

PRINCESS 32

In addition to the standard specification the '32' is now supplied with the following equipment:—

Tinted safety glass	Electric refrigerator
Stemhead roller with anchor location and chocking points	Water gauge glass
Hot and cold pressurised water systems with shower on petrol as well as diesel engine craft	Choice of cloth upholstery as well as expanded vinyl at no extra charge
Echo sounder (twin scale)	Cockpit cover (or full height folding cover as optional extra)
High speed compass	Optional folding windscreen
Stainless steel side stanchions and wires	

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

ELECTRICAL

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 (twin-engine craft only)
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

DECK EQUIPMENT

Stainless steel pulpit
Bollard for'd
Cleats aft
Fairleads
Chain pipe
Anchor
Anchor warp
Stemhead roller with anchor location
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 Color Gas box

GALLEY

Stainless steel sink (with folding work top over)
Color gas cooker (2 burners, grill, oven)
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

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/12v. point
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' D rubber fend-off
First Aid kit
Tool kit
Full set mooring lines
Fenders
Boat hook (light alloy)
Two 3lb. fire extinguishers
Log book

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. (8ft. 1in. in toilet) (1905 mm. and 1854 mm.)

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