



360 Flybridge - 1996

<https://www.yachtadvert.com/2471-princess-360-flybridge.html>

35 000 EUR incl vat



General

Year : 1996

Beam : 12.60 Ft

Life Raft : No

Leasing in progress : No

Builder : Princess

Length : 39.57 Ft

Hull : Monohull

Area : , Netherlands

Engines

Model : TAMD 63

Power Unit. (HP) : 317

Tank : 750 L

Engine Brand : Volvo Penta

Engine(s) : 2

Hours : 533

Facilities

Flybridge : No

Helm : No

Electronics

Autopilot : No

Sounder : Yes

Chartplotter : Yes

VHF : Yes

Watermaker : No

Radar : No

Pilot details : <p>true</p>

GPS : Yes

Plotter details : <p>true</p>

Converter 12/220 : No

Bridge equipment

Hydrolic Gangway : No

Bath platform : No

Winter cover : No

Sprayhood : Yes

Teak cockpit : No

Furling mainsail : No

Gangway : No

Davits : No

Electric windlass : No

Cockpit awning : No

Teak deck : Yes

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	IceMaker : No
Microwaves : Yes	Oven : Yes
Electric stove : No	Gas stove : No
Washing machine : No	Heater : No
TV antenna : No	Dishwasher : No
SAT-TV : No	TV : No

Various

<p>Princess 360 Flybridge now in the online auction. everyone can bid until 20 April 2026.

<h2>Princess 360 Flybridge (1996) €“ stylish flybridge motor yacht with powerful Volvo Penta diesels and a comfortable layout</h2><p>The 1996 Princess 360 Flybridge is a popular model in the flybridge motor yacht segment, thanks to her distinctive lines, practical dimensions and confident handling on both inland waterways and larger waters. With a length of 12.06 metres, a beam of 3.84 metres and a draft of around 0.85 metres, this GRP motor yacht is highly versatile: from lakes and rivers to larger lakes and open water. The air draft of approximately 3.70 metres also makes her suitable for many Dutch cruising areas, while the V-hull contributes to a stable, true-tracking experience when conditions get rougher.</p>Princess 360 Flybridge now in the online auction. Everyone can bid up to and including 20 April 2026.</h3><h3>Performance and handling: planing, cruising and manoeuvring with control</h3><p>Powered by two Volvo Penta TAMD 63 inboard diesel engines of 317 hp each, this Princess 360 Flybridge offers a combination of smoothness and power. The stated cruising speed is around 30 km/h, with a top speed of approximately 45 km/h, making both relaxed cruising and brisk planing possible. With twin engines, twin rudders and an electric bow thruster, manoeuvring in marinas and locks is clear and precise, even in wind or tight spaces. The engine hours (approx. 533 and 540) are consistent with a vessel used mainly for recreation. Major engine service was carried out in 2024, including fluids and filters.</p><h3>Layout and onboard comfort: two cabins and approx. 2-metre headroom</h3><p>Inside, this motor yacht offers a comfortable living space with headroom of about 2.00 metres. The layout is designed for longer stays aboard, with four fixed berths divided over two cabins. The owner€™s cabin features a fixed French bed, while the second cabin offers two single bedsâ€”ideal for family, guests or a weekend away with friends. The wet cell includes a shower and there is hot water on board, clearly enhancing comfort for multi-day trips.</p><p>The saloon and galley are set up to make staying inside pleasant even in poorer weather. You will find, among other things, a refrigerator, freezer, hob, oven and microwave, so you are not dependent on shore facilities. Hot-air heating extends the season and provides a comfortable temperature in spring and autumn. In 2024, the saloon, kitchen and helm were fitted with new modern carpeting, and a custom-made memory-foam mattress was installed, noticeably improving sleeping comfort.</p><h3>Flybridge and outdoor living: teak, cockpit comfort and hydraulic gangway</h3><p>A key advantage of the Princess 360 Flybridge is life outdoors. The flybridge offers an elevated seating and helm position with excellent visibility, which is especially pleasant on rivers, lakes and busy cruising areas. In 2024, the cockpit and flybridge cushions were reupholstered in taupe, water-resistant Skai, keeping the look modern and well cared for. On the aft deck, the cockpit table, cockpit tent, sprayhood and bimini provide flexibility: open cruising on warm days or sheltered seating when it cools down.</p><p>The teak deck contributes to the classic Princess appearance and creates a warm, nautical atmosphere. Particularly practical is the hydraulic gangway with the capacity to carry a tender on bracketsâ€”an arrangement that makes boarding easier and supports the use of a dinghy. Further equipment includes, among other things, a bathing ladder, guardrails, deck covers and an electric anchor windlass with chain, suitable for comfortable anchoring and mooring.</p><h3>Navigation and electrics: dual helm concept and modern aids</h3><p>This vessel has a dual helm, allowing you to operate both from inside and from the flybridge. Lowrance navigation equipment is installed both upstairs and inside, with Navionics charts. Functions such as GPS, chartplotter, VHF radio, log/speedometer, depth sounder and fishfinder are also available. An autopilot is present, with the note that the Autohelm steering autopilot is currently not functioning due to a faulty compass. One tachometer is also not working

properly; two new tachometers are included to resolve this.</p><p>The electrical system is original in design and fitted with automatic circuit breakers. With 12V and 220V, shore power, battery charger, alternator and a battery bank of four batteries (total approx. 330Ah), there is a solid basis for staying aboard. New start batteries were installed in 2024, and in 2025 new marine domestic batteries of 165Ah each were added. Extras such as a smart TV (2025) and a safe increase convenience.</p><h3>Underwater hull and usage history: inland use and recent antifouling</h3><p>The boat has mainly been used on inland waterways and, apart from an occasional holiday, has seen little to no salt water. In 2024, the underwater hull was professionally treated with a new antifouling system: the hull was stripped back to the gelcoat and rebuilt with Primacon layers and two coats of antifouling. The vessel was taken out of the water for maintenance in 2024 and no indications of osmosis have been reported.</p><h3>Buying a Princess 360 Flybridge: versatile motor yacht for weekends, holidays and larger waters</h3><p>Those looking for a Princess 360 Flybridge often choose the combination of British yard quality, a timeless design and a layout that truly works for longer stays. This example offers powerful twin diesels, a comfortable two-cabin layout, an inviting flybridge and an equipment level suited to both day trips and holidays. Thanks to the shallow draft, bow thruster and twin-engine concept, this motor yacht is suitable for a wide range of cruising areasâ=€”from narrow canals to the IJsselmeerâ=€”while the speed and stability also provide a comfortable margin on larger waters.</p></p>

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