

Boat Report

# PRINCESS 58

*Arguably sporting the nicest interior of a new trio from Marine Projects, would the 58's looks be enough in a blustery winter wind off Brighton?*





# Boat

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When Marine Projects unveiled the Princess 58 at last year's Southampton Boat Show, it was as part of their reply to the challenge from their UK rivals in the super-luxury motorboat market. Sunseeker had their Super Yacht range, and Fairline had their Squadrons, so the men from Plymouth needed to make a response.

They did so with three new boats: the 440, the 58 and the 66. Their most apparent differences from previous Princesses were in their interiors, in terms of both materials and design.

Gone was the traditional teak or ash for the joinery, to be replaced by exotic maples, either bird's-eye or straight-grained. Gone were the simple fabrics, to be replaced by imitation suedes, and even, for the truly decadent, imitation baby ostrich.

The new layouts were imaginative and bold, following the trend for sweeping curves to carry the eye through the boat and deny the basic squareness of modern planing-hull interiors.

*Inside lines. The 58 differs most from previous Princesses in its interior styling, with maple joinery and imitation suede and ostrich fabrics. The cabins (below) and WCs (right) are elegant, and the curves of the entertaining area (bottom) belie the shape of the hull, but the pièce de résistance is the utility room under the saloon (centre). Another boon is the interior helm's sliding door to the side decks (bottom right), but the most spectacular view of all is from a helicopter.*



The smaller 440 was less able to exploit the new interior possibilities, and the 66 was restricted by an existing layout derived from the 65, so it was the 58 which was most spectacular. Indeed, it has one of the most eye-catching and pleasing saloon arrangements we have seen at any of the world's boat shows.

As you enter from the cockpit, you have the impression of walking into half a dozen different theme areas, yet they blend into a perfect whole.

On your immediate right is a welcoming curved settee, with room for six people to sit around an oval table. Opposite is an intimate two-person corner seat, whose curved form exactly matches the sideboard/cocktail cabinet in front of it.

Ahead of this, an open-tread curved flight of stairs leads up to the flybridge.

Opposite to starboard is the galley, open-plan to





**Above: in a southwesterly Force 5-6 kicking up lively seas, not many boats would have ventured out of Brighton Marina.**

the rest of the saloon but at enough of a lower level that the chef can get on with food preparation in peace. There are many practical features here, including ample worktop and cupboard space, and the host of standard items of equipment includes a four-burner halogen hob, double stainless steel sinks and a dishwasher concealed behind a door.

But the pièce de résistance is the cunningly concealed full-headroom utility room running athwartships under the saloon. Opening a half-height door in the bulkhead plus a lift-up section of the floor gives access to a chest-freezer, a washing machine and a linen store, plus plenty of space — so much so that our first reaction was what a fine crew cabin it would make. Notwithstanding the fact that the 58

*'The conditions were such that smaller boats would have been well advised to stay in port, but the 58's size and weight, and the soft-riding Olesinski hull, made it possible for us to carry on'*

already has an optional crew cabin, prospective owners in countries where permanent crew are the norm have apparently been asking the same question.

Forward from the galley, to starboard, is the interior helm position, with two comfortable bucket seats which give good support when you are travelling fast — important on long passages in bad weather, when the more typical bench seat can prove tiring.

The dash layout is clear and simple, with plenty of spare space for extra navigation instruments, but the real gem is the sliding door to the helmsman's right which gives access to the side decks. A boon for shorthanded operation, this is complemented by a bow-thruster fitted as standard, and by the electric warping winches aft which allow you to pull the boat snug into a mooring, without the need for a heavy mob of crew.

Additional practical cruising features are the five

automatic bilge pumps, with alarms at the helm and on the flybridge, and the Duplex Separ fuel filters, again with alarms to warn you of water in them.

At the forward end of the saloon, to port, is a comfortable oval dining area, with settee and table, raised to give a good view whether the boat is at rest or underway. The whole area is made all the more splendid by the standard of finish, with the soft swirling grains of the maple offset by an inlaid walnut horizontal trim-line, cream baby ostrich for the overheads, and jade green carpets and cushions.

As standard, the accommodation comprises two double guest cabins and one master double, all located down and forward from the saloon. The guest cabins share a bathroom, but this is a good size, with a toilet and a bidet concealed under a lid, plus a separate cylindrical shower. The master has its own WC en-suite, as large and well-equipped as that for the guests.

The optional twin-bedded crew cabin is reached from the aft of the cockpit. It too has en-suite facilities, and it is as well finished as the rest of the boat, so it would happily double as an occasional cabin for last-minute guests or for children.

The Bernard Olesinski hull is brand new, with his usual deep-vee forward sections and medium-vee aft. Power is provided by a pair of 680hp MAN D2840 diesels, mounted under the saloon, and driving conventional gearboxes and shafts.

On trials the boat achieved 34 knots, at which the MANs are drinking 57gph (260lph) between them. This gives approximately 0.6mpg, and a range from the 630gal (2860lt) fuel tanks of around 300 miles (allowing a 20% margin).

On the winter day of our brief test, the wind was blowing a brisk southwesterly Force 5-6, with a very lively sea already running in the English Channel and large breakers along the shoreline as the Princess nosed out of Brighton Marina. The conditions were such that smaller boats would have been well advised to stay in port, but the 58's size and weight, and the soft-riding Olesinski hull, made it possible to carry on with our helicopter shoot.

Photographs tend to underplay the size of waves, especially when they are taken from overhead, but the results seen here, and on this month's front cover, provide evidence enough of the newcomer's abilities. □

## Princess 58

**Loa** 57ft 6in (17.53m).  
**Beam** 15ft 9in (4.80m).  
**Draught** 3ft 11in (1.19m).  
**Displacement** 22.5 tonnes dry.  
**Fuel capacity** 630gal (2865lt).  
**Water capacity** 165gal (755lt).  
**Power** twin 680hp MANs or 550hp Detroit Diesels.  
**Price** from £440,650 ex VAT.  
**Builders** Marine Projects, Newport Street, Plymouth, Devon PL1 3QG.  
**Tel:** 0752 227771.