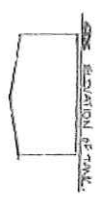
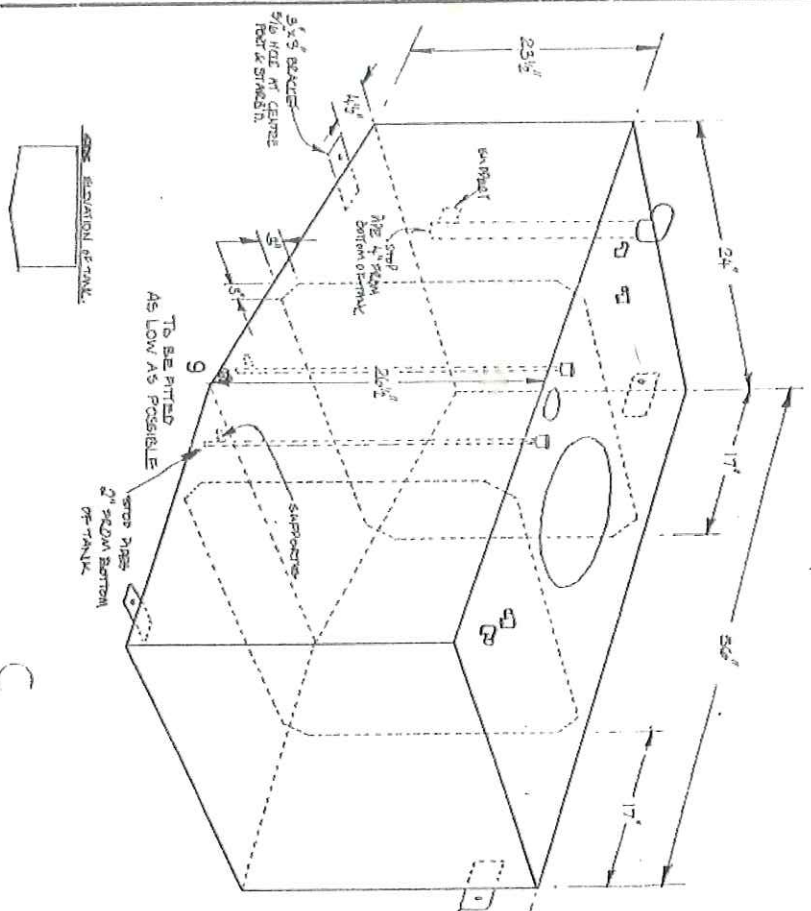


32'

# PRINCESS 32 FUEL TANK

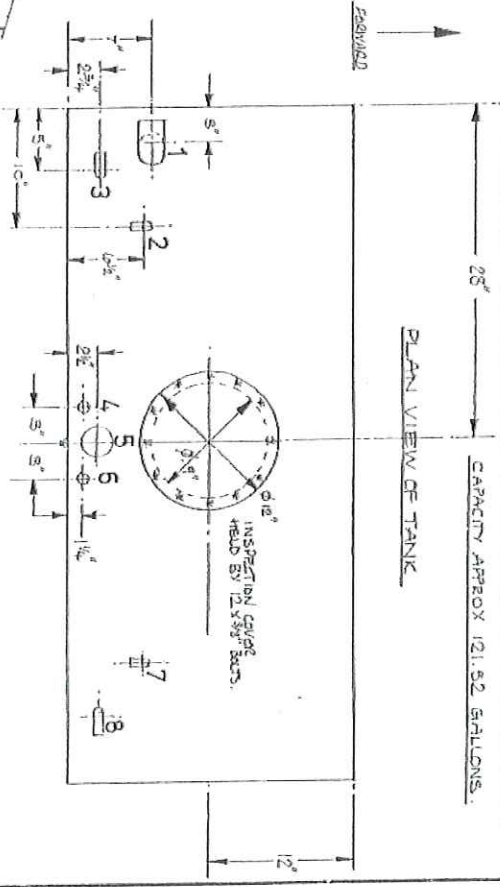
1 1/2 SW/G  
 TEST TO 8 lbs P.S.I.  
 ALL TANKS SHOULD BE CLEANED & PAINTED  
 ONE COAT PRIMER  
 ONE COAT GLOSS

SEE PLAN VIEW FOR  
 APPROXIMATIONS



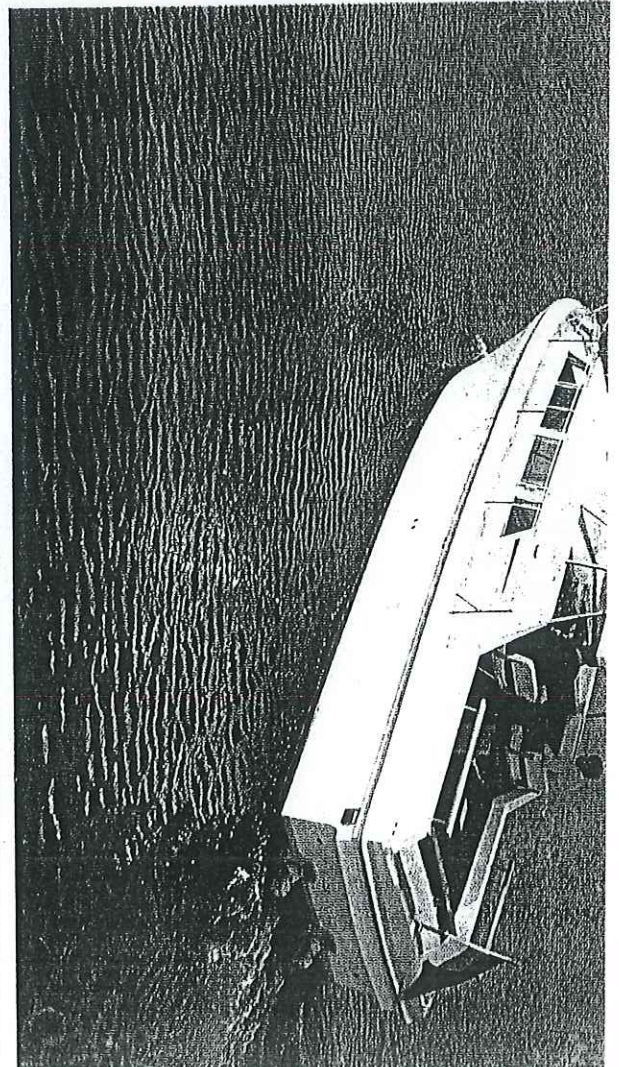
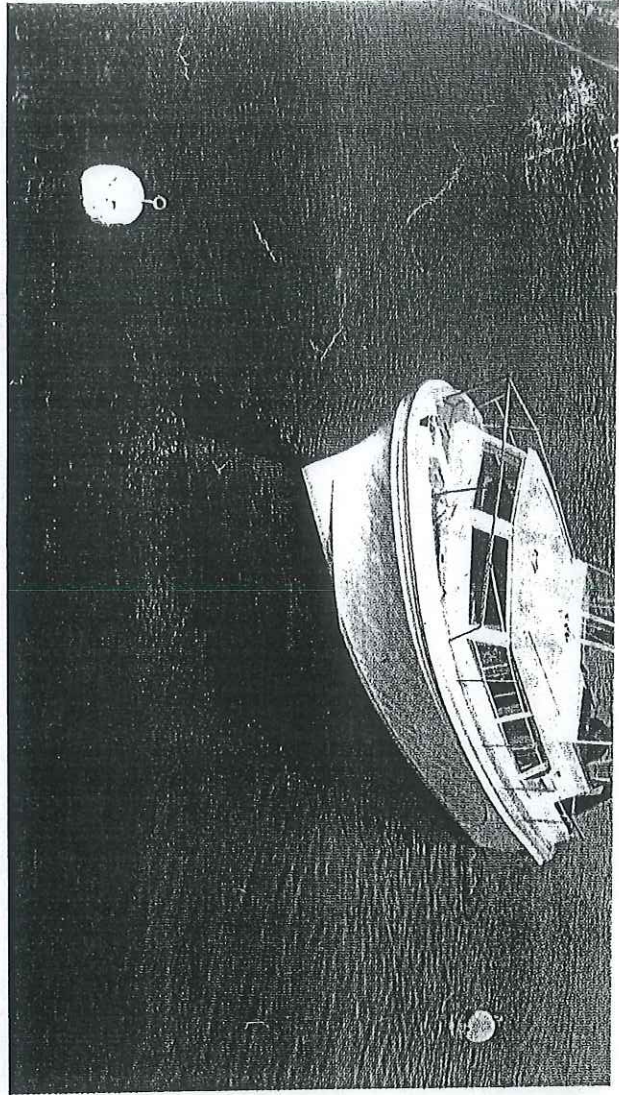
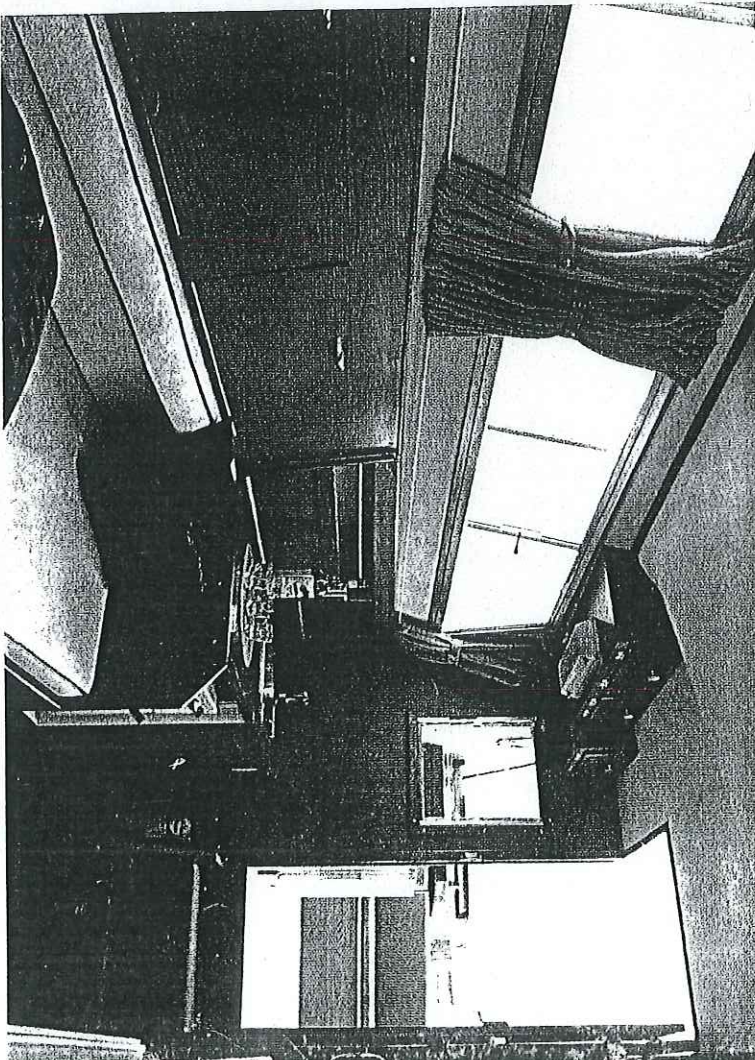
# MARINE PROJECTS (PLYMOUTH) LTD AUG. 76

CAPACITY APPROX 121.52 GALLONS.



- 1- FILLER ELBOW 1 1/2" BSP
- 2- RETURN ELBOW 3/8" BSP - (EXCLUDE ON PETROL)
- 3- BREATHER ELBOW 1/2" BSP
- 4- SUCTION NIPPLE 3/8" BSP X 1" HIGH
- 5- FUEL GAUGE APERTURE Ø 2 3/16"
- 6- SUCTION NIPPLE 3/8" BSP X 1" HIGH \*
- 7- RETURN ELBOW 3/8" BSP - (EXCLUDE ON PETROL)
- 8- BREATHER ELBOW 1/2" BSP
- 9- DRAIN PIPE 3/8" BSP

\* DILL FROM TEMPLATE & TAP FOR WHST.  
 3 1/16"



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

## 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 engine 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.)

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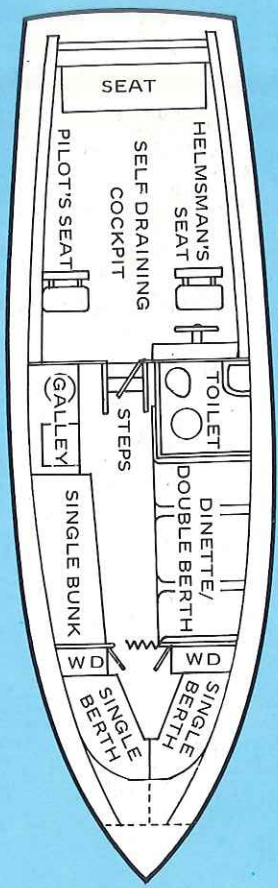
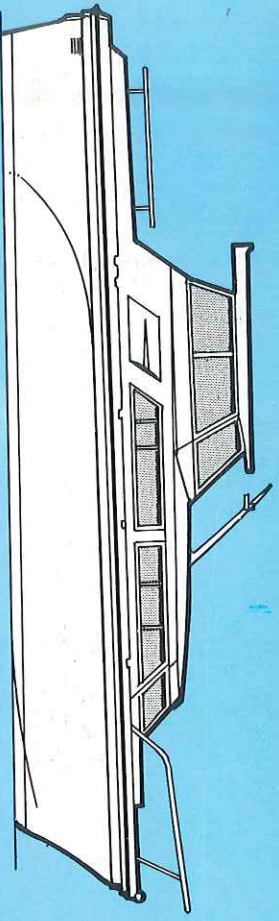
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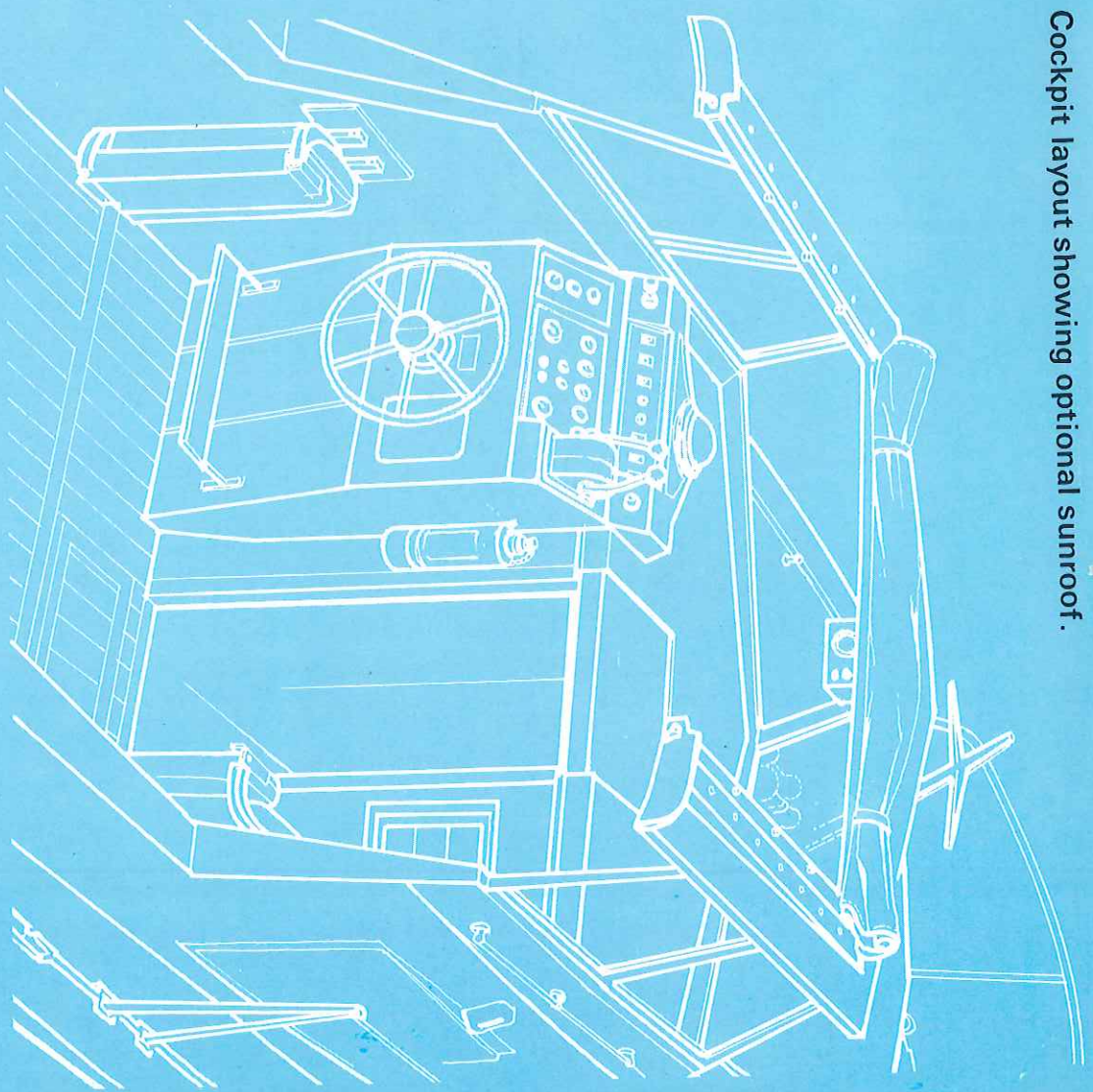
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Interior headroom ... ..	6ft. 3in. (6ft. 1in. in toilet) (1905 mm. and 1854 mm.)

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.*



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