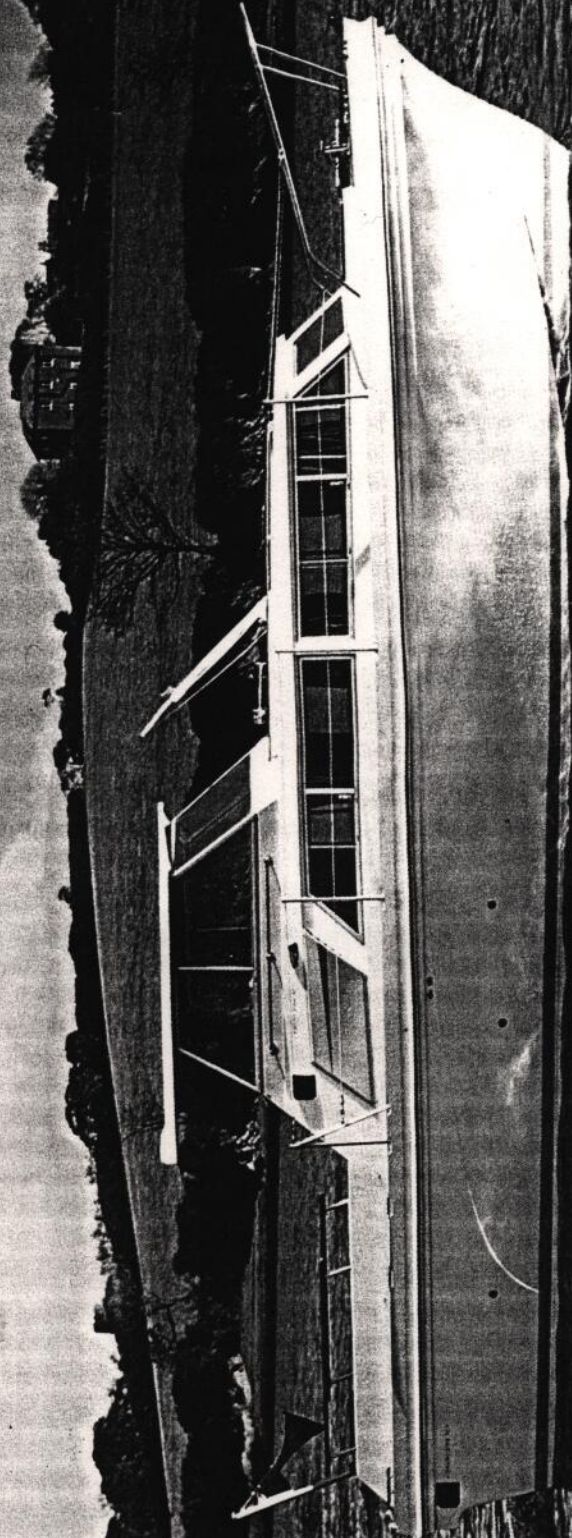


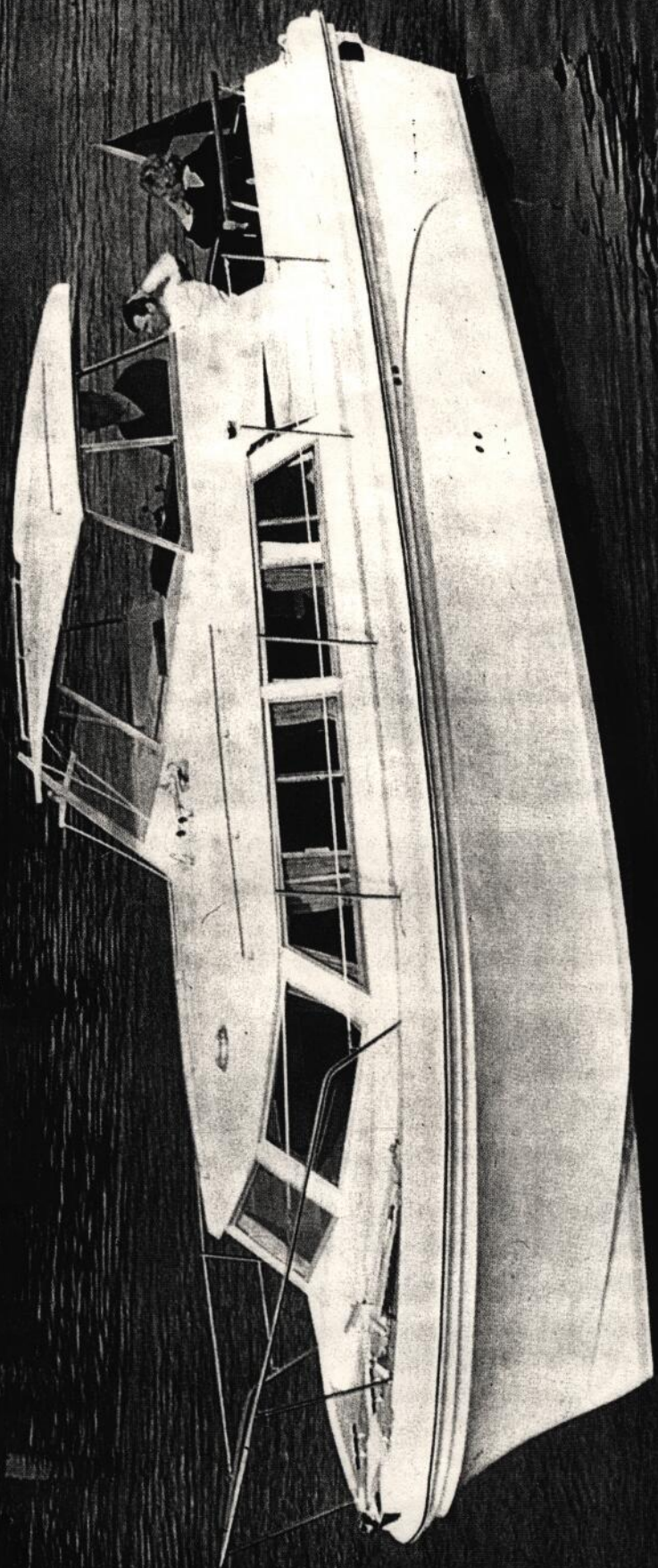
Princess 32

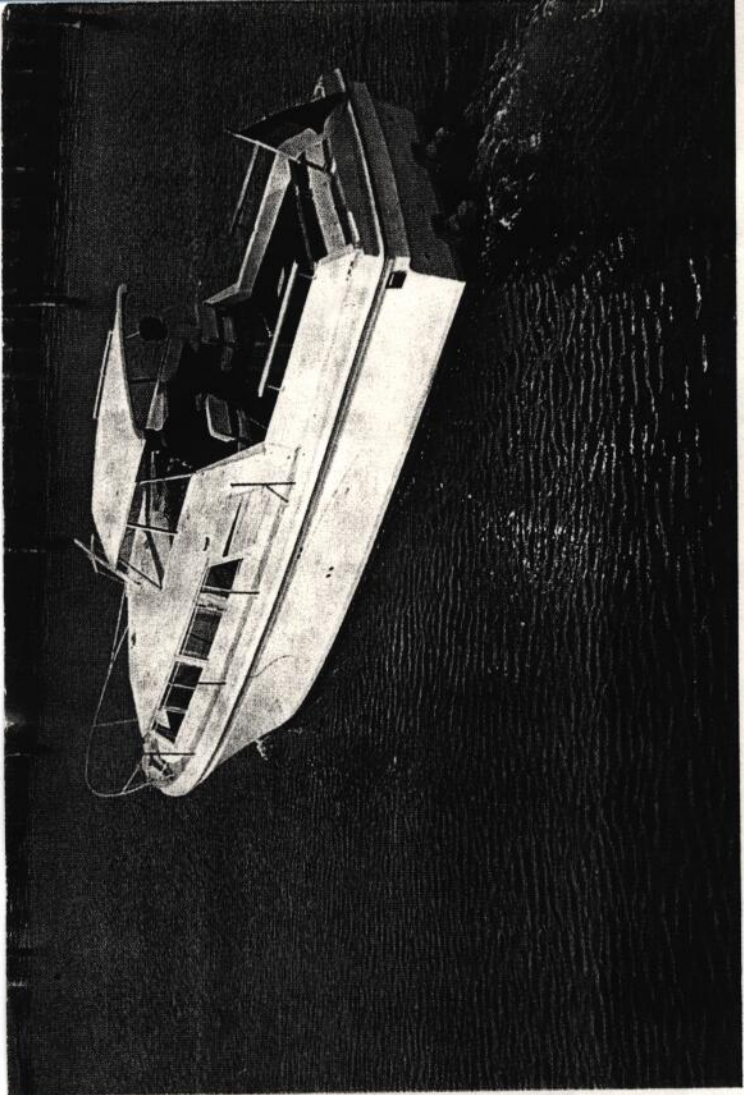
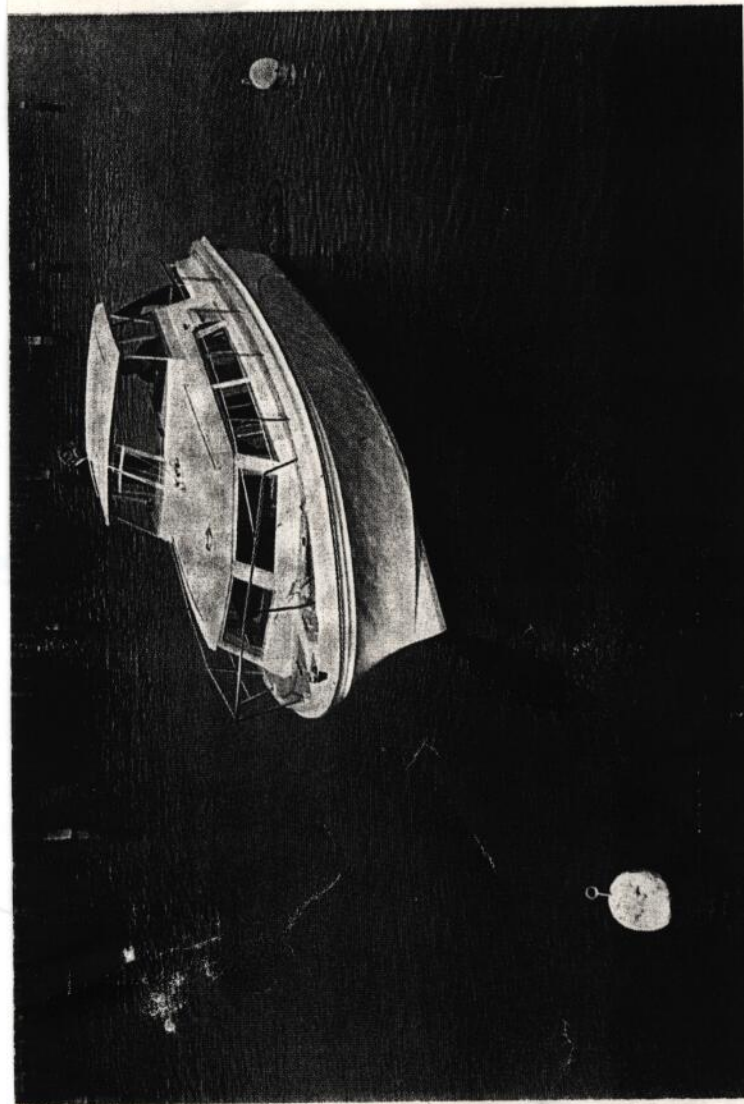


The Princess 32 is designed for the discriminating owner who requires a craft that is not only strong and seaworthy, but also of sophisticated modern design. It is fully equipped and superbly fitted out. Cabin features include a fully equipped galley with refrigerator, sink, stove and oven, and a spacious head. The deck has a swim platform, a large cockpit with a sliding cover, and a comfortable seating area. The yacht is powered by a single engine and is capable of high speeds. The Princess 32 is a truly exceptional motor yacht, offering the best of both worlds: performance and luxury.

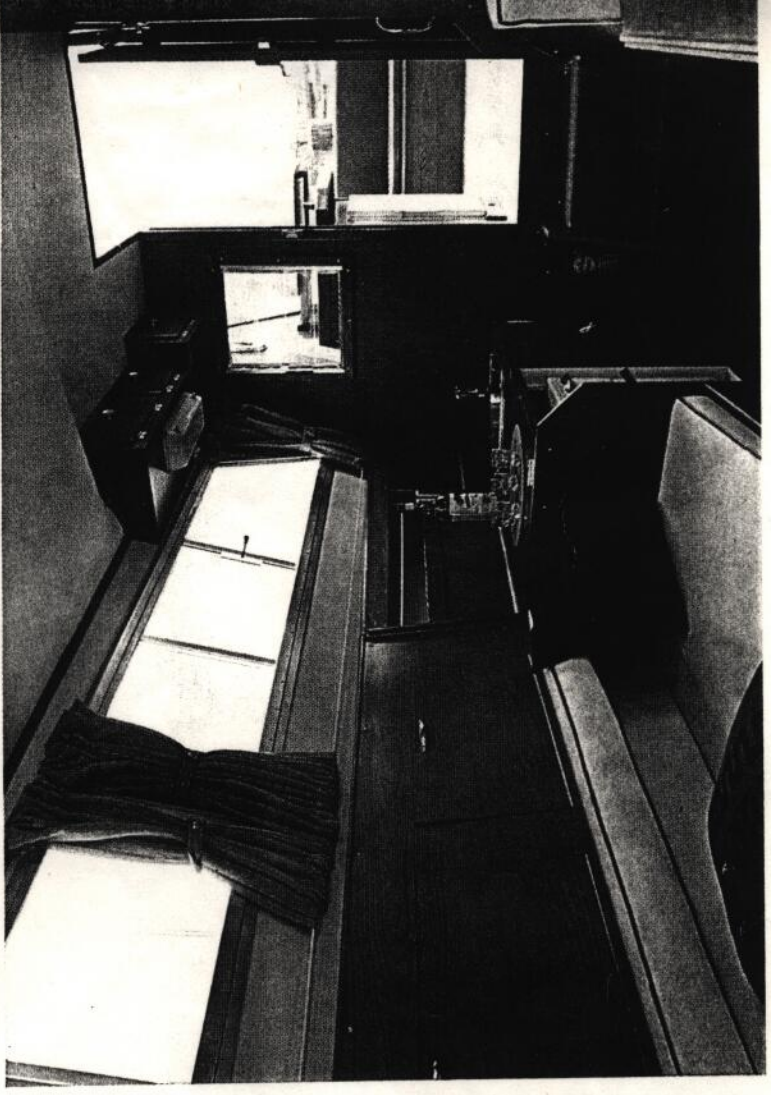
Princess 32







photographed and printed by Blügge, 2407 Bad Schwartau, W.-Germany



PRINCESS 32

STANDARD EQUIPMENT

INTERIOR

2 Single berths for'd
Dinette/double berth
Wrap around shelves in for'd cabin
Single berth/Settee opposite dinette
2 Wardrobes
'Space-saver' door separates for'd cabin
Deck access hatch to for'd cabin
Stowage under all bunks
All bunks fully upholstered
Interior carpeted throughout
Bookshelf
Cocktail cabinet
Curtain rails and wires fitted
Alloy framed sliding windows (in safety glass)
Easy cleaned laminated surfaces
All teak trim
Chart drawer under dinette table
All windows in tinted safety glass
Choice of cloth or expanded vinyl upholstery

ELECTRICAL

Refrigerator
Bilge pump (with warning light)
Twin trumpet horns
Windscreen wiper
Full cabin lighting
Cockpit deck light
Full set navigation lights
Bilge blower fan (petrol engines only)
Master disconnect switches
Automatic charge-splitting system ensures auxiliary equipment cannot run down engine starting batteries
Battery condition meter (with 3-position change-over switch to read either set of batteries)
Heavy duty engine starting and auxiliary batteries
Automatic water pressure pump with override switch and warning light

DECK EQUIPMENT

Stainless steel pulpit
Stainless steel side stanchions and wires
Bollard for'd
Cleats aft
Fairleads
Chain pipe
Anchor
Anchor warp
Stemhead roller with anchor location and chocking point
Grab rails on cabin top
Ensign socket, ensign, staff
Mast with burgee halliards

COCKPIT

Helmsman's and Pilot's folding seats
Self draining g.r.p. section cockpit
70 cu. ft. stowage under deck

Cockpit linings (with stowage behind)
Steps port and starboard
Teak cockpit rails on stainless steel stanchions
Fully upholstered seat at aft end of cockpit (seat slides away to leave deck completely open)
Aluminium alloy framed helmsman's shelter (with opening side screens)
Safety vented double Calor Gas box (one bottle supplied as standard)

GALLEY

Stainless steel sink
Calor gas cooker (2 burners, grill, oven) with folding work top over
Food, crockery, cutlery stowage
Piped hot and cold water to galley sink
Galley unit finished in laminate
Eye level plate/saucer rack
Cool storage under folding steps

CONTROL POSITION

High speed compass (illuminated)
Echo sounder (twin scale)
19in. stainless steel spoked wheel
Single lever engine controls
Switch for navigation lights, etc.
Full engine instrumentation
Access to fuses and distribution boxes
Steering indicator
Cigarette lighter
Helmsman's footrest

TOILET

Sea Toilet
Toilet seacocks
Vanity unit with mirror
Wash basin with H. & C. supply
Shower with electric pump-out
Towel-ring, toothbrush/mug holder, toilet paper holder, etc.

ENGINE(S)

Single or twin petrol or diesel installation
Acoustic silencing
Underwater-exhausts (depending on engines)
Engines rubber mounted
Fuel gauge

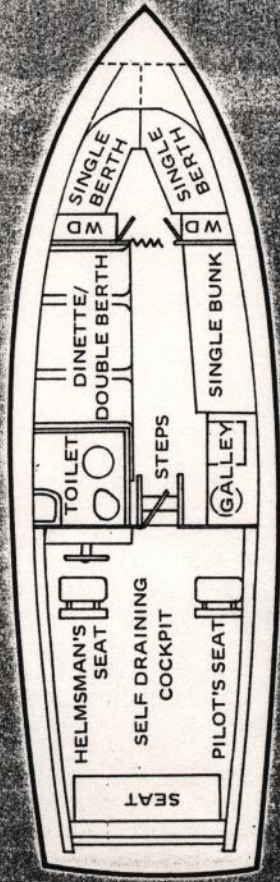
FURTHER EQUIPMENT (fitted as standard)

Complete 'wrap-round' rubber/alloy fend-off
First Aid kit
Tool kit
Full set mooring lines
Fenders
Boat hook (light alloy)
Two 3lb. fire extinguishers
Log book
Water level gauge glass
Cockpit cover

MARINE PROJECTS (Plymouth) LTD.
NEWPORT STREET . PLYMOUTH . DEVON
Tel: Plymouth (0752) 27771 Telex: 45352

We reserve the right to change prices, specification, materials and equipment without notice or liability.

Cockpit layout showing optional sunroof

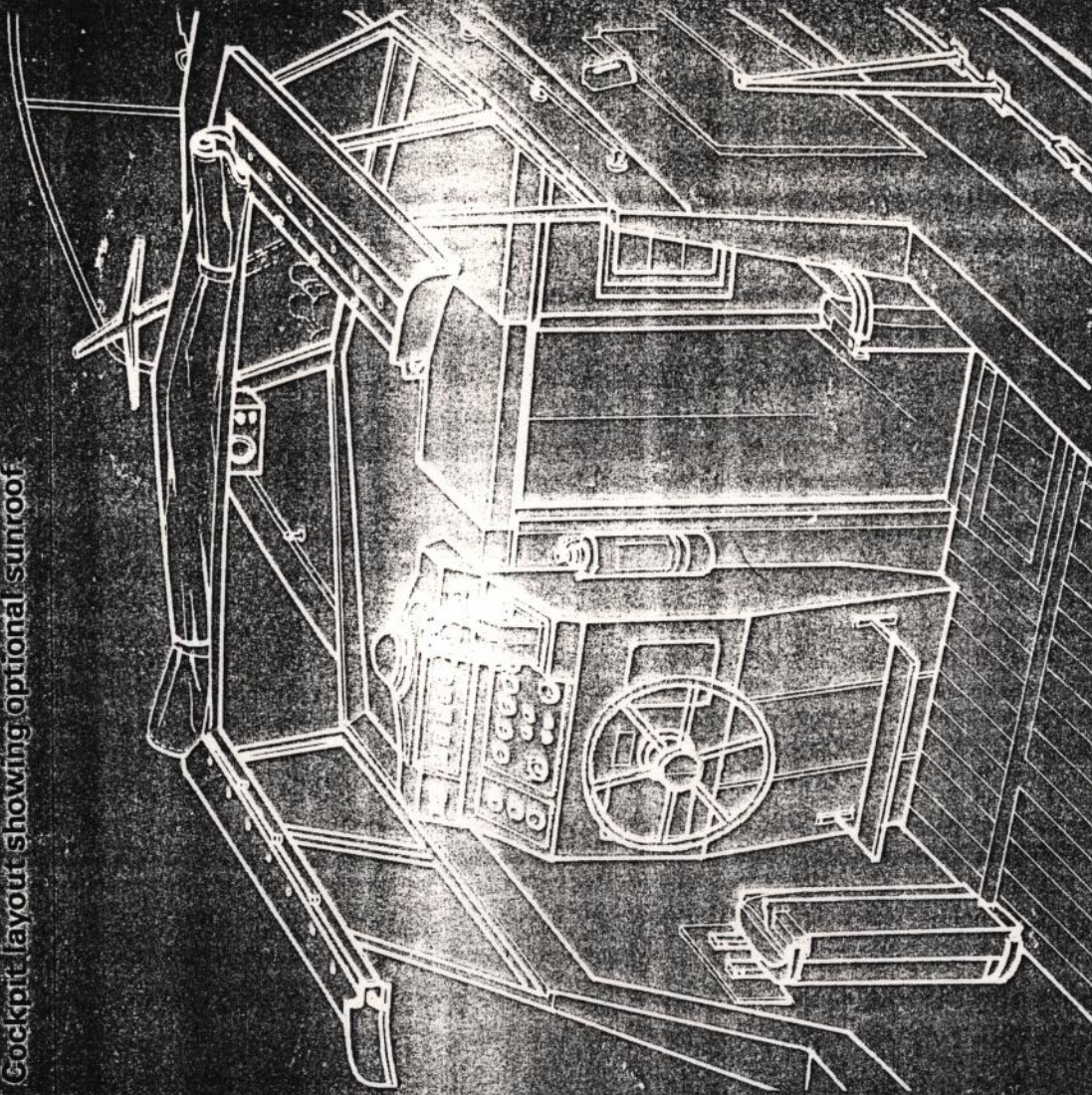


We hope this brochure has given you an insight into our Princess 32. We know that for quality of construction, performance and detailed design she is second to none and we are sure that you will agree when you look over a '32'. As with all our craft, the Princess is backed by a comprehensive sales and service organisation and our Distributors will be pleased to introduce you to our Princess and discuss your detailed requirements.

We reserve the right to change specification, materials and equipment without notice or liability.



MARINE PROJECTS (PLYMOUTH) LTD

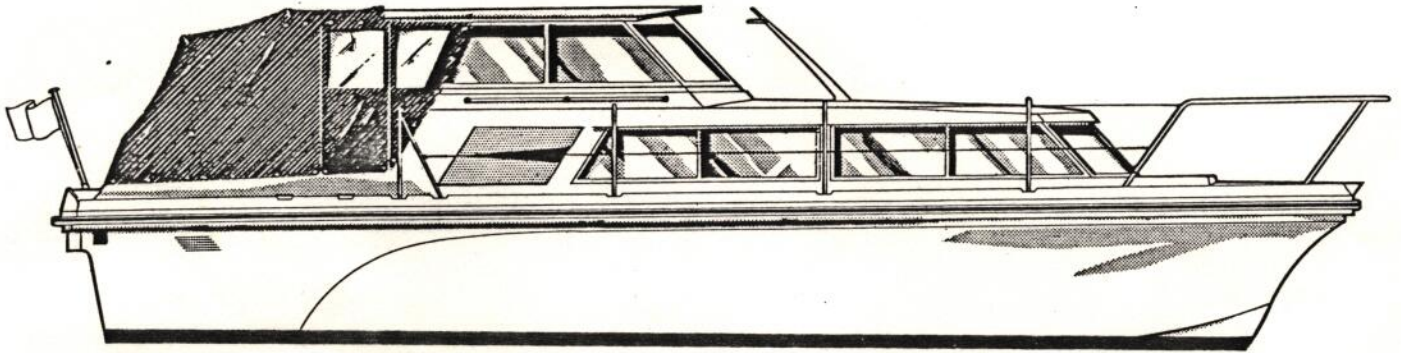


Princess 32

MARINE PROJECTS (Plymouth) LTD · NEWPORT ST · PLYMOUTH · DEVON

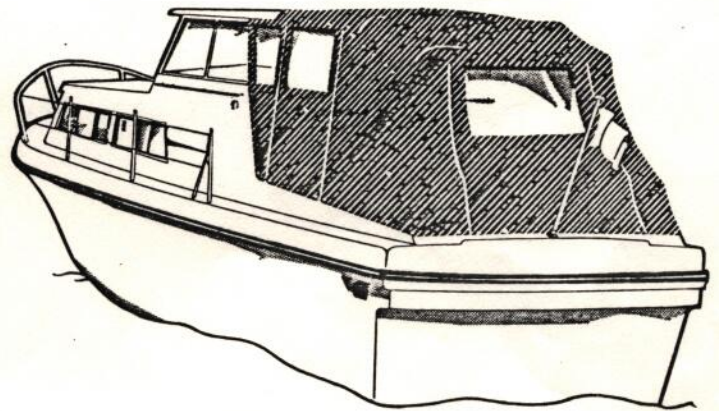
Tel: Plymouth (0752) 21222 Telex: 45352

Cockpit Cover

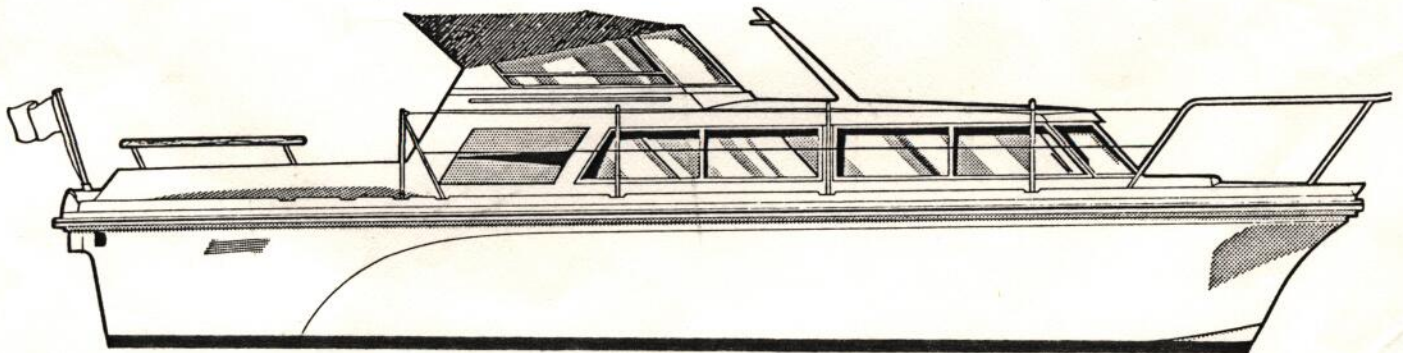


We are now able to offer a full height cockpit cover (see sketches) as an optional extra in place of the standard cockpit cover.

The cover folds and stows onto the after deck and has removable side pieces which include zip doors. It is supported on stainless steel hoops and has an opening window aft as well as fixed side windows.



Folding Windscreen



There has been a considerable demand for a folding windscreen from those who use their craft on rivers as well as at sea. We are now able to supply this, which, when folded down, reduces the height above the water line to approximately 6 ft 8 ins (2 metres). A folding soft top (see accompanying sketch) is included with the screen and this folds forward on

top of the screen to give a completely open cockpit. When the screen itself is folded the soft top can be completely removed. A cockpit cover is standard or, alternatively, a full height cover as described above can be supplied.



MARINE PROJECTS

Marine Projects (Plymouth) Ltd,
Newport Street, Plymouth, Devon PL1 3QG
Tel: (0752) 227771 Facsimile: (0752) 266760

The PRINCESS 32 is designed for the discriminating owner who requires a craft that is not only strong and seaworthy but is also of sophisticated modern design, is luxuriously equipped and superbly fitted out.

Constructed in glass fibre to a LLOYD'S specification, the PRINCESS has five berths in two separate cabins. All amenities for comfortable cruising are supplied as standard (e.g. Hot and Cold automatic water system, shower, fridge. etc.) and the specification is nothing if not complete. Sea keeping is of a very high standard and one of the most pleasing features of the PRINCESS is that she can be comfortably cruised over a wide range of speeds and is capable of a very exciting performance with diesel as well as with petrol engines. The spacious cabin area is light, airy and luxuriously styled. Attention to detail in the layout makes living aboard both practical and enjoyable ensuring that space is utilised to maximum advantage.

The same detailed design is apparent in the cockpit area. The cockpit itself is self draining and features a full width seat across the aft end which slides away to leave the deck completely open for fishing or sunbathing. The deck has a "Moulded in" non slip surface and hatches give access to engine room, tank space and a vast amount of stowage space. The helmsman is protected by a rigid sheltered, but this can have a sun roof (Optional extra) fitted which really gives the best of both worlds, the equivalent of hard top in poor weather and an open windscreen on a sunny day.

The standard specification includes such items as high speed compass, echo sounder and many other navigational aids. Engines are fully instrumented and Morse steering and single lever controls give extremely good manoeuvrability at low speeds coupled with positive control at higher speeds.

This is our PRINCESS, superbly seaworthy, capable of high average cruising speeds (with petrol or diesel engines) a joy to own and a craft to give you real confidence wherever you go.



NOTES ON ENGINE INSTALLATIONS

The Princess 32 comes on the plane at between 12½ and 14 knots, the exact speed depending on all up weight. As the waterline length/displacement ratio is greater than usual in boats of this size, she planes relatively easily and can attain planing speeds with most engine installations. Despite her ease of planing and high speed capability, the Princess 32 can also be used efficiently at displacement and semi-displacement speeds (i.e., up to around 10/11 knots).

Volvo 120/270 (petrol, 4 cylinder)

The '32' will not reach planing speeds with the single installation. Speeds around 20 knots are attainable with the twin installation.

The engine features closed circuit cooling (heat exchanger) and operates on 90 Octane (2 star) fuel.

Volvo 140/280 (petrol, 4 cylinder)

With the single installation, planing speeds are possible but if the craft is heavily loaded, operation at lower speeds will be more economic. The twin installation has the ability to maintain cruising speeds in the region of 20 knots (subject to sea conditions) and has a maximum capability well in excess of this speed.

The engine features closed circuit cooling (heat exchanger) and operates on 90 Octane (2 star) fuel.

Volvo D21/280 (diesel, 4 cylinder)

With the single installation the '32' will not attain planing speeds, but can be cruised economically at displacement speeds with a maximum speed in the region of 10 knots (exact speed depends on loading). With twin D21/280's fitted the craft will plane at maximum, but the ability to cruise at planing speeds will depend very much on all up weight.

The engine has a smaller displacement (2.1 litres) than most 4 cylinder diesels of such high power output and therefore noise and vibration levels are relatively low. The engine is heat exchanger cooled. Engine instrumentation features audible warning alarms for high water temperature and low oil pressure.

Volvo MD40/280 (diesel, 6 cylinder)

This is the non turbocharged version of the D40/280 and develops 85 h.p. at 3,600 r.p.m. When compared with the D21 there only appears to be a 10 h.p. advantage but, because the engines are rated in different ways, the MD40 actually develops about 30% more power and this gives the craft a considerably better performance.

The engine is heat exchanger cooled and audible alarms are fitted for high water temperature and low oil pressure.

Volvo D40/280 (diesel, 6 cylinder)

This turbocharged diesel produces a performance near to that of a 170 h.p. petrol engine. A maximum speed of around 18 knots is attainable with the single installation and the twin installation gives a maximum in the region of 26/28 knots.

The engine is heat exchanger cooled and audible alarms are fitted for high water temperature and low oil pressure.

The '270' and '280' sterndrives: Feature not only an electric lift facility, but at low speeds it is possible to semi-raise the drive thus considerably reducing draught for shallow water operation whilst still retaining manoeuvrability. The reduction gear ratio is 2.15:1 on all installations except the D40/280 where it is 1.61:1.

Electrical: All engines have a 38 amp output alternator, and to this is fitted a 'double diode' charge splitting device. On single engine installations this means that half the charge is applied to the engine starting batteries and half to the auxiliary batteries. On twin engined craft half the charge from each alternator is passed to each set of batteries i.e., both sets of batteries can be charged with only one engine running.

All craft are fitted with two sets of batteries and these are kept completely independent, one being for engine starting, the other for auxiliaries. There is a master on/off switch for each battery set.

Fresh water heating: Fresh water is heated by a calorifier which is connected to the engine cooling system for all installations.

N.B.: Performance estimates are given in good faith but are in no way guaranteed for any particular boat. Fouling on the bottom of the boat, damage to the propellers, engine tuning and the weight of fuel and gear carried, all affect performance. Speeds are therefore given only as an indication to owners and are not guaranteed.

Dimensions and Capacities

Fuel	...	...	...	...	...	...	...	...	...	...	126 Gallons (564.7 litres)
Water	...	...	...	...	...	...	...	...	...	...	56 Gallons (254.5 litres)
Length overall (excluding outdrives)	...	...	...	...	...	...	...	...	...	...	32ft. 3in. (9.84 m.)
Beam	...	...	...	...	...	...	...	...	...	...	10ft. (3.0 m.)
Displacement (approx.)	...	...	...	...	...	...	...	...	...	...	4.1 Tonnes
Draught	...	...	...	...	...	...	...	...	...	...	33in. (838 mm.)
Interior headroom	...	...	...	...	...	...	...	...	...	...	6ft. 3in. (6ft. 1in. in toilet) (1905 mm. and 1854 mm.)

BUILDERS ROUND UP

1 Marine Projects

forging ahead



Clifford Viney (left) and David King formed Marine Projects (Plymouth) Ltd by accident. It now has an annual turnover of £1m. Tom Cox starts a new series on successful British boatbuilders

WHAT brings a company in the short space of eight years from nothing to a £1 million turnover? And in what sort of industry does one need to be in to attain such a sparkling performance? Surely not the up and down old business of boatbuilding — oft seeming more of dreams than dividends? But that is where it all happened, and not, it would seem, through any particularly favourable circumstances nor by having a unique product, but by providing a good standard in all departments allied to realistic pricing.

It cannot have escaped the notice of potential owners that a Princess 32 with a comparable standard of accommodation and machinery to its contemporaries costs maybe 25 per cent less than many of these, and since, unless one owns an oil well, money counts, this must surely be why Marine Projects have forged ahead. For a company that never intended to build and sell boats — it has to be admitted — they have done remarkably well!

When David King and Clifford Viney got together in 1965 to purchase and complete a Senior 31 hull they had their eye on the charter business and they had reckoned that the cheapest entry into that was to build the beginnings of their fleet themselves. But someone took a fancy to their motor cruiser (the very first Project 31) before she was



Pilgrim 25, one of Marine Projects' smaller boats now superseded by the Princess 25

completed, and having sold their investment by accident, as it were, they thought they might do it again — and that is where it all started. In the first year of operation they managed to complete only one boat, and the turnover was about £5000. Today they produce more than 200 motor cruisers a year and at present the popular Princess 32 accounts for 120 of these.

Until 1968 all boats were built on standard Senior hulls but from that time all mouldings have been made by Marine Projects either at their Newport Street works or in their new

20,000sqft moulding shop at Lee Mills which came into operation in 1972. Present plans are for two further extensions of 10,000 and 25,000sqft at Lee Mills, and the Newport Street premises of some 15,000sqft will be retained for development and service work. This expanded accommodation will give ample scope for production of some new designs as well as the old favourites. The new range will be a Princess 24 in Sport and Cabin versions, a Princess 25, the Project 31, Princess 32 and Princess 37. All of these boats are in production now, plus the Moody 33 motor sailer which Marine Projects are moulding and finishing with a target of 34 boats for 1974. In addition to these there are plans to produce the Moody 37 motor sailer and there will be a new 10 metre boat in 1975.

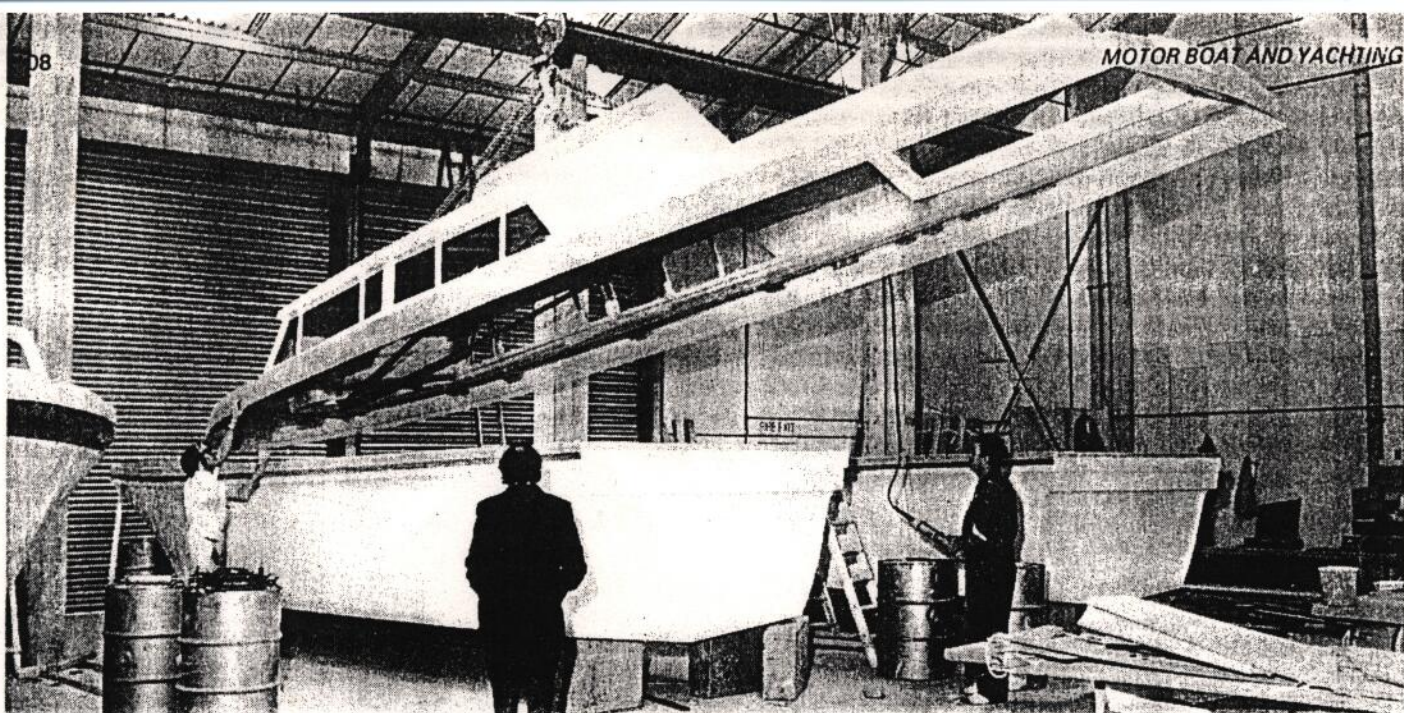
Of a present staff of 108 only 12 of these are not actually building boats or making parts. With the exception of some fittings the company already makes most of its components for finishing and fitting out including joinery, upholstery, trim and windscreens and it is reckoned that the space required to produce these is probably less than that required for stores if a really adequate supply of bought out goods, sufficient to assure no production hold ups, was available. The new moulding shop at Lee Mills has also been designed with a keen eye on production flow. Resin is on tap in each moulding bay piped from a bulk tank, and a 3-ton overhead travelling crane gives swift movement to finished hulls and decks for assembly. Although upholstery and trim all made in the factory with the company providing the workspace the job is actually contracted out to that unit. The arrangement does however, enable continuous contact for supply requirements.

The existing accommodation at Newport Street is split up into several shops none of which could be enlarged easily, but in spite of this and the size of the hulls they are dealing with, we noted seven Princess 32s, a Moody motor sailer and several other craft being finished and fitted out simultaneously. But although the Newport Street factory is working to capacity, with boats for the UK, Belgium, Norway and Denmark noted in the line, present production has to be rationed both for home and overseas. The new premises plus a labour

continued overleaf

Princess 32, most popular of the firm's range. Prices from £6,685-£10,140 ex VAT, depending on choice or number of engines





Scene at Marine Projects' Lloyd's-approved, moulding shop at Lee Mills as hull and superstructure of a Princess 32 are brought together

forging ahead

continued

training programme with the ITB should change all that.

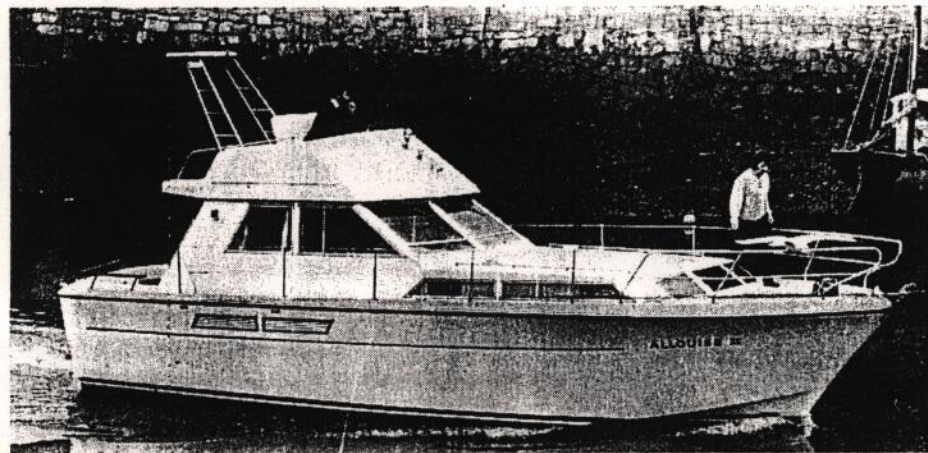
Marine Projects distribute their boats through three main agents in the UK excepting the West Country which they deal with themselves. Export, principally to the EEC countries and Scandinavia is catered for via a main agent in each country. All of these are stocking agents, but as indicated, at present they are getting rather less boats than they would like.

It is likely that the new boats in the range, which will no doubt benefit from competitive pricing similar to existing craft, will prove very popular. The Princess 24 Cabin has an attractive profile; she sleeps four, has an enclosed toilet compartment, a large wardrobe, a galley, an inside helm position and an adequate cockpit aft. The Sport version sleeps two in a forward cabin and has a toilet compartment and galley. She has a very large cockpit and the helm position is sheltered by a well raked windscreen.

The Princess 25 replaces the Pilgrim 25 having a new hull but with accommodation similar to the earlier boat, that is, four berths, two forward and two in a dinette, galley and toilet compartment. The helm position is raised under a shelter wheelhouse which is extended aft to give a partly covered cockpit. Several engine options, both petrol and diesel with out-drives, are available.

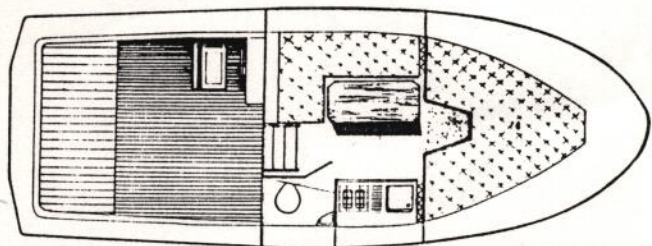
The Princess 37 is not new (she appeared at the 1973 Earls Court Show) but she has not yet been seen around in numbers. This is a 6-berth boat with a separate owner's stateroom; one of the two toilet compartments is private to this. There is a helm in the deck saloon and a flying bridge. The galley is very well appointed with double bowl stainless steel sink, eye level oven, etc. The 37 is powered with twin Ford diesels of either 120 or 180hp each.

At the time of our visit to Plymouth it was said that the forward order position promised a turnover perhaps 50 per cent up on the current year. Present national difficulties might well affect that forecast, but given a clear run with their new boats and extended premises, Marine Projects could well continue their triumphant rate of progress. □



Princess 37. Marine Projects' biggest motor cruiser. Prices £16,000 or £17,000 ex VAT

Right, layout of the Princess 25. Prices from £4,640 to £5,830 ex VAT



Below, Project 31. Prices from £5,690 to £9,090 ex VAT



Dimensions and Capacities

Fuel 124 gallons (564.7 litres)
 Water 56 gallons (254.5 litres)
 Length overall (excluding outdrives) 32' 3" (9.84 m)
 Beam 10' (3.0 m)
 Displacement (approx) 8,800 lbs (3992 kg)
 Draught 33" (838 mm)

Electrical

See wiring diagram and code reference

Fuses

Continental Type 8 amp. Fused on both positive and negative side.

Batteries

Situated in tank space, master switches in engine room, on forward bulkhead (do not switch off while engines are running)
 Port side - 2 starting batteries - 6 volt in series - Type Lucas AG 120 (120 amp-hours)
 Starboard side - on auxiliary battery for lighting, fridges etc. Type Lucas AV 17 (92 - 98 amp hours).

Toilet

Two seacocks situated under varnished board between toilet and basin upstand. The larger seacock is the outlet and the smaller one the inlet. To operate both seacocks must be fully open - pump handle, this will flush 'in' and 'out'. To just flush 'out' turn crome disc just by pump handle.

Fresh Water System

See enclosed diagram.

To empty the system turn on taps until they run dry. For complete protection against frost the hoses either side of the pump should be disconnected and the pump run for a short time. (If the pump is allowed to run dry for too long it will overheat and blow a fuse - hence the fresh water mast switch).

To drain the hot water tank (Calorifier) disconnect the clear plastic inlet hose at the base of the tank and remove the brass non-return valve. The outlet hose on top of the tank will have to be removed and then the water will run out of the tank.

USEFUL INFORMATION

PRINCESS 25

PROJECT 31

PRINCESS 32

PRINCESS 37

Cabin Head Room	5' 9" 1.75	6' 0" 1.83	6' 3" 1.95	
Curtain Material 48" wide (patterned)	12 yards	15 yards	15 yards	
" " " (plain)	10 yards	13 yards	13 yards	
Draught excluding outdrives	1' 4" .41	2' 0" .61	2' 0" .61	
" including "	2' 10" .86	3' 0" .915	3' 0" .915	3' 10" 1.17
Free Board (bows)	3' 5" 1.04	3' 6" 1.07	4' 0" 1.22	5' 3" 1.60
Free Board (stern)	2' 9" 0.84	2' 9" 0.84	3' 1" 0.95	4' 2" 1.27
Gross Tonnage	5.43 tons	10.04 tons	11.27 tons	16.37 tons
Length of dinghy recommended	8'	8'	8'	
Nett Tonnage	3.42 tons	7.23 tons	7.97 tons	12.49 tons
Overall Height	9' 0" 2.74	10' 0" 3.05	10' 9" 3.28	12' 4" 3.76
" " above water line (ex mast)	7' 10" 2.38	8' 0" 2.44	8' 6" 2.59	9' 7" 2.92
" " with our cradle (without wheels)	19' 3" 2.54	10' 3" 3.12	11' 0" 3.35	12' 10" 3.90
" " " " and lorry	13' 2" 4.01	13' 3" 4.04	14' 0" 4.27	
Overall Length (pulpit to outdrives lowered)	26' 0" 7.92	33' 4" 10.16	33' 4" 10.16	
" " (outdrives raised)	26' 8" 8.13	34' 1" 10.39	34' 1" 10.39	37' 0" 11.28
" " (outdrives raised with davits)	26' 9" 8.15	34' 6" 10.52	34' 6" 10.52	
Overall Weight of boat (twin engines)	2 $\frac{1}{2}$ tns. 2286kg	4 tns 4064 kg.	4 $\frac{1}{2}$ tns 4318 kg	6 tns 6096 kg.
" " " (single engine)	2 tns 2032kg	3 $\frac{1}{2}$ tns 3556 kg.	3 $\frac{1}{2}$ tns 3310 kg	
" " With our cradle (twin engines)	2 $\frac{1}{2}$ tns. 2540kg	4 $\frac{1}{2}$ tns 4318 kg	4 $\frac{1}{2}$ tns 4572 kg	
" " " (single engine)	2 $\frac{1}{2}$ tns. 2286kg	3 $\frac{1}{2}$ tns 3810 kg.	4 tns 4064 kg.	
Overall Width	6' 6" 2.59	9' 10" 2.99	9' 11" 3.01	13' 0" 3.96
Thames Tonnage	6.25	10.32	10.32	
Width across Transom	7' 11" 2.40	7' 11" 2.40	7' 11" 2.40	

PRINCESS 32

Notes on engine installations

The Princess 32 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.

All diesel installations (except the MD2/100) are fresh water cooled as standard and all installations have electric outdrive tilt (except the MD2/100 and Perkins 4.108).

Hot water systems and shower are fitted as standard except with petrol engines and the Volvo MD2/100 installation, which simply have pressurised cold systems.

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

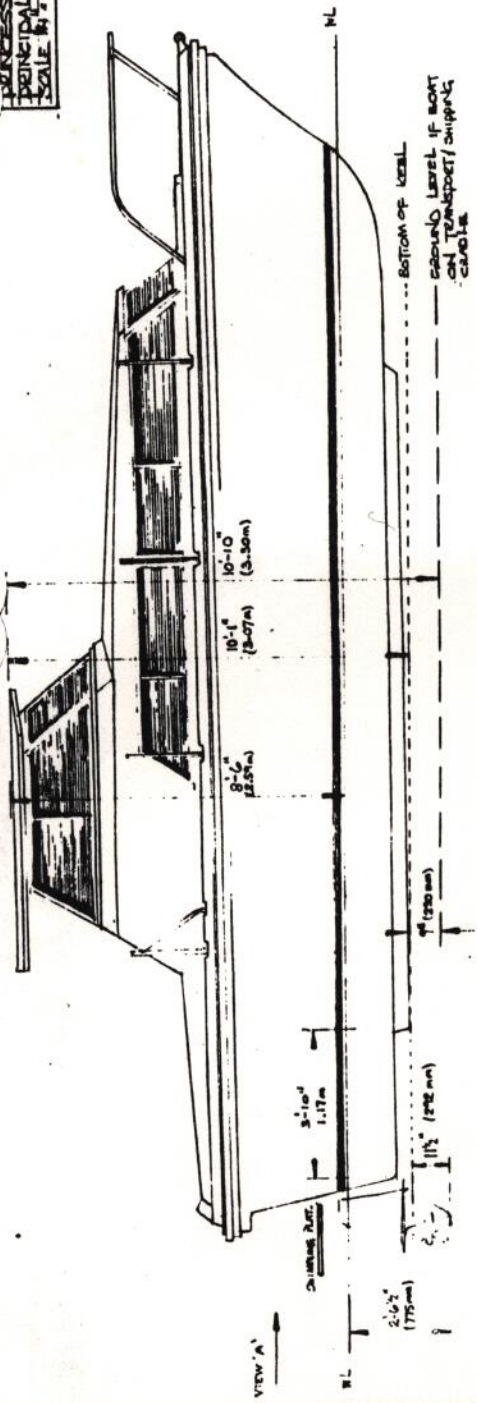
In this case the consumption was measured by placing a fuel flow meter in the supply line of one engine and simply doubling the reading for total fuel consumption.

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.

NE PROJECTS (PVT) LTD
 BUSINESS 52
 PRINCIPAL CONTRACTORS
 SCALE 1/16" = 1'-0"
 DR 187
 DIN P20-182



DIMENSIONS ARE GIVEN IN METERS

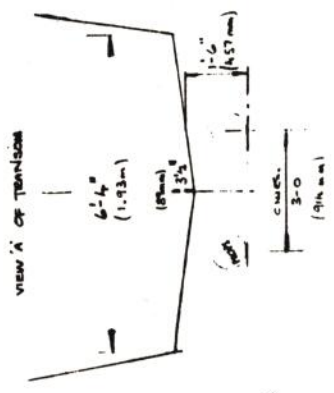
LEVEL TO TOP OF CANOPY	NL TO TOP OF CANOPY	NL TO BOTTOM OF CANOPY	NL TO TOP OF CANOPY	NL TO TOP OF CANOPY
10'-1"	1'-1"	8'-5 1/2"	8'-5 1/2"	8'-5 1/2"
3.07m	0.30m	2.57m	2.57m	2.57m

BEARING	LENGTH	INC. OUT. AT NL	INC. OUT. AT NL	BEAR
34.1	27.2	3 1/2"	3 1/2"	9.10"
10.3%	8.38m	10.44"		3.01m

FRAMES	FRAMES	FRAMES	FRAMES	FRAMES
6'-1"	6'-1"	6'-2"	6'-0"	6'-0"
1.85m	1.85m	1.83m	1.83m	1.83m

ROOF	ROOF	ROOF	ROOF	ROOF
2'-0"	3'-5"	2'-0"	2'-0"	2'-0"
0.61m	1.04m	0.61m	0.61m	0.61m

* THIS MEASUREMENT INCLUDES SPANDREL PULLIT.
 * WHEN EIGHT PULLIT IS USED MEASUREMENT WILL BE 35'-8" (10.91m)
 * THIS MEASUREMENT INCLUDES STANCHION PULLIT.
 * WHEN FOUR PULLIT IS USED MEASUREMENT WILL BE 33'-10" (10.31m)



PRINCESS 32 SPEED AND FUEL CONSUMPTION ESTIMATES [PETROL]

THE FIGURES BELOW ARE INTENDED ONLY AS A GENERAL GUIDE TO DEALERS ONLY AND ARE BASED ON ENGINE MANUFACTURERS FIGURES ALL SPEEDS AND FUEL CONSUMPTION ESTIMATES WILL BE GREATLY AFFECTED BY THE LOAD ON THE BOAT AND CONDITION OF THE HULL (the smallest amount of growth will reduce speeds by at least 15%) STATE OF STERNGEAR (trim tabs correctly set - up , propellers in good condition etc.)

ENGINE INSTALLATION	STANDARD PROP SIZE	MAX. SPEED & RPM (KNOTS) SEE NOTE 1	CRUISING SPEED & RPM (KNOTS) FAST	MAX. FUEL CONSUMPTION PER HOUR		FAST CRUISING CONS PER HOUR		AVERAGE FUEL CONS PER HOUR	
				IMP GALLS	LITRES	IMP GALLS	LITRES	IMP GALLS	LITRES
1 x 130/270 volvo petrol	14 x 11 left handed	13 @ 5000	11 @ 4600	6 galls	27 litres	4 galls	18 litres	Not known	Not known
2 x 130/270	14 x 15 handed	23 @ 5000	21 @ 4600	12 galls	54 litres	8 galls	36 litres		
1 x 140/270 volvo petrol	14 x 11 left hand	15 @ 5000	13 @ 4600	6 galls	27 litres	4 galls	18 litres	Not known	Not known
2 x 140/270	14 x 17 handed	25 @ 5000	23 @ 4600	12 galls	54 litres	8 galls	36 litres		
1 x 145/280 volvo petrol	14 x 11 left hand	17 @ 5500	15 @ 5100	6 galls	27 litres	4 galls	18 litres	Not known	Not known
2 x 145/280	14 x 17 handed	29 @ 5500	27 @ 5100	12 galls	54 litres	8 galls	36 litres		
1 x 240/280 volvo petrol	15 x 17 left hand	25 @ 4000	22 @ 3600	11 galls	32 litres	9 galls	41 litres	Not known	Not known

ALL CONSUMPTION'S ARE CALCULATED IN LITRES PER HOUR AND CONVERTED TO THE NEAREST HALF GALLON PER HOUR

1. THE MAXIMUM (or maximum estimated) SPEED THAT CAN BE OBTAINED WITH CRAFT IN "EX. WORKS CONDITION" IN CALM WATERS IN PLYMOUTH WITH 50% FUEL AND 50% WATER , 2 PEOPLE ABOARD , NO OTHER GEAR ABOARD OR OPTIONAL EQUIPMENT FITTED

THE ABOVE ESTIMATES ARE GIVEN IN GOOD FAITH BUT WITHOUT WARRANTY. IE. NO SPEED OR FUEL CONSUMPTION FOR ANY CRAFT IS GUARANTEED.

PRINCESS 32 SPEED AND FUEL CONSUMPTION ESTIMATES [DIESEL]

THE FIGURES BELOW ARE INTENDED ONLY AS A GENERAL GUIDE TO DEALERS ONLY AND ARE BASED ON ENGINE MANUFACTURERS FIGURES ALL SPEEDS AND FUEL CONSUMPTION ESTIMATES WILL BE GREATLY AFFECTED BY THE LOAD ON THE BOAT AND CONDITION OF THE HULL (the smallest amount of growth will reduce speeds by at least 15%) STATE OF STERNGEAR (trim tabs correctly set - up , propellers in good condition etc.)

ENGINE INSTALLATION	STANDARD PROP SIZE	MAX. SPEED & RPM (KNOTS) SEE NOTE 1	CRUISING SPEED & RPM (KNOTS) FAST	MAX. FUEL CONSUMPTION PER HOUR		FAST CRUISING CONS PER HOUR		AVERAGE FUEL CONS PER HOUR	
				IMP GALLS	LITRES	IMP GALLS	LITRES	IMP GALLS	LITRES
2 x D21A/270 & 280	14 x 13 handed pair	13-14 @ 4500	10-11 @ 4100	8 galls	36 litres	6 galls	27 litres	Not known	Not known
1 x D32/270	15 x 15 left hand	14-15 @ 4000	12-13 @ 3600	4-5 galls	20 litres	3 galls	14 litres		
2 x D32/270	16 x 16 or 14 x 17	20-21 @ 4000	18-19 @ 3600	10 galls	45 litres	7 galls	32 litres	Not known	Not known
1 x D40/280	16 x 13 left hand	17-18 @ 3600	15-16 @ 3200	5 galls	23 litres	3.5 galls	16 litres		
2 x D40/280	15 x 19 handed pair	25-26 @ 3600	22-23 @ 3200	10 galls	45 litres	7-8 galls	34 litres	Not known	Not known
1 x MD40/280	15 x 11 left hand	14-15 @ 3600	12-13 @ 3200	5 galls	23 litres	3.5 galls	16 litres		
2 x MD40/280	14 x 15 handed pair	18-19 @ 3600	14-15 @ 3200	10 galls	45 litres	7-8 galls	34 litres	Not known	Not known
2 x Chrysler Nissan 100 hp									
M6 - 33/volvo 270	16 x 16 handed pair	19-20 @ 4000	16-17 @ 3600	10 galls	45 litres	7-8 galls	34 litres	Not known	Not known
2 x Perkins 4.107	14 x 10 handed	12-13 @ 3500	10-11 @ 3200	2-3 galls	11 litres	1 gall	5 litres		

ALL CONSUMPTION'S ARE CALCULATED IN LITRES PER HOUR AND CONVERTED TO THE NEAREST HALF GALLON PER HOUR

1. THE MAXIMUM (or maximum estimated) SPEED THAT CAN BE OBTAINED WITH CRAFT IN "EX. WORKS CONDITION" IN CALM WATERS IN PLYMOUTH WITH 50% FUEL AND 50% WATER , 2 PEOPLE ABOARD , NO OTHER GEAR ABOARD OR OPTIONAL EQUIPMENT FITTED

THE ABOVE ESTIMATES ARE GIVEN IN GOOD FAITH BUT WITHOUT WARRANTY. IE. NO SPEED OR FUEL CONSUMPTION FOR ANY CRAFT IS GUARANTEED.

MARINE PROJECTS (Plymouth) LIMITED

BOAT BUILDERS · LLOYDS APPROVED G.R.P. MOULDERS

Directors: I.G. Wilton (Chairman); D.S. King (Managing); C. Viney (Works); R.S. Petty; M.S. Dobson; R.G.W. Pengelly; P.A. Langmaid.

Reg. Office

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and LEE MILL INDUSTRIAL ESTATE

Telephone: 0752 21222 Overseas Cables MARPROPLYM Telex 45352

V.A.T. No. 143 4285 78 Registered in England Reg. No. 856633

ALL SPEEDS AND RANGES ARE APPROXIMATE AND GIVEN IN GOOD FAITH
BUT IN NO WAY GUARANTEED

Our Ref:

Your Ref:

Engine Installation

PRINCESS 32 & PROJECT 31

	<u>Max.</u>	<u>Approximate Speeds</u> <u>Knots</u>	<u>Approximate Fuel</u> <u>Consumption in</u> <u>Gals</u>	<u>Max.</u>	<u>Approximate Fuel</u> <u>Consumption in</u> <u>Gals</u>	<u>Maximum Approx.</u> <u>Cruising Range</u> <u>Sea Miles</u>
		<u>Cruis.</u>		<u>Max.</u>	<u>Cruis.</u>	
Single Volvo 130/270	15	13	6	6	3½	300
Single Volvo D21/270	10	9	4	4	3½	250
Twin Volvo 115/100	23	21	11	11	6	250
Twin Perkins 4.107	12	10	4½	4½	3½	300
Twin Volvo 130/270	25	24	12	12	7	300
Twin Volvo D21/270	16	15	8	8	6	250
Twin Chrysler M6-33	19	18	12	12	6	230
Twin Volvo D32/270	21	20	10	10	9	230

PRINCIPAL DIMENSIONS

BOAT RIVIERA 32 (296)

LOA 32'9" INC PULPIT & BATHING PLATFORM
INC. STEMHEAD ROLLER.

LOA _____ EXC PULPIT & BATHING PLATFORM

LWL _____

BEAM 11'1"

DRAUGHT _____

DISPLACEMENT _____ LIGHT _____ LOADED _____

CAPACITIES

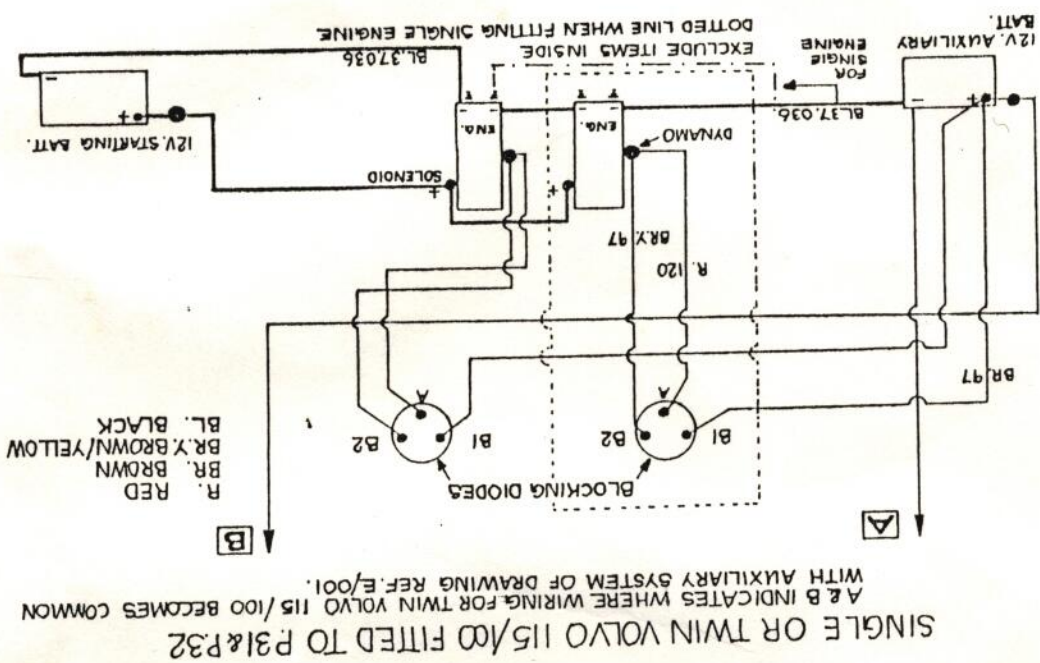
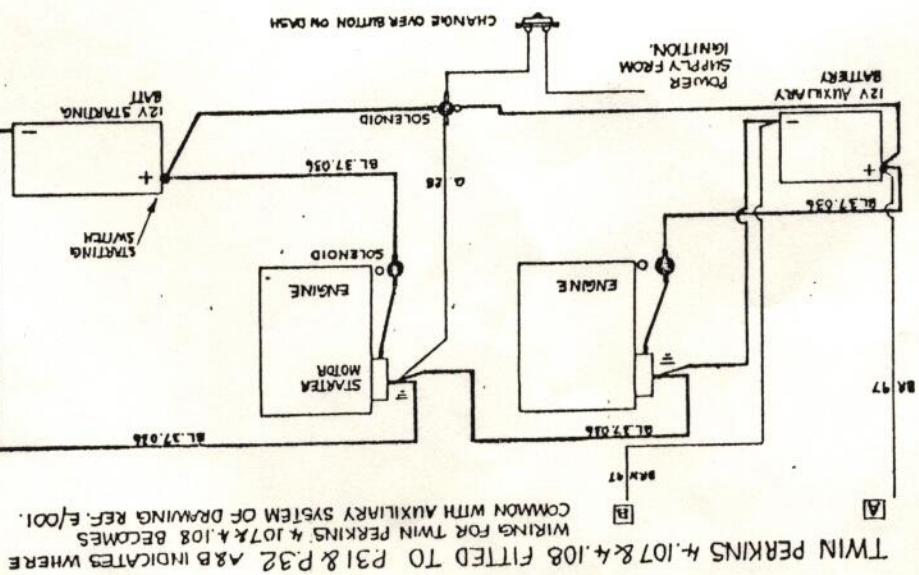
FUEL TANKS _____

WATER TANKS _____

HOLDING TANK _____

UNCONTROLLED

31.32/b.L.73/6



SEE LETTER