BOAT
Princess Yachts rules the semi-custom kingdom with its majestic M Class superyachts. Now there’s a new member of the family, the beautifully appointed 35M.

Words – Risa Meir
Photographer – Quin Bisset/Princess Yachts
Above: natural light abounds in Antheya III’s opinion-winning saloon, thanks to floor-to-ceiling windows. Left: the Boating and Entertainment Centre on the aft deck is the bigger “new” factor aboard, while the master suite (right) and main deck stairwell between main and lower decks is entirely uninterwoven in becoming part of the action. “I’m not here!” he said with a smile, waving away any attempted introductions. He preferred to blend into the background, but had no intention of relinquishing his place on board. This is an owner who plans to put his yacht to good use, so why waste any time?

This satisfaction has not come as a complete surprise as he’s owned four Princesses over 10 years, his boats growing in size along with the British builder’s offerings. Now he’s stepped up from a Princess 32M of the same name, Antheya being a combination of his children’s names. It’s rather apt, their generations of the family will enjoy Antheya III and they all influenced her design.

It’s only natural that such a devoted Princess owner would take delivery of hull No.1 of the 35M, a yacht dubbed as “evolution” of the builder’s 32 and 40 metre models. Notable changes are seen inside and out – as well as below the waterline with a newly optimised hull. Bernard Olesinski Limited worked in collaboration with Princess Yachts’ in-house designers and engineers to develop the hull form, exterior styling and layout of the 35M, while the interior is styled by the Princess Design Studio. Because it was hull No.1, the owner was able to influence the yacht’s specifications and design, shaping much of what would go into the latest family member in the M Class range.

The Plymouth-based builder took the semi-custom market by storm with the launch of the iconic M Class series in 2011, with the flagship 40M, Imperial Princess, picking up a World Superyacht Award in 2013. The range now runs to three models, with a new 35M replacing the old 32M as the lower end, but the 35M is no neglected middle child. If anything, she shines brighter than her siblings. The 35M’s impressive forested lounge, for one, makes that of the 40M look like a comparison. A forward-facing bench beneath the pilothouse is faced by two L-shaped settees and tables, all of which can be shaded with an awning, and forward yet of this are two big wardrobes, ensuring the boat stays in the house. As Justin Olesinski, managing director of the Bernard Olesinski design studio, explains: “The 40M really pushed the boundaries in its design, so on the 35M we took what we learnt from the 40M and put it into the 35M.”

Exterior design samples both its big and little sisters, hiving a styling note that is immediately Princess. Despite the fact that the 35M is a raised pilothouse yacht and the 40M is a deck-striking similarities are in the exterior styling. The window design on the forward deck master is the same on both, with cat’s-eye shaped glazing cut into the hull just below another window in the super structure. Letting ample light into the master and giving a defining geometry to the exterior lines. “We wanted the 35M to fit in the range between the 32M and 40M – like a BMW, you have to keep it looking similar even though it’s different,” Olesinski says. “The forward end of the 35M is similar to the 40M, while the aft deck is more similar to the 32M. We’ve picked some of the best features of the yachts either side to create a winner.”

The 35M has a sporty, aggressive look about her, an aim of the designers. “We always try to reduce the height from the outside, while inside increasing the headroom,” says Olesinski. “The 35M is lower than similar yachts in her size range, which not only makes the hull look faster and sleeker, but it also increases seakeeping abilities because the centre of gravity is lower.”

It’s an important attribute for a yacht designed with an eye on performance. It took Bernard Olesinski more than a year to develop Antheya III’s optimised hull, during which time the design studio investigated more than 100 hull forms with its in-house CFD and proprietary Hull & Hydro software.

The progressive V-hull is a hybrid design that’s efficient at both semi-planing and displacement speeds. Not only is the 35M faster than her big sister, but drop down to 12 to 14 knots in standard cruise, and she’s 20 per cent more efficient. Aided by gyro stabilisers, she’s extremely sure on her feet as well. The added efficiency will be a benefit to Antheya III’s owners, who plan to log many miles in their preferred cruising grounds of the Mediterranean with the kids and grandkids in tow.

“This boat has had an enormous influence from the client because he’s got three generations of his family on board,” says Sarah Verey, director of creative design at Princess. “We’ve had to explore practicality as well as the beauty of the boat.” As such, there is no open shelving to show off knick-knacks. Instead, much discreet storage is built-in, which you might miss unless you knew where to look. The glassware is cleverly concealed in columns in the dining area, as Verey points out. “When you open it up it’s beautifully lit and shows the cut glass, which is nice as well as practical.”

All the berths lift to hold linen for the cabin; the crew as commodities have under-floor storage you can climb into for dry stores, there is a large bosun’s locker at the bow; and the garage stows a 5.65 metre tender and a wet bike. Maximising space is a trick that Princess has honed over half a century building smaller motor yachts. Andrew Lawrence, head of design at Princess, says: “We’re always chasing every last millimetre of space and we toiled that philosophy forward into the bigger boats, maximising the volume. With the 35M it’s all about interior volume and bringing light in; that’s what sells boats these days.”

The 35M really lives up to this mantra, introducing huge picture-box portlights on the lower deck that are larger than those on her predecessors. There are ten in-ceiling windows on the main deck and sliding glass doors on either side that open up to fold-down balconies, making the main saloon a true indoor-outdoor living space. The biggest wow factor inside, though, is the floating stairwell. Stairwells and lower deck foyers on yachts of this size can often be narrow, dark spaces, and the goal was to open this up. A high-brightness glass bulkhead frames the solid, leather-wrapped baluster and walnut flooring rails. It’s a striking piece that’s also an engineering marvel.

Another unique feature on Antheya III’s main deck is the flock of birds that wing their way across the glass back-lit in the dining saloon and the leather headboards in the master cabin. The 3D feature, known
“We’ve picked some of the best features of the yachts either side – the 32M and the 40M – to create a winner”

The sundeck of the Princess 35M is a huge and versatile space. Antheya III’s owner chose the custom layout, with a dining table under the hardtop, and forward and aft-facing seating.
SPECS

ANTHEYA III/PRINCESS 35M

LOA 35.15m
Beam 7.3m
Draught 2.11m
Gross tonnage 248GT
Engines 2 x MTU 16V 2000 M94

Speed (max/cruise)
26/17 knots
Range at 10 knots 1,750nm
Generators 2 x Onan QD, 65kW
Fuel capacity 18,000 litres
Freshwater capacity 3,250 litres
Tender 1 x 5.65m Williams DieselJet 565
Owners/guests 8/10
Crew 5

Construction Composite
Classification RINA Commercial, MCA LY3 Short Range
Naval architecture Bernard Olesinski
Exterior and interior styling Bernard Olesinski

Mix and match: third guest cabin can convert to one full-beam family lounge

Crew station: staff quarters have access to the galley above

The place to be: a huge foredeck lounge can be covered by an awning

Customisable: owners have a choice of sundeck layout

Owner occupied: the master suite has walk-in wardrobes and a bath

See the light: dual fold-down balconies and full-height glass doors open up space

Time for a dip: the hydraulic swimming platform

Toys: a 5.65m tender and a wet bike are housed here

Tender
1 x 5.65m Williams DieselJet 565

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