

VERY USEFUL DIMENSIONS AND INFORMATION

	<u>Princess 32</u>	<u>Project 31</u>	<u>Pilgrim 25</u>
Overall length (pulpit to outdrives lowered)	33' 4"	33' 4"	26' 0"
" " (outdrives raised)	34' 1"	34' 1"	26' 8"
" " (outdrives raised with Davits)	34' 6"	34' 6"	26' 9"
" width	9' 11"	9' 10"	8' 9"
" height	10' 9"	10' 0"	9' 0"
" " above water line ex mast	8' 6"	8' 0"	7' 10"
" " with our cradle (without wheels)	11' 0"	10' 3"	10' 2"
" " our cradle and lorry	14' 0"	13' 3"	13' 2"
Draught including outdrives	3' 0"	3' 0"	2' 10"
" excluding "	2' 0"	2' 0"	1' 4"
Width across transom	7' 11"	7' 11"	7' 11"
Overall weight of boat (Twin Engined)	4½ tons	4 tons	2½ tons
" " " (Single engined)	3½ "	3½ "	2 "
Overall weight with our cradle (Twin engined)	4½ "	4½ "	2½ "
" " " (Single engine)	4 "	3¾ "	2½ "
Curtain material 48" wide	15 yds	15 yds	12 yds
" " 48" "	13 "	13 "	10 "
Length of Dinghy recommended	8'	8'	8'
Thames Tonnage	10.32	10.32	6.25

PROJECT 31 - STANDARD EQUIPMENT
Twin Cabin (4-berth) Model

TOILET COMPARTMENT

Sea toilet
Wash basin with freshwater pump
Mirror
Stowage cupboard
Nylon curtains
Tannoy vent
Paper holder
Towel ring

COCKPIT

Large self-draining cockpit
80 cu. ft. stowage under deck
Cockpit linings
Teak cockpit rails on stainless steel
stanchions
Steps, port and starboard
Stern cushions and backrest
Helmsman's seat with footrest (folding)
Pilot's seat (folding)
Cockpit cover

CONTROL POSITION

Morse steering
16in. spoked wheel
Morse single lever engine controls
Full engine instrumentation
Fuses and distribution boxes under
ELECTRICAL
Trumpet horn
Marine windscreen wiper
Full set navigation lights
Cabin lights
Control panel light
Heavy duty batteries
Battery boxes
Master disconnect switches

INTERIOR

Stainless steel pulpit
Full set of mooring cleats
Fairleads
Full set of mooring lines
Stemhead roller
Chain pipe
Danforth anchor
Anchor chocks
Anchor warp
Full set of mooring lines
Boat hook (light alloy)
Fore hatch
Helmsman's shelter with G.R.P. top
Stainless steel hand rails on cabin top and
helm'sman's shelter top
Double Calor gas compartment - safety
vented overboard
Calor gas regulator
Two fire extinguishers
Water line and blue flash
Ensign socket, Staff

ENGINE ROOM

2 berths for'd
Folding doors separate cabins
5/6 seater dinette/double bunk
Stowage under all bunks
Hanging locker
Stainless steel sink with freshwater pump
Calor gas cooker, two burners, grill, oven
and folding top over
Crockery, cutlery racks
Food stowage
Curtain rails and wires
Bookshelf
All bunks upholstered
Carpet fitted throughout
Sliding windows
All teak trim
Self draining glass fibre hatch
Acoustic silencing
Underwater exhausts
Trunked venting to both engine room and
tank space from 4 vents

DIMENSIONS AND CAPACITIES

LENGTH (between rubbing bands) 31ft. 10in. (9.7 m)
LENGTH (overall) 32ft. 9in. (9.9 m)
BEAM 9ft. 10in. (2.9 m)
DRAUGHT 33in. (838 mm)
FUEL CAPACITY (approx.) 110 galls (499 litres)
WATER CAPACITY (approx.) 25 galls (114 litres)

Marine Projects (Plymouth) Ltd.

NEWPORT STREET - STONEHOUSE - PLYMOUTH

TEL. PLYMOUTH 60353

PRICE LIST FOR 1966 PRODUCTION

PRICES IN BRACKETS () ARE THOSE OF BARE HULL AND SUPERSTRUCTURE WITH ENGINES AND OUTDRIVE UNITED FITTED - FOR COMPLETION BY THE HOME BOATBUILDER

TYPE OF CRAFT	TYPE OF ENGINE/S	APPROXIMATE SPEED (m.p.h.)	PRICE EX WORK
PROJECT 31 - 5/6 Berth	Single Perkins 4.107M, 50 h.p. Diesel Z-Drive	10	£2,960 (£1,325)
PROJECT 31 - 4/6 Berth Hull Colours: - White, Deep Blue, Light Blue available with single or twin keels if speed under 16 m.p.h. For speeds over 16 m.p.h. single keel must be fitted.	Twin Perkins 4.107M, 50 h.p. Diesel Z-Drives	16	£3,460 (£1,795)
	Single Perkins HT 6.354 145 h.p. Diesel Z Drive	22	£3,985 (£2,255)
	Single Mercruiser 120 h.p. Petrol outdrive	20	£3,260 (£1,635)
	Single Mercruiser 150 h.p. Petrol Outdrive	24	£3,410 (£1,785)
PROJECT 31 - 4/6 Berth Deduct £75 FROM ABOVE PRICES EXCEPT IN THE CASE OF BARE HULLS AND SUPERSTRUCTURES WHERE PRICES ARE THE SAME	Twin Mercruiser 120 h.p. Petrol Outdrive	28 - 32	£4,080 (£2,385)
	PROJECT 31 - 5/6 Berth	10	£2,960 (£1,325)
	Twin Perkins 4.107M, 50 h.p. Diesel Z-Drive	16	£3,460 (£1,795)
	Single Perkins HT 6.354 145 h.p. Diesel Z Drive	22	£3,985 (£2,255)
	Single Mercruiser 120 h.p. Petrol outdrive	20	£3,260 (£1,635)
	Single Mercruiser 150 h.p. Petrol Outdrive	24	£3,410 (£1,785)
	Twin Mercruiser 120 h.p. Petrol Outdrive	28 - 32	£4,080 (£2,385)
	PROJECT 270 - 4/6 Berth Hull Colours: White, Deep Blue, Light Blue Single Keel only	Single Perkins 4.107M 50 h.p. Diesel Z-Drive	12
Twin Perkins 4.107M 50 h.p. Diesel Z-Drive	19	£3,810 (£1,795)	
Single Perkins HT 6.354 145 h.p. Diesel Z-Drive	26	£3,825 (£2,255)	
Single Mercruiser 120 h.p. Petrol Outdrive	24	£3,110 (£1,635)	
Single Mercruiser 150 h.p. Petrol Outdrive	27	£3,260 (£1,785)	
Twin Mercruiser 120 h.p. Petrol Outdrive	34	£3,870 (£2,385)	
Twin Mercruiser 150 h.p. Petrol Outdrive	38 - 44	£4,170 (£2,685)	
Twin Perkins HT 6.354 145 h.p. Diesel Z-Drive	34 - 36	£5,110 (£3,720)	
PROJECT 26 - 4/6 Berth Hull Colours: White, Light	Single Perkins 4.107M 50 h.p. Diesel Z-Drive	12	£2,425 (£1,075)
Single Mercruiser 120 h.p. Petrol Outdrive	22	£2,725	

(20' x 5'9") Designed for coastal, river and canal use. Available with inboard or outboard motor, a tough high speed hull that is easy to trail behind your car.

(26' x 8'8") Designed for sea, river and canal use. We have tried this boat in a force 6 gale and found she handled very well. An extremely versatile craft for the family who want to go places with no worries.

PROJECT 20

PROJECT 26

(26'9" x 9'7") A development of the above hull for high speed offshore cruising in all weather conditions. An immensely tough boat that will stand up to the roughest conditions. For powerboat racing this hull can be fitted with specially converted engines. This craft is also popular when fitted with power powered engines as an unusually spacious 4-berth cruiser, being very economical to run. Again, two more berths are available in the cockpit.

PROJECT 270

(31' x 9'8") Designed as a 5 berth long range sea cruiser suitable for speeds up to 30 knots and with a range of over 250 miles (may be increased to 500 miles). Most popular version with twin Perkins 4.107M diesels and twin bilge keels. The hull is designed primarily to stand up to the heaviest weather and at the same time to have a good power/speed relationship. The 4 berth version is the same hull, having an extra large cockpit for deep-sea fishing enthusiasts. An additional double berth is available at the same end of the cockpit.

PROJECT 31

SOME NOTES ON THE ABOVE CRAFT

N.B. ALL CRAFT FITTED WITH MERCURISER ENGINES HAVE ELECTRIC OUTDRIVE LIFT AS STANDARD.

TYPE OF CRAFT	TYPE OF ENGINE/S	APPROXIMATE SPEED (m.p.h.)	PRICE EX WORKS
PROJECT 20 - 2/4 Berth Hull Colours: White, Light Blue.	To take outboard engines 9 h.p. Evinrude Outboard and controls.	7 - 9	£ 895 (£ 420)
Single Keel only	40 h.p. Evinrude Outboard Electric Start and Controls	15 - 20	£1,274 (£ 880)
	Worthern Blake 1500 c.c. Petrol Outdrive	20 - 22	£1,333
	Mengoltsi Petrol Outdrive 70 h.p.	24 - 26	£1,545 (£ 955)
	Mercruiser 110 h.p. Petrol Outdrive	30 - 35	£1,685 (£1,245)
	Perkins 4.107M 50 h.p. Diesel Z-Drive	20	£1,485 (£ 890)

LIST OF OPTIONAL EXTRAS

NOTES 1. Prices are for extras fitted. Therefore extras should be ordered at the same time as craft. If extras are ordered after completion of craft an additional fitting charge may be involved.

2. The reference Nos. in the L.H. Column are for inclusion in the order form.

3. All prices and extras listed below apply to our entire range of craft except where otherwise stated.

4. Abbreviations:-
 SL - Simpson Lawrence Ltd.
 CP - Chrome Plate
 SS - Stainless Steel
 WT - Watertight

Ref. No.	Description	Price
----------	-------------	-------

01 To fit two extra berths in the cockpit (upholstered) (20 only)..... 35. 0. 0.

02 Chain Pipe CP 6. 2. 0.

03 Stemhead Roller CP (31 and 270 only) 16. 4. 0.

04 Stemhead Roller CP (26 and 20 only) 12. 9. 6.

05 30 lb. Danforth Anchor (Galvanised) 14. 7. 6.

06 22 lb. Danforth Anchor (Galvanised) 10. 10. 0.

07 15 lb. Danforth Anchor (Galvanised) 8. 10. 0.

08 Mahogany Anchor Chocks 6. 10. 0.

09 SL Clyde Anchor winch 2-1 Gearing. Modern Appearance 27. 10. 0.

10 Search Light SL 7" Diameter CP with watertight plug 13. 3. 0.

11 Removable for use as a hand lamp.

12 Guarded Cockpit Light CP 7. 3. 6.

13 Windscreen wipers CP Marine (each) 7. 15. 6.

14 Kent Clearview Screen. 11" Dia. CP Finish 39. 12. 0.

15 Single Electric Horn CP Powerful low tone 6. 17. 6.

16 Twin Electric Horns CP 16" Trumpets. Very pleasing appearance 10. 15. 0.

17 Seafarer Echo Sounder. Dual Range 0-60 fthm 27. 16. 0.

18 (Other makes available) 27. 16. 0.

19 Compass - Sestral Moore, Pijlar Mounted, illuminated, very accurate (other makes available) 38. 10. 0.

20 Sunlog - Mileometer/Speedometer 33. 10. 0.

21 Clock and Barometer set 2 1/4" Dial CP 14. 10. 0.

22 Electric Bilge Pump - Jabasco 16. 18. 0.

23 Morse Steering Wheel Chrome. Mahogany 11. 0. 0.

24 Collapsible Helmsmans seat 14. 3. 0.

25 Power Boat Type Helmsmans seat with adjustable height 53. 0. 0.

26 Stern Rail SS (31 and 270) 29. 0. 0.

27 Stern Rail Mahogany with SS Stanchions 31 & 270 26. 0. 0.

28 Stern Cushions over Engine Compartment across width of craft 29. 0. 0.

29 With back rest in P.V.C. (Forms two extra berths 31 & 270 26. 0. 0.

30 Davits (31, 270 and 26 only) For light rubber dinghy 28. 10. 0.

31 For Glassfibre or timber dinghy, fabricated from steel 28. 10. 0.

THIS LIST IS ONLY A REPRESENTATION OF THE MORE POPULAR EXTRAS. IF YOU REQUIRE ANY OTHER ITEMS, WE WILL BE PLEASED TO QUOTE OUR PRICE.

N.B. A CHEMICAL TOILET MAY BE FITTED IN THE PROJECT 31, 270, 26. IF REQUIRED THIS WILL REDUCE THE PRICE OF THE CRAFT BY £15.0.0.

TOTAL COST OF EXTRAS £

Ref. No.	Description	Price
35	Cockpit Canopy, supported on SS Hoop in P.V.C. with doors and windows. 31 & 270	53.0.0
36	26	48.0.0
37	20	43.0.0
38	Cockpit night cover (Canvas) 31 & 270	16.0.0
39	26	14.0.0
40	20	12.0.0
41	Refrigerator Electrolux 1 cub. ft.	28.10.0
42	Fiddle Rail for cooker (31 & 270 only)	2.10.0
43	Ventilator Tannoy motorised	19.15.0
44	Super-Sniffett Gas Detector	28.10.0
45	Gas Waterheater over sink	18.10.0
46	Sea Toilet)	38.0.0
47	Chemical Toilet) 20 only	15.0.0
48	SS Pulpit)	21.0.0

brought forward

THIS LIST IS ONLY A REPRESENTATION OF THE MORE POPULAR EXTRAS. IF YOU REQUIRE ANY OTHER ITEMS, WE WILL BE PLEASED TO QUOTE OUR PRICE.

N.B. A CHEMICAL TOILET MAY BE FITTED IN THE PROJECT 31, 270, 26. IF REQUIRED THIS WILL REDUCE THE PRICE OF THE CRAFT BY £15. 0. 0.

TOTAL COST OF EXTRAS £

Ref. No.	Description	Price
35	Cockpit Canopy, supported on SS Hoop in P.V.C. with doors and windows. 31 & 270	53. 0. 0
36		48. 0. 0
37		43. 0. 0
38	Cockpit night cover (Canvas) 31 & 270	16. 0. 0
39		14. 0. 0
40		12. 0. 0
41	Refrigerator Electrolux 1 cub. ft.	28. 10. 0
42	Fiddle Rail for cooker (31 & 270 only)	2. 10. 0
43	Ventilator Tannoy motorised	19. 15. 0
44	Super-Sniffett Gas Detector	28. 10. 0
45	Gas Waterheater over sink	18. 10. 0
46	Sea Toilet)	38. 0. 0
47	Chemical Toilet) 20 only	15. 0. 0
48	SS Pulpit)	21. 0. 0

brought forward

Ref. No. Description Price

PROJECT 31

Notes on engine installations

The Project 31 comes on the plane between 12½ and 14 knots — depending on all up weight. She can therefore attain planing speeds with all engine installations except the single Volvo D21/270, twin Volvo MD2/100 and twin Perkins 4.108 diesels.

We have recently tested some engine installations in our Princess 32 and we print the results of these tests below. The '32' has a similar hull form to the '31' although the latter has slightly less displacement than the '32'. One could therefore expect an improvement of about 5% on these figures with the same installations in the Project 31.

ENGINE TESTS

We have tested in detail some engine installations in the Princess 32 and the results which have followed surprised us very much, as the fuel consumption figures obtained were considerably lower than expected. They show that the '32' is exceptionally economic whether at planing or displacement speeds. In general we have tested around four basic speeds. One on the maximum speed allowed in restricted waters (5/6 knots), another the maximum displacement speed (8½/9½ knots), another the minimum speed required to maintain planing, and finally the maximum continuous speed.

TWIN VOLVO D32/270

These tests were carried out in Force 4/5 sea conditions (approx. 3 ft. wave height) off Plymouth with full water tanks, four people on board and only a nominal amount of fuel. The fuel consumption was calculated by timing the period the engine took to consume one gallon of fuel.

At 9 knots the consumption was 2.89 g.p.h. (gallons per hour); at 14 knots 4.25 g.p.h. and at 19 knots 7.88 g.p.h. It was not possible to measure the consumption at maximum speed as the engines were not 'run in' and we did not wish to cause undue wear.

At 6 knots the consumption was approximately 2 g.p.h. It was not possible to run accurately at this speed as wave motion caused the boat's speed to vary between 5½ and 6½ knots.

TWIN VOLVO D21/270

This test run was made in wind Force 2 conditions and three people were aboard, otherwise conditions were exactly the same as in the previous test. At 6 knots consumption was 1.58 g.p.h.; at 9 knots 2.4 g.p.h.; at 12 knots, 4.0 g.p.h. and at 15 knots 6.0 g.p.h.

TWIN VOLVO 130/270

In this case the consumption was measured by placing a fuel flow meter in the supply line of one engine and simply doubling the reading for total fuel consumption.

Sea conditions were Force 2/3 causing small waves, the water tanks were empty about 20 gallons of fuel were carried and two people were on board.

At 6½ knots consumption was 1 g.p.h.; at 9 knots 2 g.p.h.; at 13 knots 3.2 g.p.h.; at 20 knots 6 g.p.h. and at 24 knots 7.3 g.p.h.

Please remember that all these results were obtained with craft in ex-works condition, i.e. relatively lightly loaded, the hull completely free from fouling and the engines in first class order (although not 'run in'). These results are in no way guaranteed (as boats and engines can vary from one to another) and are intended only as a general guide to owners.