

Princess F62 (2021-)

Price

Base Price

Specifications

Length Overall	63' 5" 19.3 m
BEAM	16'6" 5 m
Dry Weight	
Tested Weight	
Draft	4'10" 1.47 m
Draft Up	
Draft Down	
Air Draft	
Deadrise/Transom	
Max Headroom	
Bridge Clearance	
Weight Capacity	
Person Capacity	
Fuel Capacity	898 Gal 3,399 L

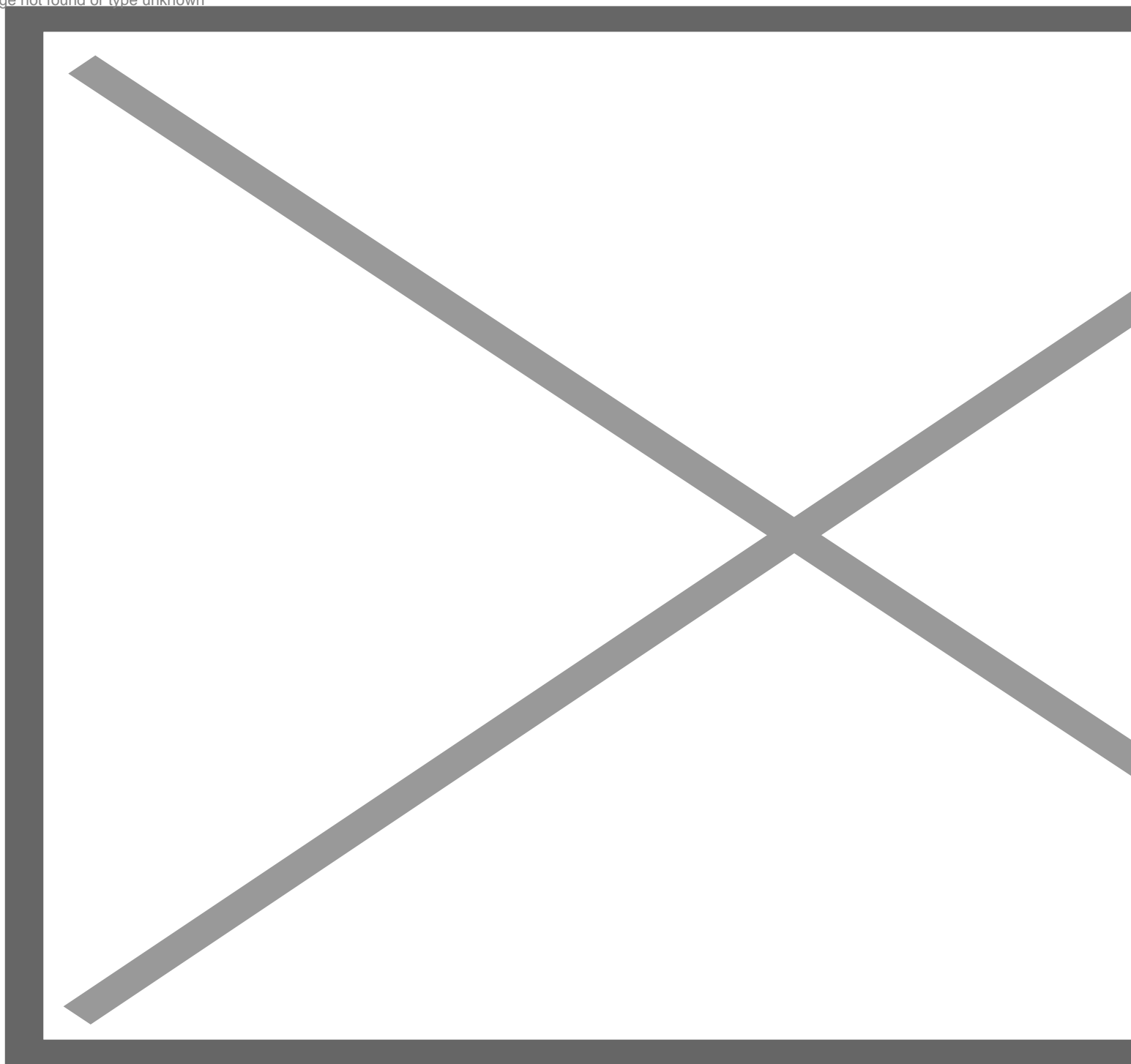
Water Capacity	204 Gal 772 L
Length on Trailer	
Height on Trailer	
Trailer Weight	
Total Weight	
Aft Deck	
Salon Inside Width	
Salon Fore & Aft	
Salon Height	
Salon Volume	
Galley Volume	
Master SR Width	
Master SR fore & Aft	
Master SR Overhead	
Master SR Volume	
Eng. Room Volume	

Acceleration Times & Conditions

Time to Plane	
0 to 20	
Ratio	
Props	
Load	
Climate	

For more on the Princess F62, [click here](#).
Editor's Report by Capt. Steve Larivee

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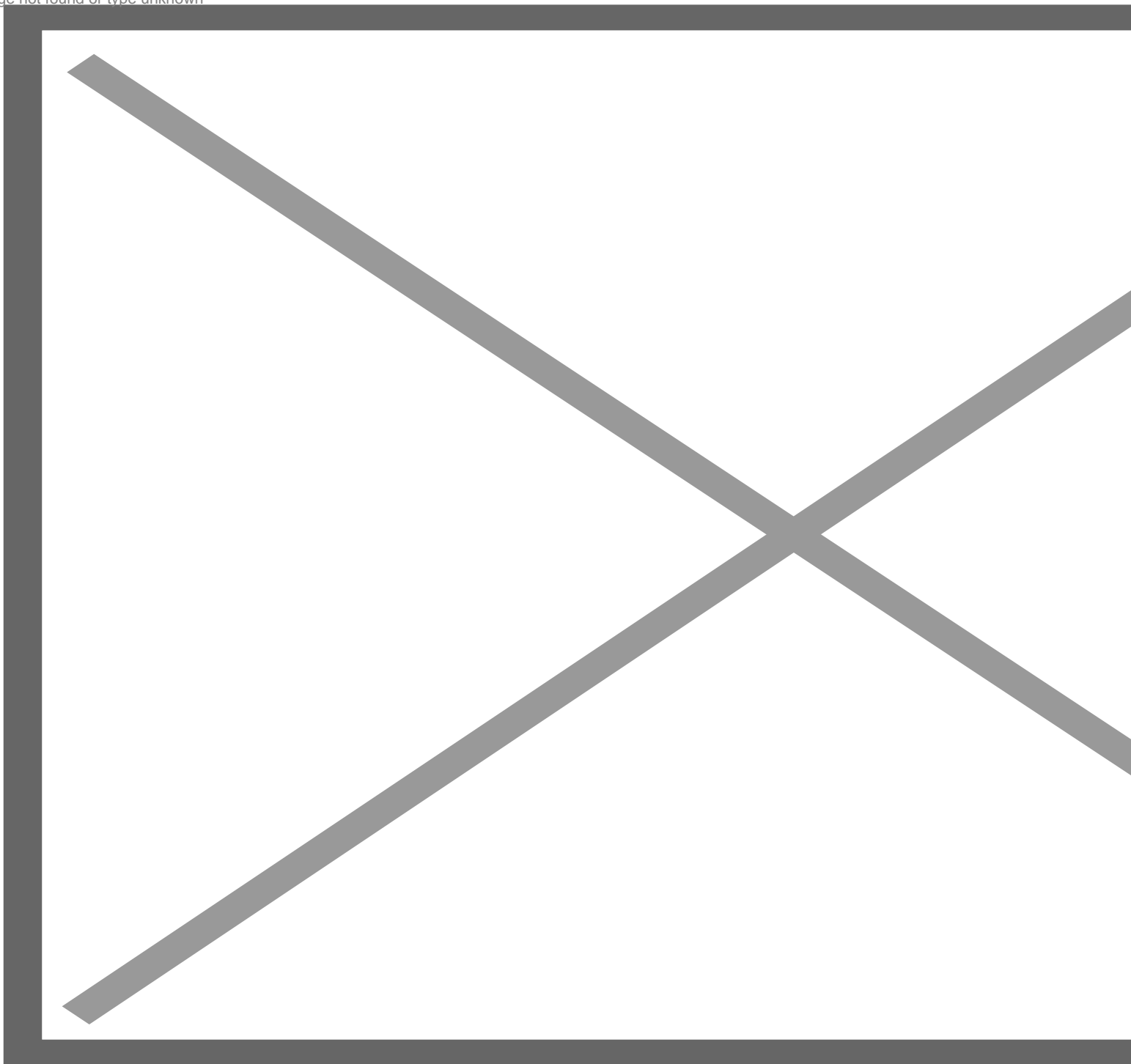


The Princess F62 has many clever design stylings. Notice the way the aft hardtop support curved to blend into the top, and how the support aft on the main deck matches it.

The Princess Yachts F62 is a stunning piece of architecture that creatively blends use of space with functionality. She replaces not only the 60 but the 64. As such, she add 10-percent more volume to her interior spaces than the 60 and comes within 3-percent of the 64. Not a small accomplishment.

One of the characteristics of Princess Yachts that we've come to appreciate is the hull design. Olesinski LTD has been the designer of choice for Princess since 1980. Recently, the focus has been on keeping them cruising at a more level attitude through most all of the power curve. Too often we see boats that are only happy at higher speed, and when speed is reduced, the stern squats and efficiency plummets. End users are also part of the problem with penchants for adding heavy hydraulic platforms and tenders to the stern and filling the engine room with larger engine and heavy stabilizers.

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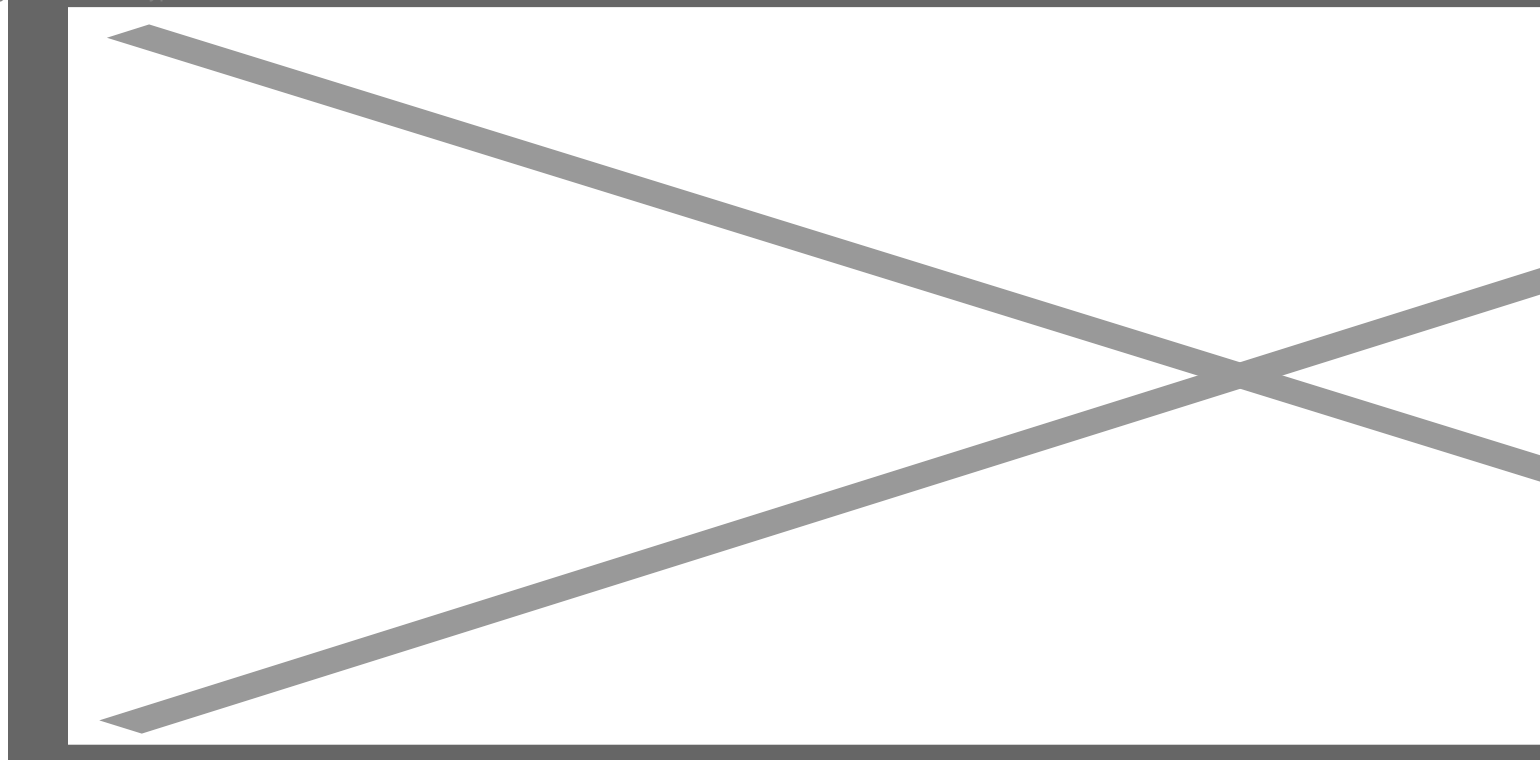


Notice how the F62 runs with very little bow rise. That's not an accident, but careful design.

With Princess, the aft section of the prop tunnels actually hook down a bit. This creates a natural trim tab of sorts so that at all planing speeds, the bow stays down at nearly all planing speeds.

Main Deck

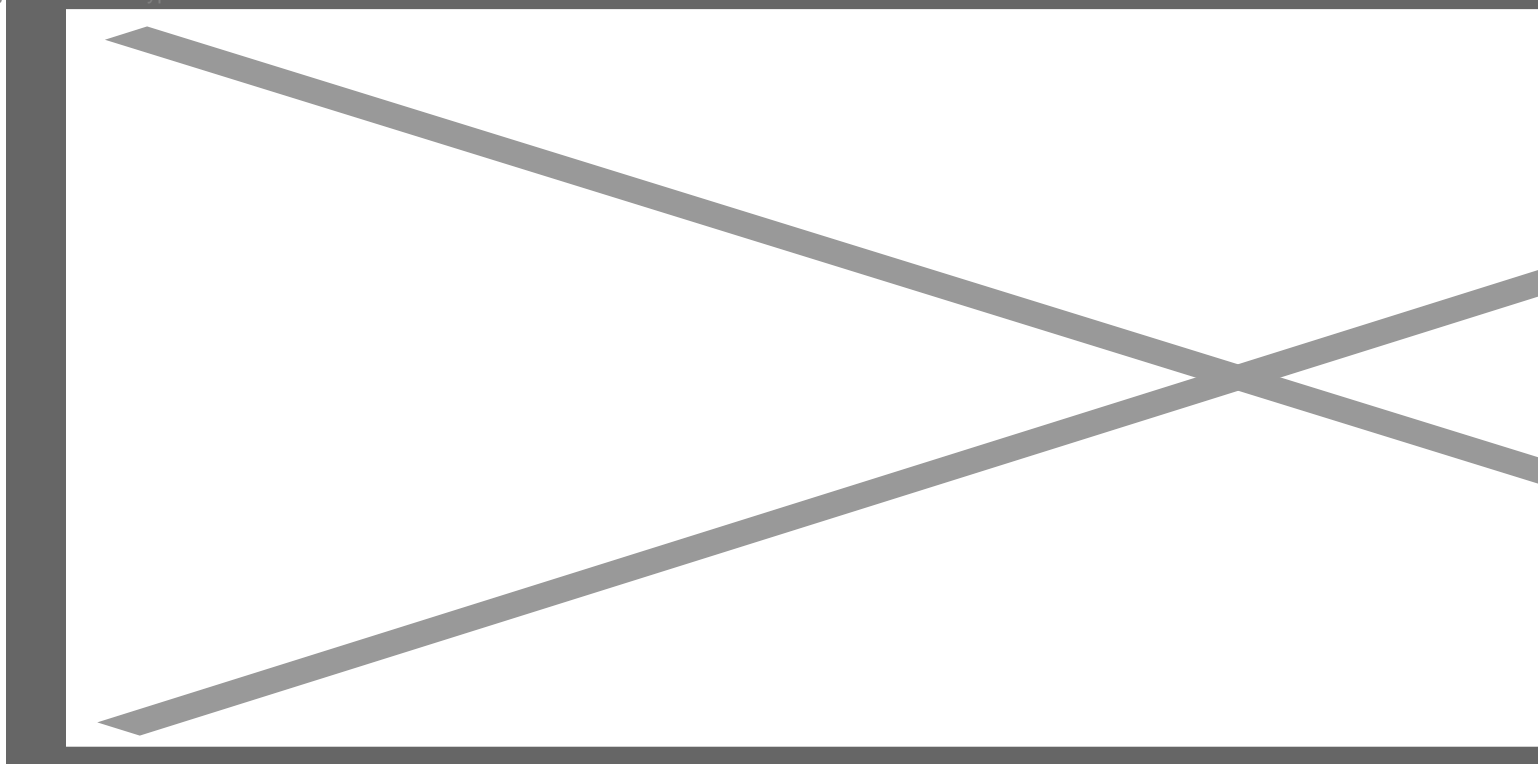
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The main deck features a galley aft design with dining just across. The salon includes opposing seating. The first notable feature of the main deck is that there's so much glass pouring natural light into the salon. So much glass, in fact, that we would actually replace the term "windows" with "walls of glass!"

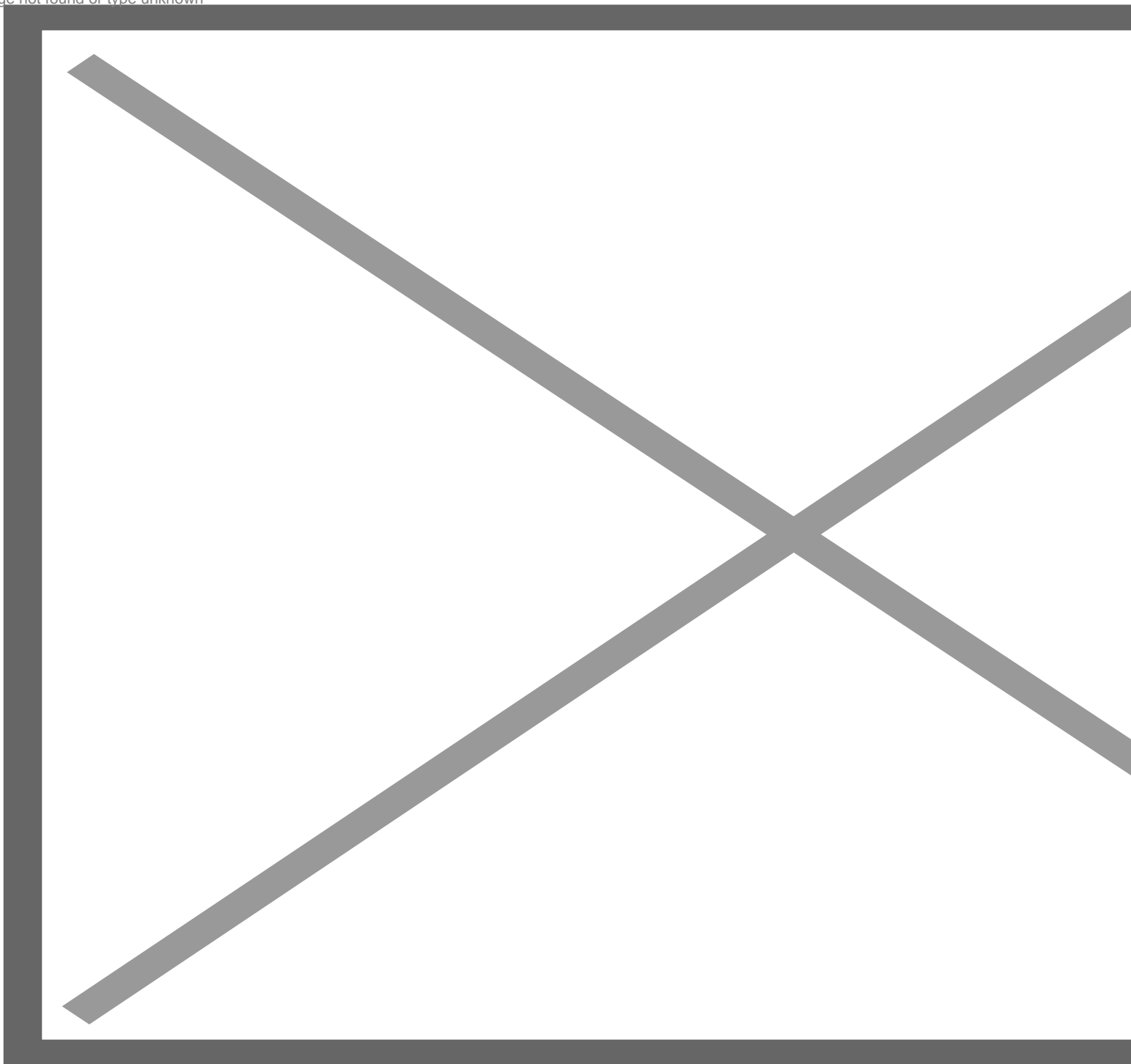
Externally, there's seating both in the cockpit and at the bow.

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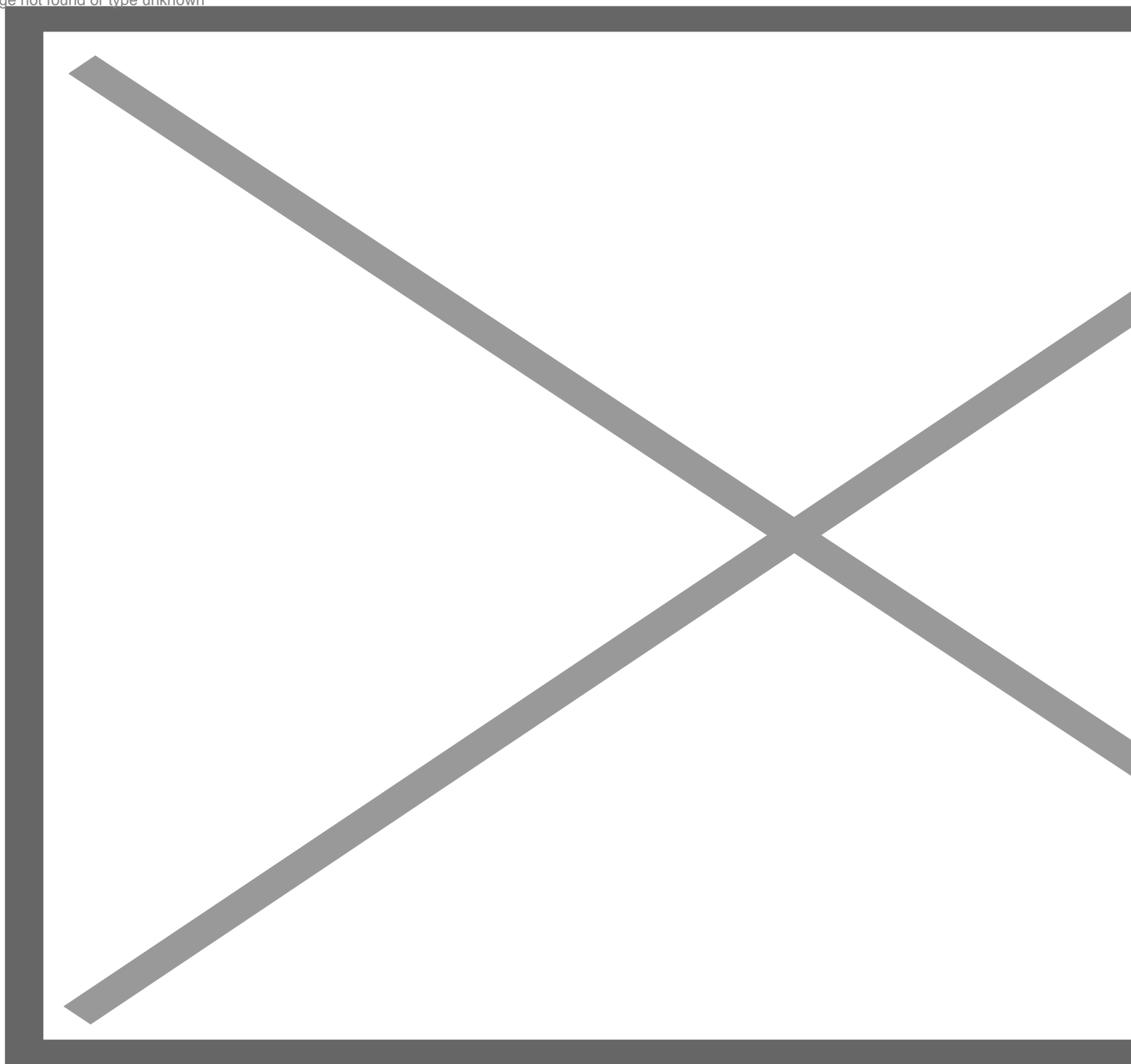
The galley is aft with dining just across. Wide-planked wood decking transitions to carpeting as one enters the salon. The overhead is textured rather than the Ultrasuede that leaves marks whenever touched.

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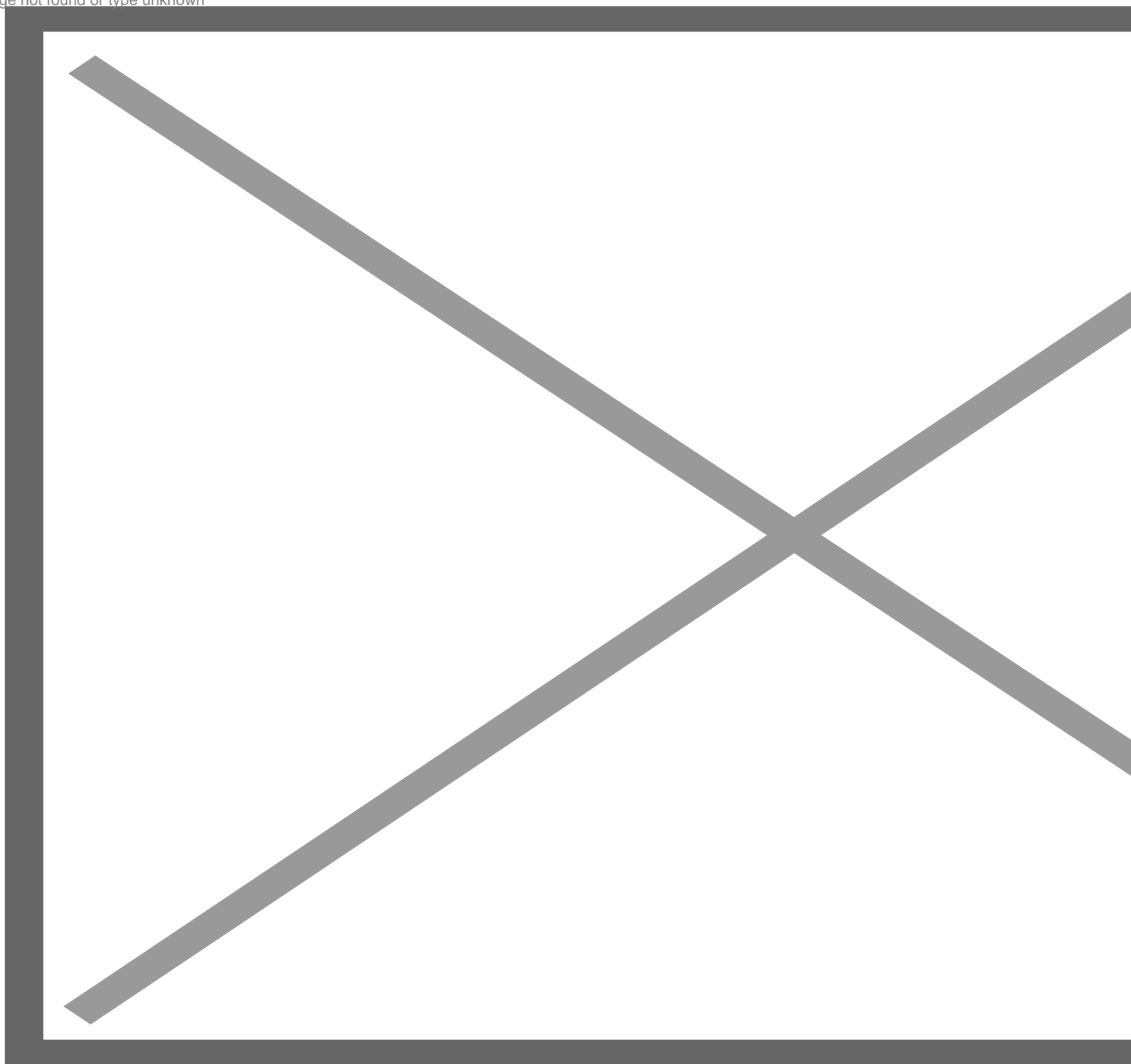
Notice how easily the galley blends with the aft deck. Stairs to the flying bridge are solid wood tread.

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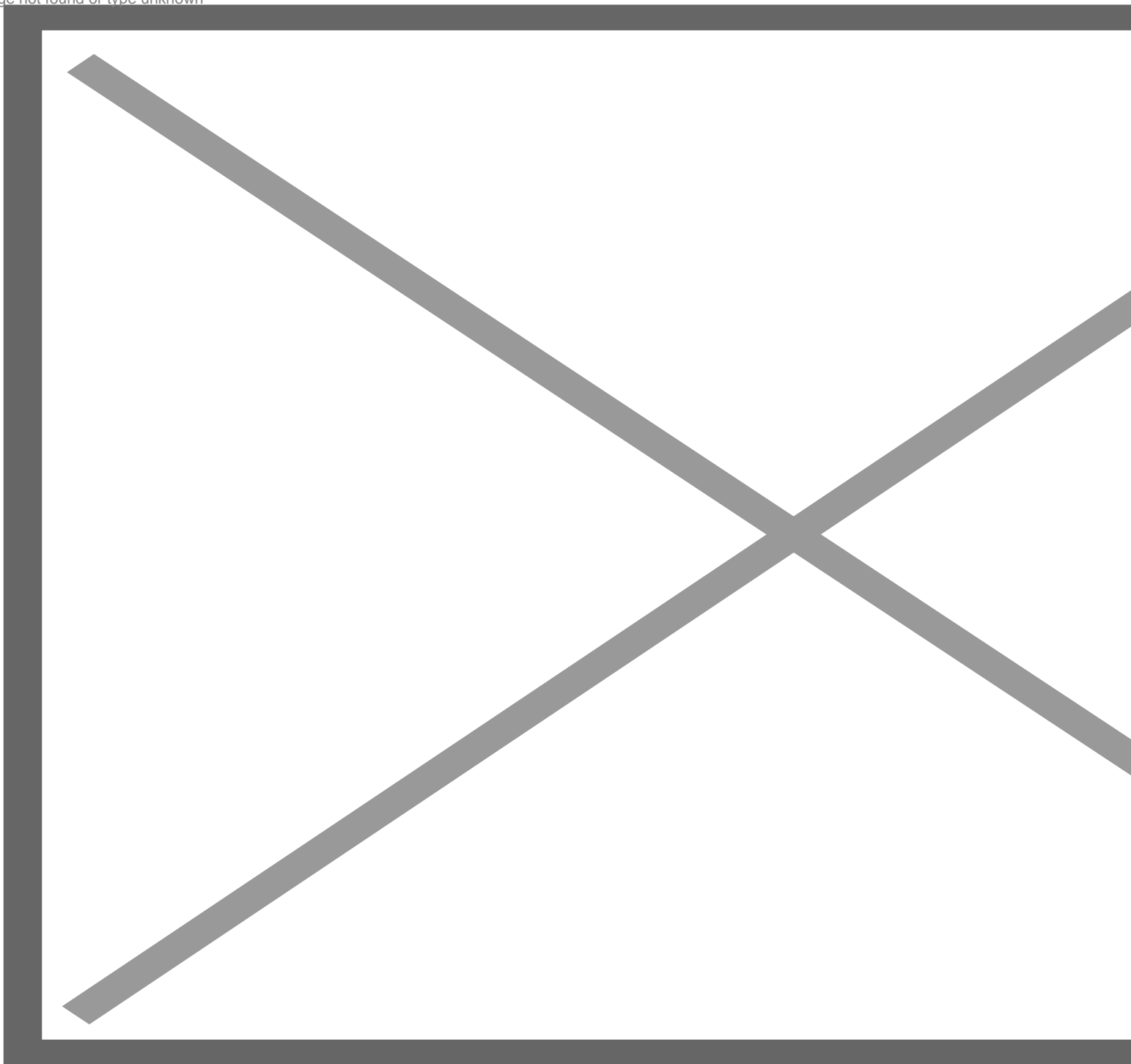
The dining table is collapsible and on fixed pedestals.

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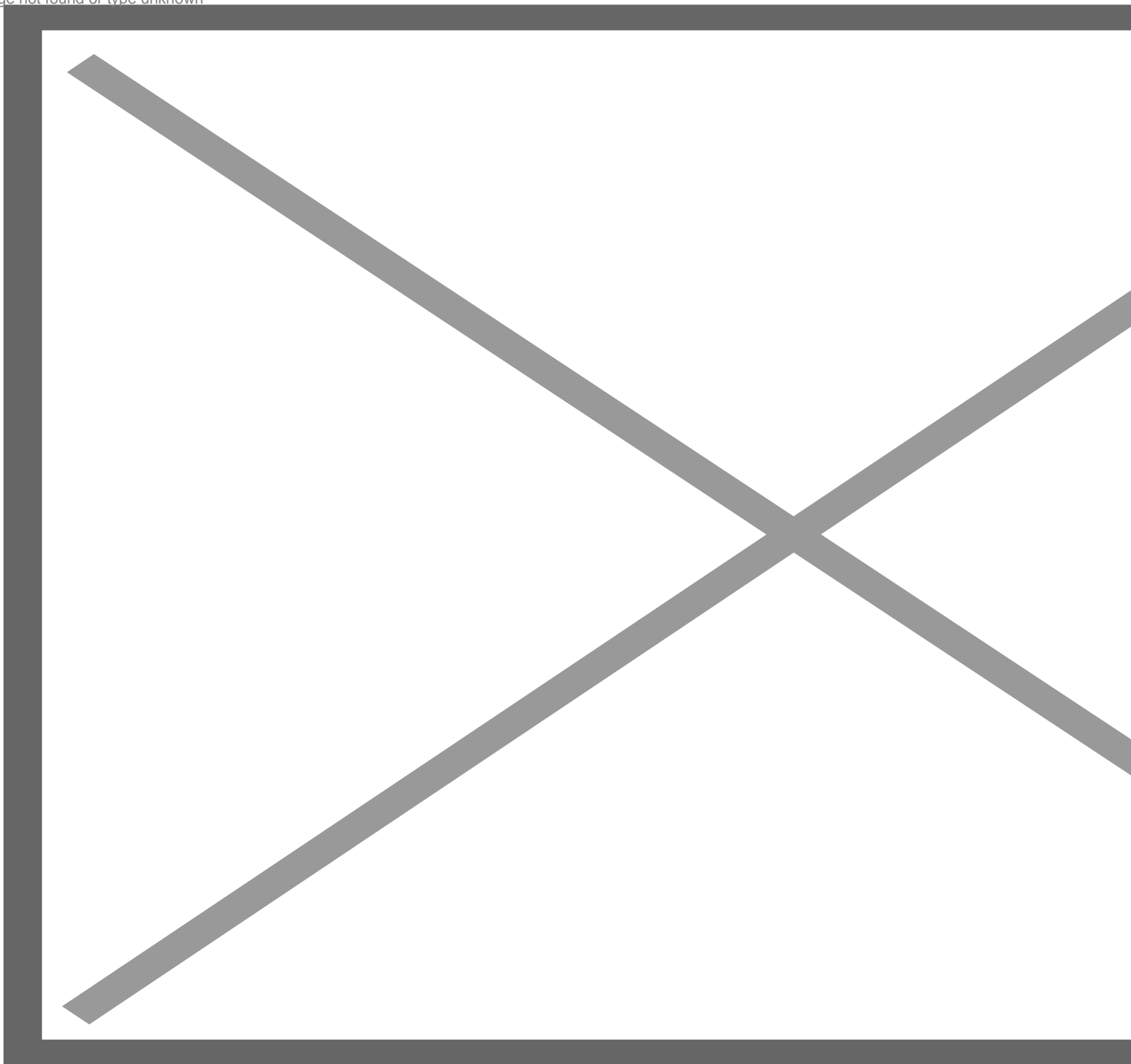
The salon is as comfortable as it is attractive. Notice the “glass wall” behind the sofa. The center vertical mullion is purely ornamental to break up the huge expanse.

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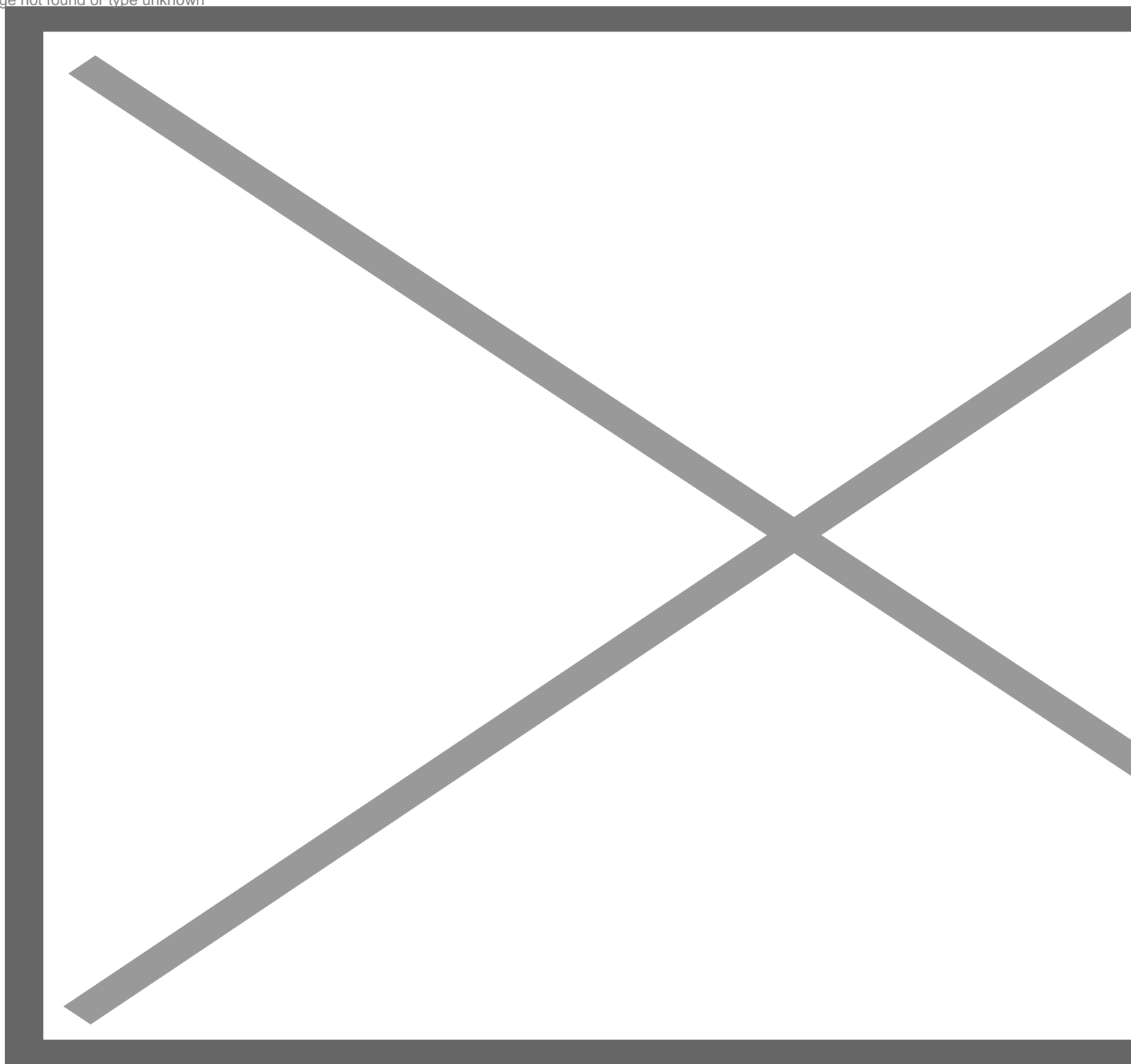
Across to starboard is opposing seating. Below the cushions are storage drawers.

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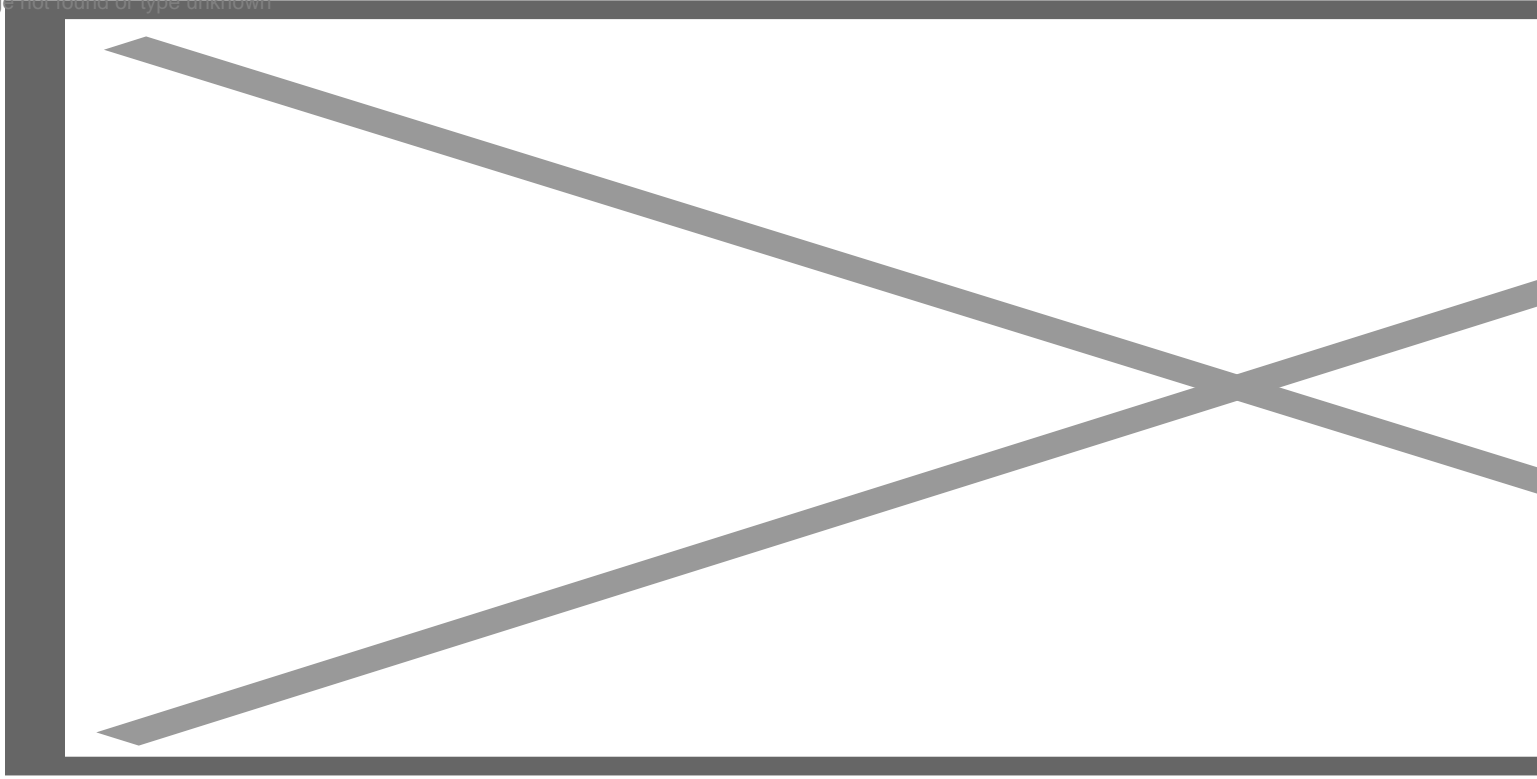
The lower helm features triple screens. A watertight door leads to the side deck.

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It's interesting how the observers' seating is more of a functional space of the salon rather than just a simple bench seat.

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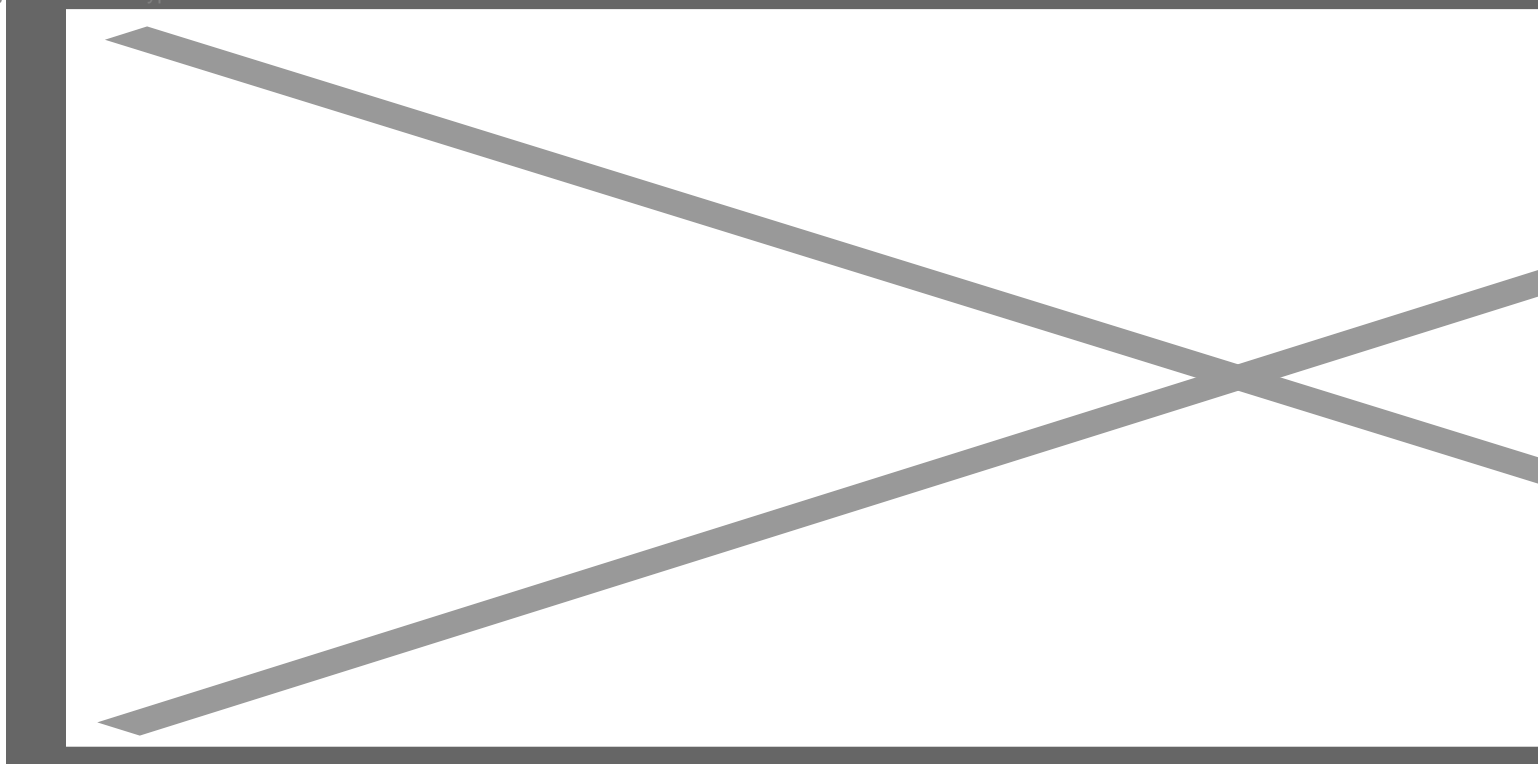


The flying bridge lends itself to relaxation and sunning.

Lower Deck

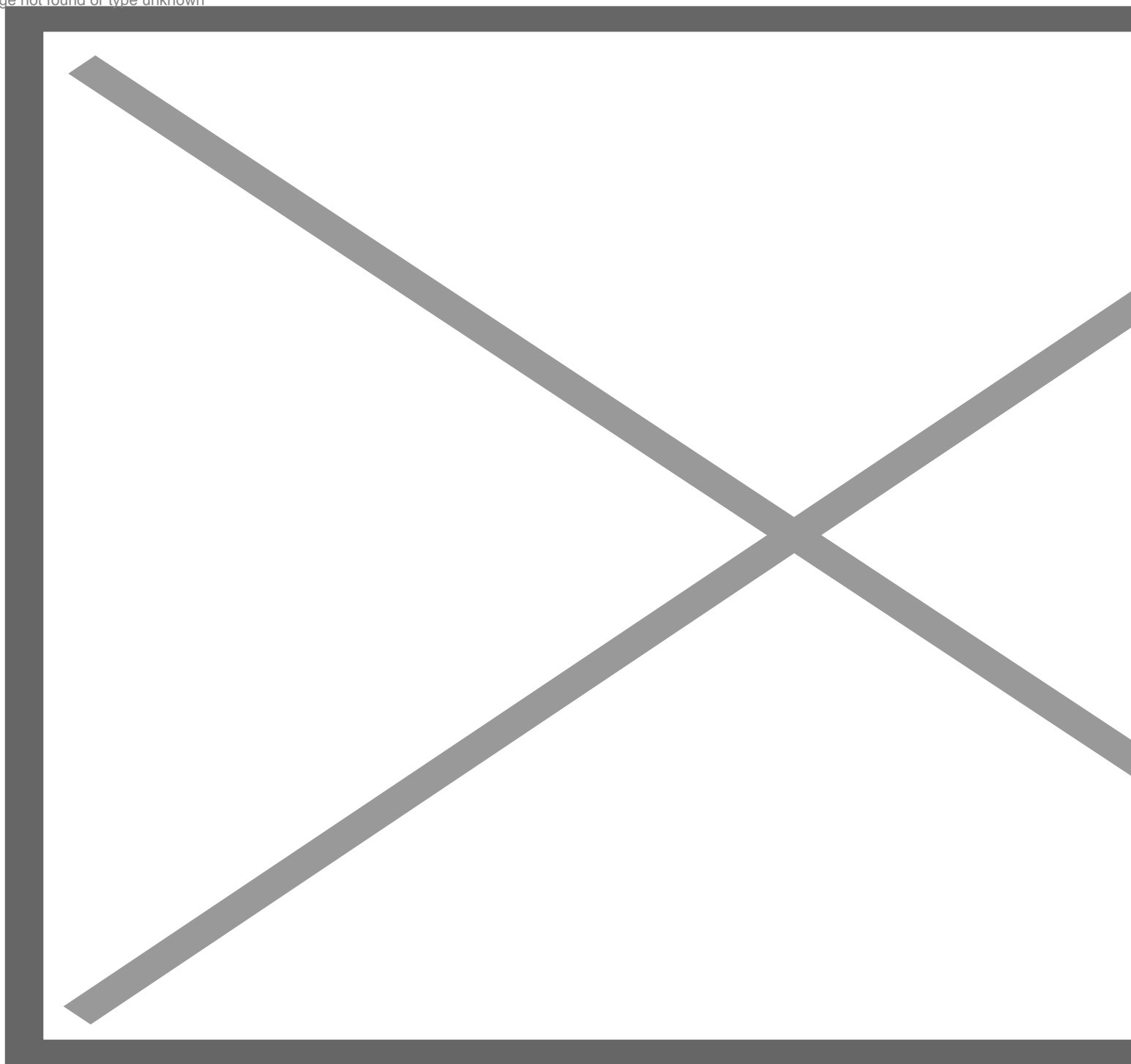
Down below, the master is aft and full beam. A private ensuite is at the entrance. Forward is the VIP that also includes a private ensuite. To starboard, twin berths can be electrically slid together to form a queen. While this stateroom also includes a private ensuite, an optional entrance allows it to serve double duty as a day head. Two more berths can be fitted to the aft crew quarters and it's large enough to serve as the occasional fourth cabin.

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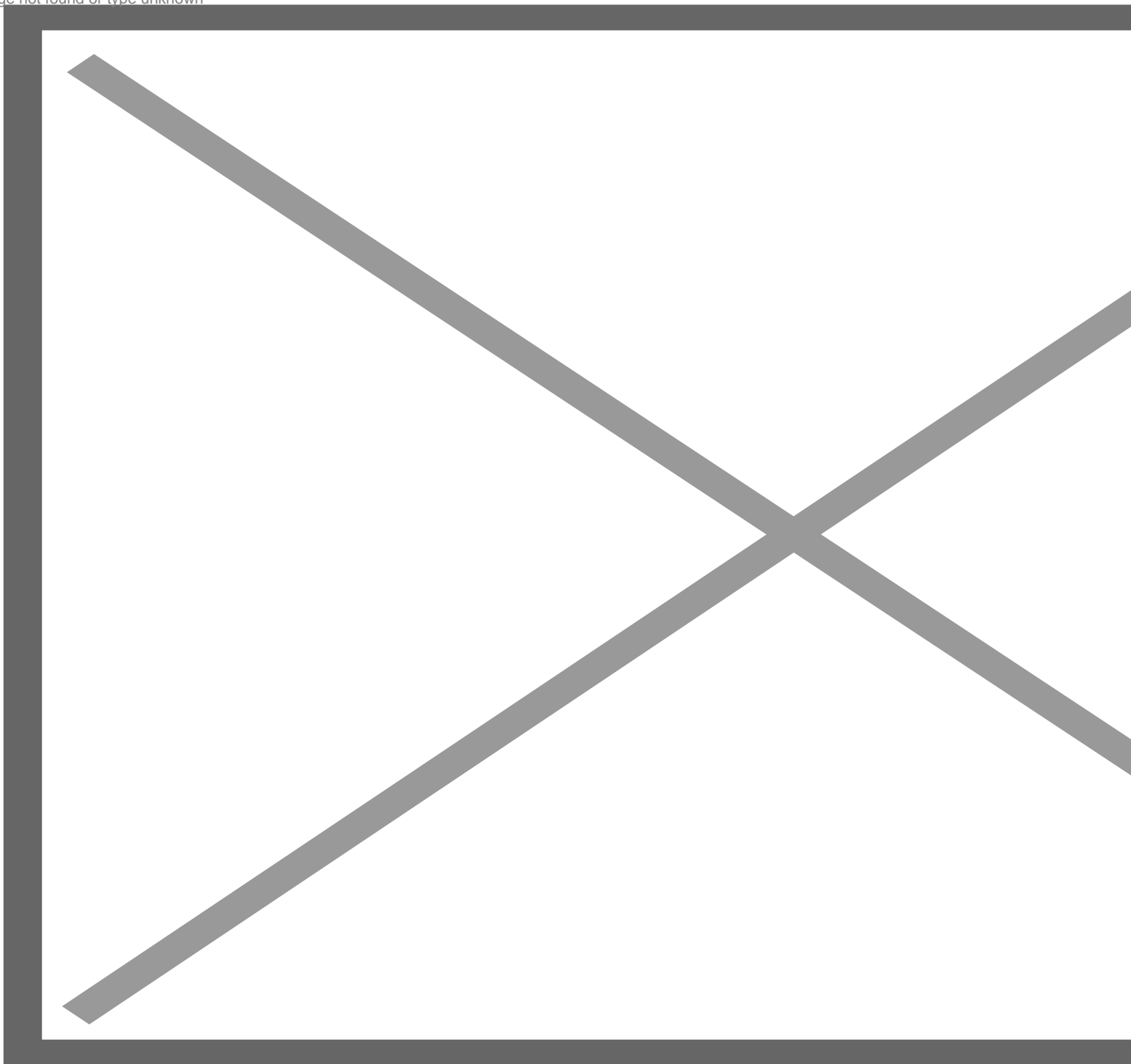
The accommodations level of the F62 is designed as a three cabin, three head layout. But, as is the case with a customizable yacht, possibilities for change are boundless.

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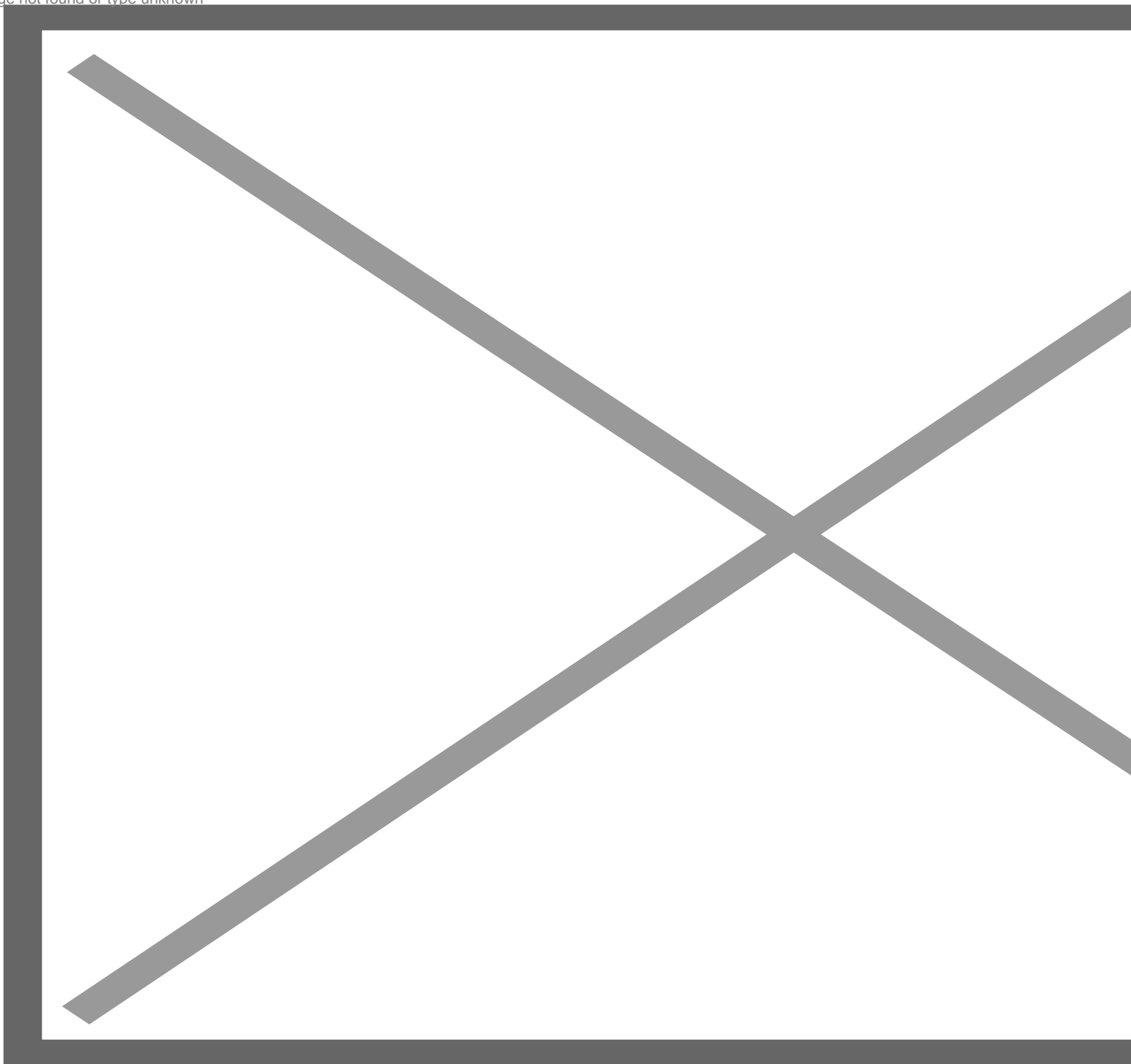
The full beam master is equally well lit from large windows. Having a place to relax other than the berth is a nice quality to have.

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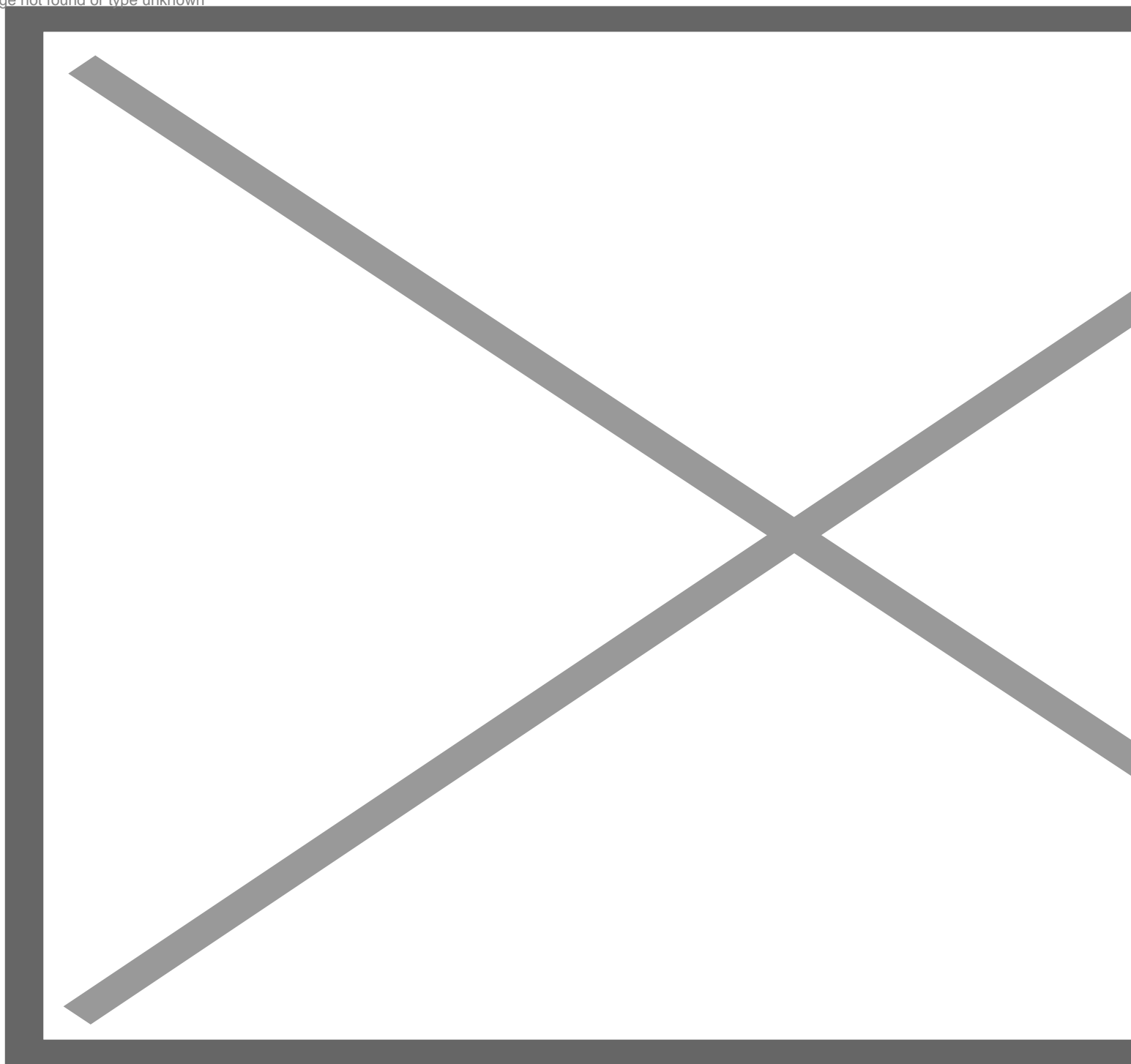
The master ensuite includes a fully-enclosed shower and a heated towel rack.

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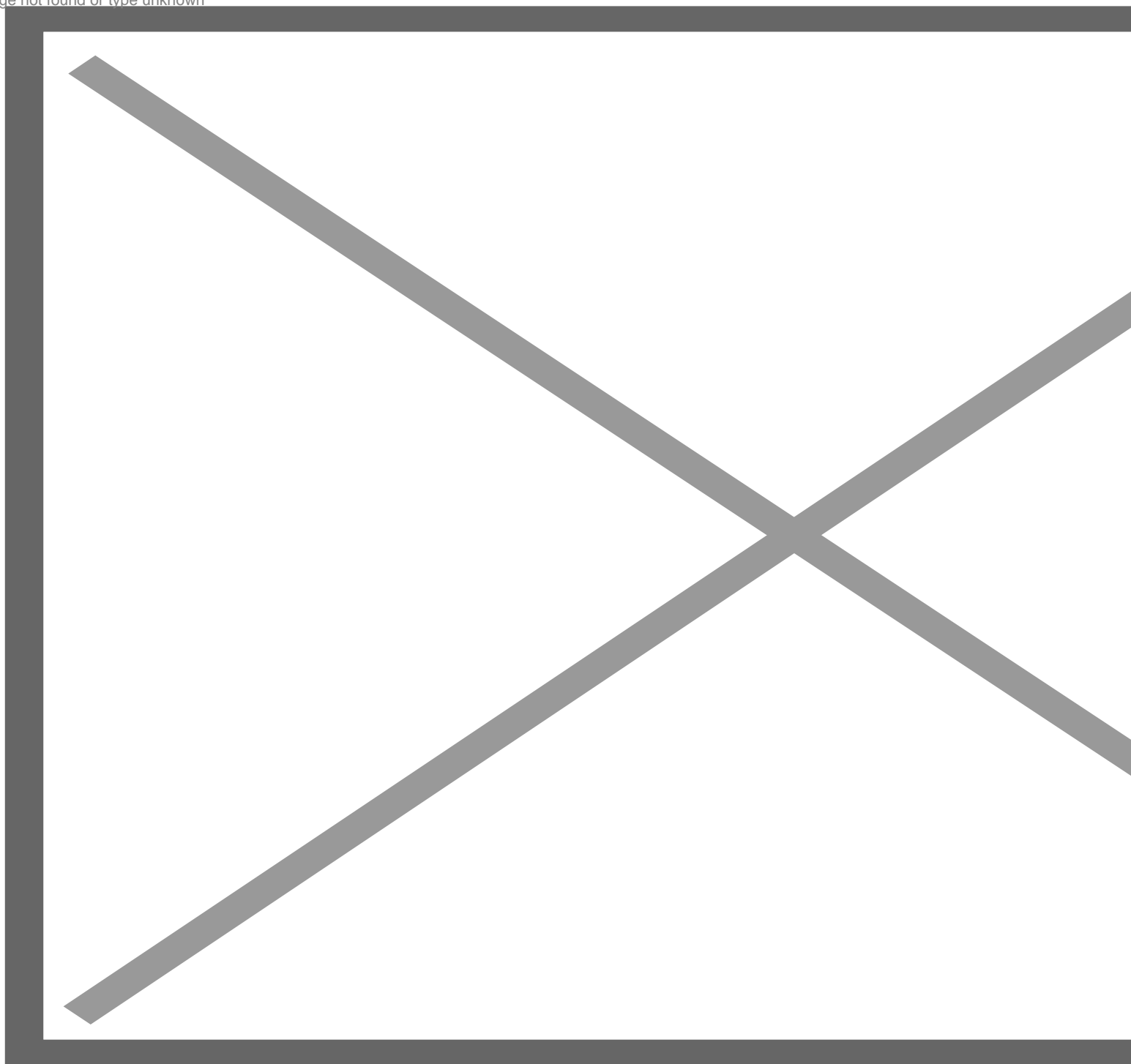
The VIP is fully forward. There's a single hanging locker and additional storage over the side windows.

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Guests will be equally comfortable in these twin berths. The inboard berth electrically slides over to form a queen.

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Princess says they push the F62 to 32 knots.

For more on the Princess F62, [click here](#).