

STOREBRO

ROYAL CRUISER 34



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FOR SAFE FAMILY CRUISING

Since its introduction in 1966 the Storebro Royal Cruiser 34 has found an ever increasing market, both in Sweden and throughout the World. From the first year's tentative start with five boats we are now up to a production line of over a hundred boats a year. And this increase continues... Naturally, opinions may differ as to the basic factors underlying this success. Seaworthiness, high quality, comfort, elegance and safety are words often used in this connection. All are true and proven. These characteristic features give a good picture of the 34 ft. Storebro Royal Cruiser, a cruiser without compromise.

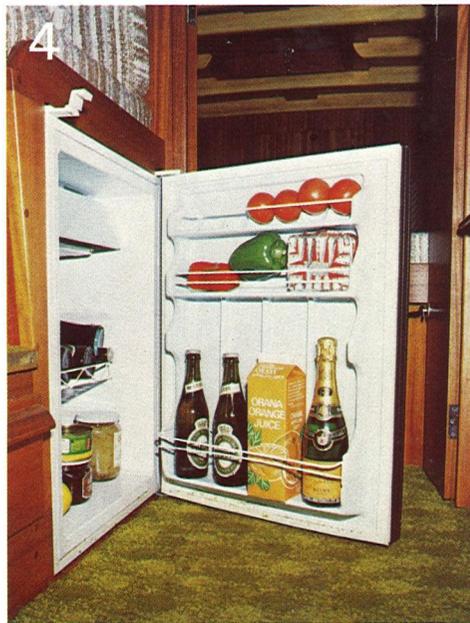
After all, you do not buy a boat just because it has one good quality. You would soon regret that. As builders we must strive to produce a craft which fulfils all reasonable requirements for the size and type of pleasure cruiser. Think of them all: the boat may well be used from early Spring until late Autumn. Day trips and weekend tours must be catered for as well as longer holiday voyages. The weather will change — from sunny summer days to howling autumn gales; the crew will vary — and so on. In all events the boat must offer the maximum use year after year, without trouble.

With all this in mind one can easily see how misleading it would be only to look at the elegant lines of the 34 ft. Storebro Royal Cruiser.

We know that fastidious owners set high standards and have many and varied requirements of their boats. We also know that only owners who are fastidious buy the Storebro Royal Cruiser 34.

Many long sea passages have been undertaken by Storebro Royal Cruisers, for instance, from England to Corfu, Malta to England, Greece to England, Sweden to Hamble, Hamble to Gibraltar through the Bay of Biscay, etc. These few examples of the many feats achieved by Storebro Royal Cruisers testify to the strength and reliability of these fine quality sea-going cruisers.





1 The roomy forward cabin can be separated from the saloon by closing the double doors. The berths are V-shaped with stowage beneath. The cabin is light and comfortable with good ventilation via the deck hatch which can also be used as an emergency exit. Stowage in this cabin includes two hanging lockers and shelves. The forward door provides access to the chain locker.

2 In the galley is a stainless steel sink with hot and cold pressurized water and space for a two-burner stove, or — as shown — cooker with oven. There is good cupboard and drawer space and an extra refinement is the cutting boards, one especially for bread. A sliding window gives good ventilation during cooking.

3 There is plenty of space for a full sized oven so that quite elaborate meals can be prepared.

4 The 85 litre electric refrigerator is conveniently situated beneath a seat in the saloon, opposite the galley.

In the famous Cowes — Torquay — Cowes Race in 1970, against keen international competition, a Storebro Royal Cruiser 34 (Samanda Thuz) won five awards, including the Best All-rounder and Concours d'Elegance.



5 The saloon provides seating for six around the table which lowers to form a wide double berth. Excellent stowage is available beneath the seats and there are three large drawers under the raised seating area. The shelf behind the seat is ideal for books and other ready use articles.

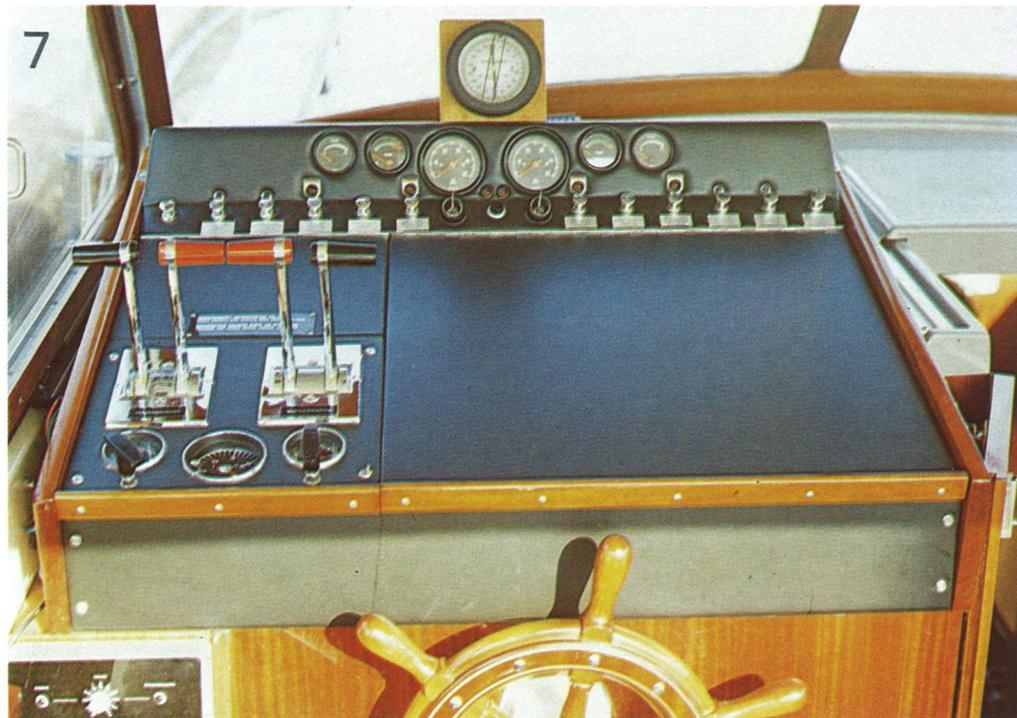
6 The twin berths in the after cabin are exceptionally wide and the vanity unit with hot and cold water is an added luxury in this spacious cabin. There is a good hanging locker and drawers beneath the berths.

7 The practical steering position has an excellent chart table and room for navigation instruments. The picture also shows how extra equipment, such as autopilot, compass and sumlog can be accommodated.

8 This useful tool cabinet is beneath the seat in the after part of the saloon, and thus easily reached from deck. Apart from necessary tools this box contains spare lamps, fuses and some paint and varnish for minor repairs.

9 This view shows the chart table with lid raised, providing space for rolls of charts, ship's documents and so on. The fuses are easily accessible in a separate section.

Successes in the Pavillon d'Or in 1964, 1965 and 1968 prove that a Storebro Royal Cruiser owner can depend upon his craft. Three times Storebro Royal Cruisers have taken part in this Rally, considered to be the most gruelling on the open sea, and three times they have taken first prizes, both for the longest total distance and for the longest distance non-stop over open water. In the 1968 Pavillon d'Or when the worst imaginable weather conditions prevailed, with winds up to Force 8, Cajsá VI covered a distance of 2,252 nautical miles in 18 days. The 522 nautical miles between Kristiansand in Southern Norway and Tors-havn in the Faroes was covered in rough seas in 58 hours.



SPECIFICATION

Hull:

Round bilge type, made of 25 mm mahogany planks, copper fastened on oak timbers, of which every other one is laminated. The planks are butt edged and glued ensuring very strong sealed joints. The mahogany is impregnated six times against rot before painting.

Alternatively:

Hand laid glass fibre hull in accordance with Det Norske Veritas standards.

Superstructure and interior finish:

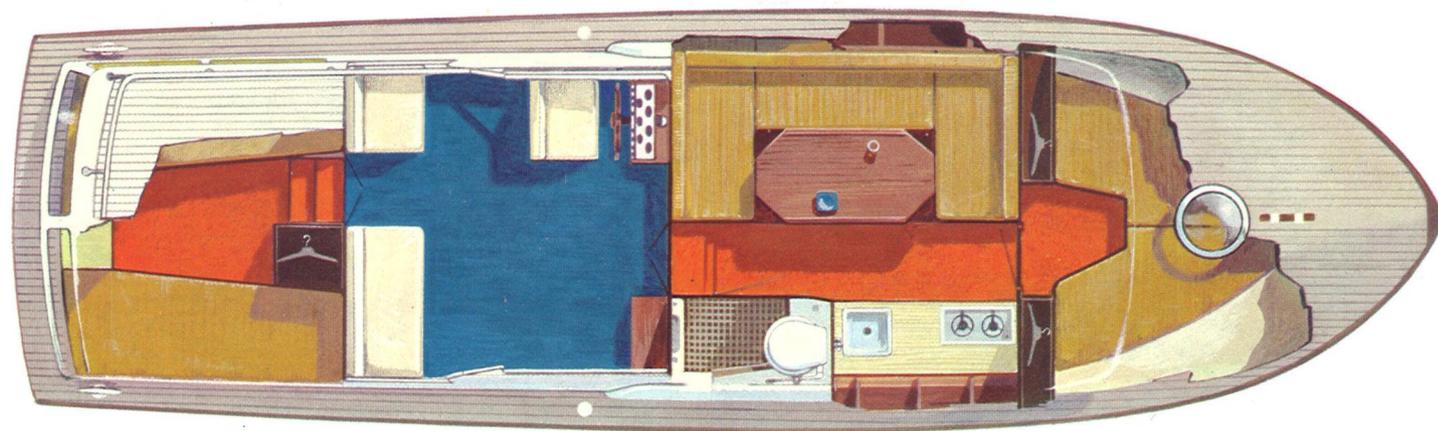
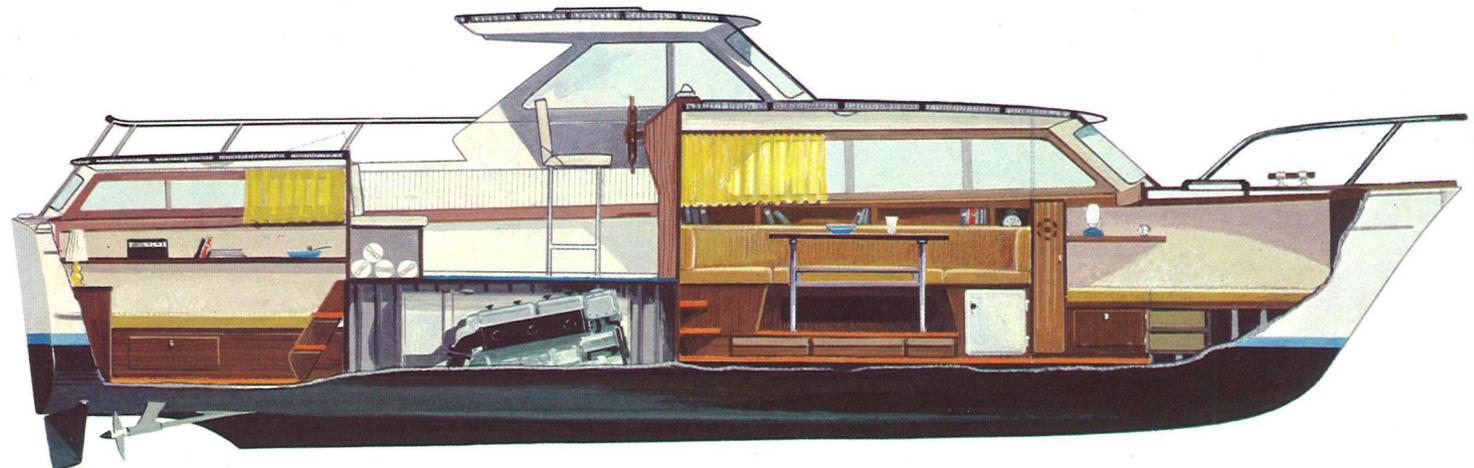
Mahogany. Matt varnished interior; high gloss finish on deck.

Deck:

15 mm teak planking on 6 mm mahogany ply. Seams filled with rubber caulking compound.

Cabin roofs:

Glass reinforced plastic of sandwich construction.



Length	Approx:	10,35 m	34'
Beam	"	3,20 m	10'6"
Draft	"	0,95 m	3'1"
Height above water-line (including mast)	"	3,15 m	10'4"
Height in cradle	"	2,95 m	9'8"
Headroom:			
Saloon	"	1,93 m	6'4"
Cockpit	"	1,95 m	6'5"
After cabin	"	1,70 m	5'7"
Number of berths	"	6 or 7	
Freeboard:			
forward	"	1,16 m	3'9"
aft	"	0,95 m	3'1"
Weight	"	5—6 tons	
Fuel capacity	"	2×500 l. 2×110 Imp. gallons	
Fresh water capacity	"	2×140 l. 2×30 Imp. gallons	
Engine alternatives:			
Volvo Penta BB 170, petrol		2×170 h.p. (SAE) (approx. 24 knots)	
Volvo Penta MD 32 diesel		2×106 h.p. (SAE) (approx. 17 knots)	
Perkins TK 6.354M, diesel		2×145 h.p. (shp) (approx. 23 knots)	
Perkins TK 6.354M, diesel		2×175 h.p. (shp) (approx. 26 knots)	
Electrics:		Volvo 12 volts	
		Perkins 24 volts	
Batteries: Volvo Penta,		2×60 Ah+2×160 Ah	
Perkins,		1×60Ah+1×160 Ah	

Some additional accessories are shown in the illustrations.

The manufacturers reserve the right to make alterations without notice.

Designer: W. H. Wilke

Builders: Storebro Bruks AB, Sweden

STANDARD EQUIPMENT:

Deck fittings:

3 pairs of stainless steel bollards — Stem fitting with stemhead roller — Safety glass in all windows — Twin windscreen wipers — Navigation lights to international standards — Boat hook, flag pole and mast — Mahogany hand rails.

Forward cabin:

Twin V-shaped berths with stowage space beneath, easily accessible via drawers and hatches — Two hanging lockers — Hatch to deck.

Saloon:

To port, U-shaped dining area with hi-lo table — The dinette converts to a double berth — Galley with space for two-burner cooker or cooker with oven — Stainless steel sink — Pressure water system with hot and cold pressurized water — Cutting boards for meat and bread — Stowage for glasses and crockery — 85 litre electric refrigerator — Good stowage beneath seats — Tool cabinet under the settee.

Toilet compartment:

Wash basin with hot and cold pressurized water to basin and shower — Sea toilet — Bathroom cupboard with mirror — Sliding window.

Cockpit:

Self-draining — Complete engine instrumentation — Fuel gauges — Morse controls — Teleflex steering — Manual bilge pump — Helmsman's seat — Sliding hatch in hardtop.

After cabin:

Two full-length (6 ft. 8 in.) berths. Vanitory unit with hot and cold pressurized water — Hinged lid, conceals basin when not in use — Wardrobe — Shelves for books etc. — 2×140 litre polyeten fresh water tanks under forward part of berths.

Engine room:

Twin engines flexibly mounted — Drip trays of glass fibre under engines — Twin fuel filters — Sea water filters — Two electric bilge pumps — Fresh water pump — Alternators — 2×500 litre fuel tanks.

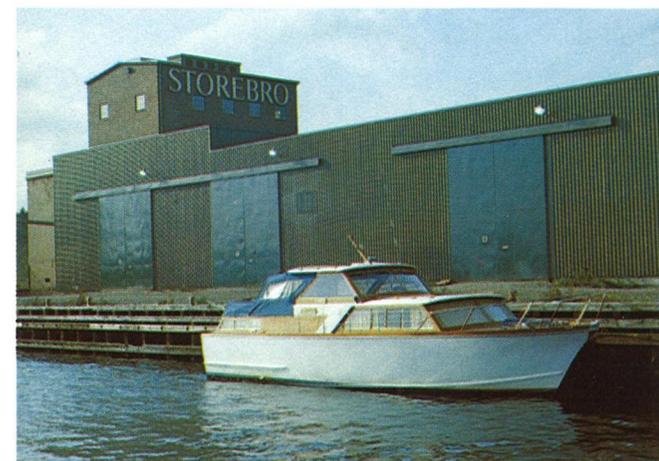
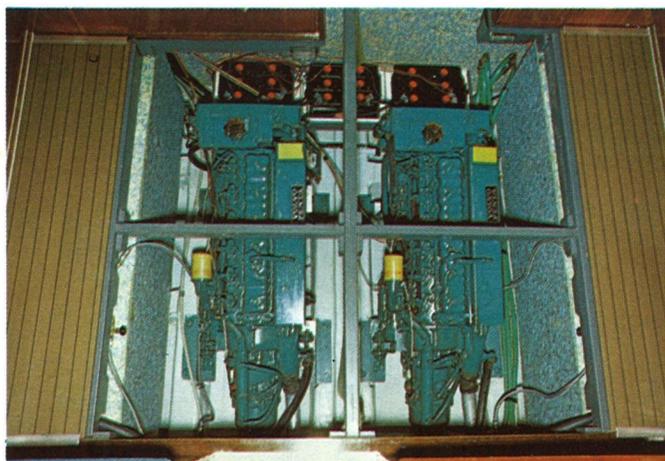
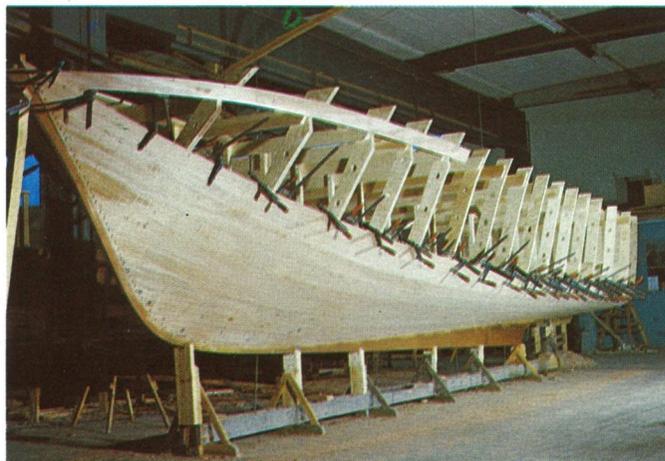
Miscellaneous:

Mattresses, curtains and fitted carpet, including cockpit. Ample electric lighting throughout the boat. Outlet sockets in engine room, cockpit and after cabin. Batteries.



FOR YOUR SAFETY . . .

- Hull tested in test tank
- Strong copper fastened mahogany hull or hand laid glass reinforced plastic
- Leak proof laid teak decks
- Strengthened stem and stern
- Strong keel lessens rolling in rough seas and gives protection when grounding
- Twin engines
- Hydraulic gear boxes for increased efficiency
- Stainless steel propeller shafts with balanced propellers
- Well planned electrical installation with separate starting batteries
- Self draining cockpit
- Safety glass throughout
- Adequate grab rails



STOREBRO BRUKS AKTIEBOLAG

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