steel foredeck grab rail
- Fender landings / deck mounted sockets
- Foredeck glazing with integrated blind
- Powered wind deflectors to reduce airflow to cockpit
- Full set of IMCO navigation lights
- Riding light
- Illuminated crown logo to transom
- Electric horn
- Ensign socket and pole
- Windscreen with wind deflector/grab rail
- Fuel and water fillers

COCKPIT

- Self-draining
- U-shaped seating/dining area with handholds and folding central section to reveal Esthec laid step to cockpit from transom
- Teak folding removable table with deck mounting sockets in two positions
- Aft sunbathing area with handrails aft and outboard
- Exterior seating and sunbeds in reticulated foam
- Steps to side decks
- Access stairway to lower accommodation with sliding companionway hatch
- Storage lockers port and starboard
- Fender storage in cockpit hatch
- Rope storage locker
- LED deck level lighting
- Stainless-steel grab rails
- Storage compartment below helm seating
- Locker with remote fire and fuel cocks
- 220/240v shore support inlet
- 12v exterior splash proof power point
- Waterproof speakers (2) linked to Naim audio system located in saloon
- Life raft storage locker
- Powered engine access hatch with storage rack system on underside
- Lazarette access hatch with gas strut support
- Esthec laid walkway below cockpit sunbed upholstery leading to bathing platform
- Retractable rescue ladder in bathing platform
- Bathing ladder with deck mounting sockets
- Hot and cold transom shower
- Sunbrella tonneau cover

HELM POSITION

- Triple helm seat with manual fore/aft adjustment and sit/stand facility for helmsman
- 2 x 17” glassbridge displays incorporating GPS/Chartplotter, full engine instrumentation, fuel gauges and engine controls
- Autopilot
- Electro hydraulic active foil and ride control interface
- Power-assisted steering system (adjustable steering wheel)
- Remote control anchor winch
- Sterndrive trim controls
- VHF with DSC R/T
- Speed and distance log (with sea temperature)
- Echo sounder with alarm
- High-speed compass
- Horn button
- Bilge pump controls with visual ‘pump running’ warnings
- Waterproof USB charging point
- Windscreen wipers with freshwater windscreen wash

SALOON

- U-shaped sofa, converting to double berth with stowage for infill cushions
- Dining table
- Naim audio system linked to cockpit speakers (2)
- Skylight with integrated blinds
- LED overhead and concealed lighting
- Esthec flooring
- Hull windows

GALLEY

- Worktop in Nero Marquina honed granite
- Stainless-steel sink with mixer tap
- Waste bin
- Drawers and storage cupboards
- Fridge
- Waste bin
- Esthec flooring

BATHROOM

- Washbasin with Solid Surface worktop
- Mirror
- Storage locker
- Shower compartment with automatic pump out
- Extraction ventilation
- LED overhead and concealed lighting
- Bathroom accessories
- Esthec flooring

DETAILED SPECIFICATION

POWER AND DRIVE SYSTEM

- Twin duo-prop stern drives
- Engine room lighting
- Powered engine room access hatch
- Power-assisted steering system
- Princess Active Foil System with interface at helm position
- Electronic engine and gear shift controls
- Engine room extraction
- Lazarette extraction

ELECTRICAL SYSTEMS

- 12 VOLT:
- 2 x heavy duty batteries for engine starting
 - 1 x Li-on high capacity auxiliary batteries incorporating battery management system
 - Battery link facility between engine start batteries with remote control at helm position
 - Remote battery master switches with control switch at main switch panel
 - Circuit breakers on all circuits

- 220/240 VOLT:
- 32 amp shore support inlet
 - Polarity check system
 - Earth leakage safety trip
 - Power points in Galley/living area

FUEL SYSTEM

- Twin fuel tanks with interconnection system giving 600 litres /132 gal / 158 US gallons capacity (Installation includes vapour detectors with automatic extraction)
- Fuel fillers on port and starboard side decks
- High-capacity simplex fuel filters with water traps with change-over valves
- Remote fuel cocks in cockpit locker
- Fuel gauge at helm console

WATER SYSTEM

- Water tanks totalling 140 litres / 31 gal / 37 US gallons plus 36 litres/ 8 gallons/10 US gallons hot water calorifier
- Water heated by engines and 240v immersion heater
- Automatic water pump with filter
- Water level gauge
- Deck filler
- Electric WC system with 80 litres/ 18 gallons/21 US gallons holding tank, content gauge and electric and manual overboard discharge and dockside discharge system

FIRE EXTINGUISHERS

- Automatic/manual override fire extinguishers in engine room and lazarette with warning system at helm position
- Hand-operated fire extinguishers (2) in galley and helm position

BILGE PUMPS

- Automatic/manual override electric bilge pumps in engine room, lazarette and forward accommodation (3 in all)
- High-capacity manual bilge pump with valve system and suction points in same areas
- Electric bilge pumps have controls and warning lights at main helm and warning light with audible alarm at helm

OTHER STANDARD EQUIPMENT

- Ensign staff
- Fenders (4)
- Mooring warps (2)
- Boat hook
- First Aid kit
- Tool kit
- Digital manuals (including engine manuals)
- Anchor winch back up handle

FINISHES

- Esthec laid decks to all deck areas
- Esthec laid floor to all areas in lower accommodation
- Furniture in silver oak satin finish
- Solid Surface wash hand basin counter top in bathroom
- Galley worktop is in Nero Marquina honed graphite
- A choice of Princess Design Studio, high tech styling schemes to complement the range of hull colours
- Blinds or sunscreens to all windows

Please note the right is reserved to add modify or delete from this preliminary specification.

FOR FURTHER INFORMATION

PLEASE CONTACT:

Your respective sales manager

Information disclaimer:

The details contained in this document were correct at the time of publication. Princess Yachts Limited reserves the right to modify or change the specification.



