



37 - 1982

<https://www.yachtadvert.com/2105-princess-37.html>

8 000 EUR incl vat



General

Year : 1982

Beam : 13.12 Ft

Life Raft : No

Leasing in progress : No

Builder : Princess

Length : 37.40 Ft

Hull : Monohull

Area : , Netherlands

Engines

Model : 2715E

Power Unit. (HP) : 120

Engine Brand : Ford

Engine(s) : 2

Tank : 400 L

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No
GPS : No
VHF : No
Watermaker : No

Radar : No
Sounder : No
Chartplotter : No
Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No
Bath platform : No
Winter cover : No
Sprayhood : No
Teak cockpit : No
Furling mainsail : No

Gangway : No
Davits : No
Electric windlass : No
Cockpit awning : No
Teak deck : No
Furling genoa : No
Spinnaker : No

Main equipment

Stern thruster : No
AC : No
Black Water : No
Tender : No

Bow Thruster : Yes
Marine Generator : No
Hot water : No
Flaps : No
Tender Engine : No

Household appliances

Freezer : Yes
Microwaves : No
Electric stove : No
Washing machine : No
TV antenna : No
SAT-TV : No

IceMaker : No
Oven : No
Gas stove : No
Heater : No
Dishwasher : No
TV : No

Various

Princess 37 now in the online auction. everyone can bid until 15 December 2025.

Princess 37 from 1982 €#147; Polyester Motor Yacht with Twin Ford Diesel Engines

General Overview of the Princess 37

The Princess 37 is a British-made motor yacht, built in 1982 by the renowned shipyard Princess Yachts. This model is constructed from polyester and features an S-shaped hull, contributing to stable sailing characteristics, especially on inland waters. With a length of 11.40 meters and a width of 4.00 meters, the ship offers a spacious interior and comfortable living space on board. The draft is 1.20 meters, making the ship suitable for various sailing areas, particularly inland waters.

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Construction and Design

The hull of the Princess 37 is made of polyester, a material known for its durability and low-maintenance properties. The S-shaped hull ensures a smooth ride, even in less favorable weather conditions. Steering is done via a wheel and is dual, meaning it can be controlled both inside and outside. This offers flexibility when maneuvering in harbors or sailing in different weather conditions.

Engine and Technical Equipment

The Princess 37 is equipped with two Ford 2715E diesel engines, each with a power of 120 hp. Both engines are electrically started and have six cylinders. According to available information, both engines are operational and start immediately. The engines are from the same year as the ship, namely 1982. The fuel tank has a capacity of 400 liters, providing a wide range on the water.

An electric bow thruster is present on board, making docking and maneuvering easier. The electrical installation consists of a battery charger, alternator, voltmeter, and shore power connection. There are two batteries on board with a total capacity of 280 Ah. The onboard voltage is 12V and 220V. A Farymann generator is present, but it currently does not start.

Interior and Accommodation

The accommodation of the Princess 37 is designed for four fixed berths. On board, there is a shower, electric toilet, refrigerator, freezer, stove, and mattresses. The water tank has a capacity of 400 liters. The heating on board is based on hot air, providing comfort during sailing in colder seasons. The toilet discharge is directly connected to open water.

Navigation and Equipment

In terms of navigation, the ship is equipped with a log/speedometer. For anchoring, there is one anchor available. The exterior equipment includes a deck cover, fenders, lines, and a swim platform.

Registration and Documentation

The ship has a Dutch registration number YN-96-47. There is no recent information available on when the ship was last out of the water or when the last antifouling treatment was performed.

History and Current Condition

According to the seller, the ship is in original condition and there is general overdue maintenance. Visually, the ship makes a well-kept impression, but technically there are points that require attention. The engines function properly and start immediately. The generator is present but currently not operational. The ship has mainly been used on inland waters.

Conclusion

The Princess 37 from 1982 offers a spacious and functional motor yacht with twin engines and a practical layout. With its classic design and generous dimensions, the ship is suitable for longer stays on board. The current condition of the ship requires attention in terms of maintenance but also offers a solid foundation for further optimization. The combination of space, engine power, and equipment makes this ship interesting for enthusiasts of classic motor yachts looking for a project with potential.

