

Storebro Royal Cruiser 34





The Storebro Royal Cruiser 34 – or Royal Cruiser IV as it was previously called – was first seen in the Autumn of 1966. It arose from an enlargement of the Royal Cruiser III and the most striking difference was the addition of an after cabin. Many boating families had asked for this so as to have separate sleeping quarters, especially desirable for longer periods on board.

The new boat proved itself to be all that was asked and several hundred boats have been delivered since then. Changes and improvements have naturally taken place, but the hull form and basic design remain unchanged, testimony in itself to successful design.

For 1975, however, the Storebro Royal Cruiser 34 has undergone its biggest change ever. The seaworthy hull form has been retained, but you will see at once that the superstructure has been lowered and modernised, giving a more elegant appearance. In the interior too there are a number of new improvements, including an exquisite decor.

In the following pages you can acquaint yourselves with the new Storebro Royal Cruiser 34. A boat to dream of for each and every one. And for some a dream come true.



The well planned interior is a distinctive feature of the Storebro Royal Cruiser 34. Dealers and customers all over the world give us tips for improvements; tips based on practical experience. Take for example the bookshelves in the fo'c'sle — these have been lengthened and now cover the whole ship's side from the hanging lockers to the feet of the berths. And in the after cabin the bookshelves have been widened to take wider volumes — small details maybe — but important for comfortable living on board.

The tool box seen in the picture (R) has been much praised. This year the contents have been increased to include, among other things, a first aid box, distress flares and engine spares, safety on board being always a prime consideration.







Comfort and homeliness. Together with quality, good sea-keeping qualities and safety these have always been the concepts associated with Storebro boats. The saloon, gives an example of this philosophy. Tasteful textiles toning with matt varnished mahogany; plenty of space in the dinette. And a little added luxury by way of concealed lighting above the windows.

The steering position with chart space has been a feature of the Storebro Royal Cruiser 34 since 1973. A chart table has now been added. The sliding hatch to the saloon has been replaced by a folding hatch which together with the rest of the flat surface behind the windscreen gives ample space for charts.

Among other new details are:

- Ash trays for helmsman and navigator
- Automatic fuses in fuse box
- Illuminated panel switches
- Double sliding hatches in the hardtop
- Sliding windows both sides of the cockpit

Further improvements in the bilge pump system. In addition to the electric bilge pumps there is now a manual bilge pump for pumping all parts.



SPECIFICATION

Hull:

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

Superstructure and interior finish:

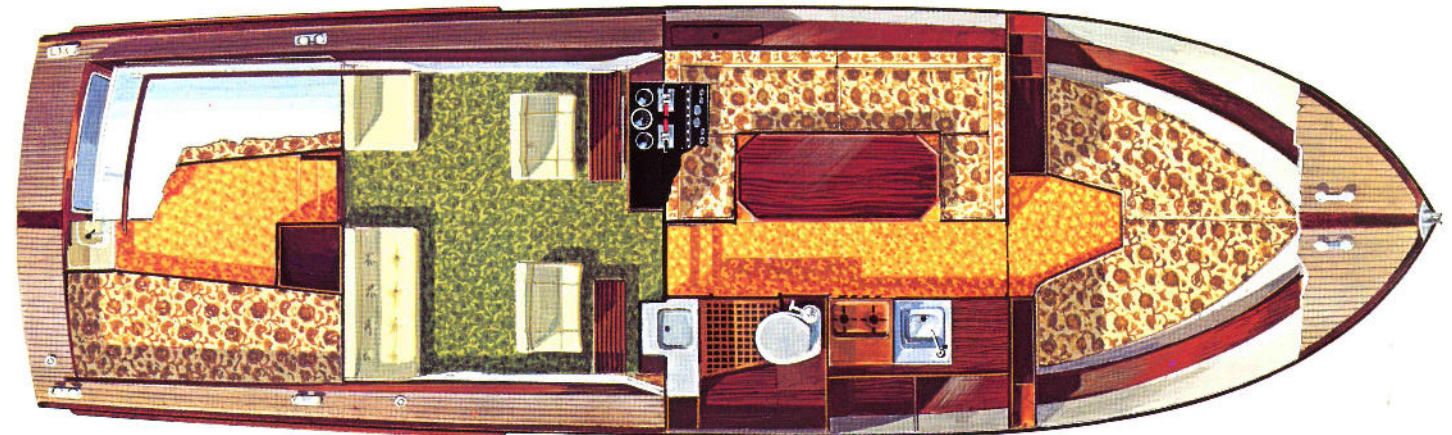
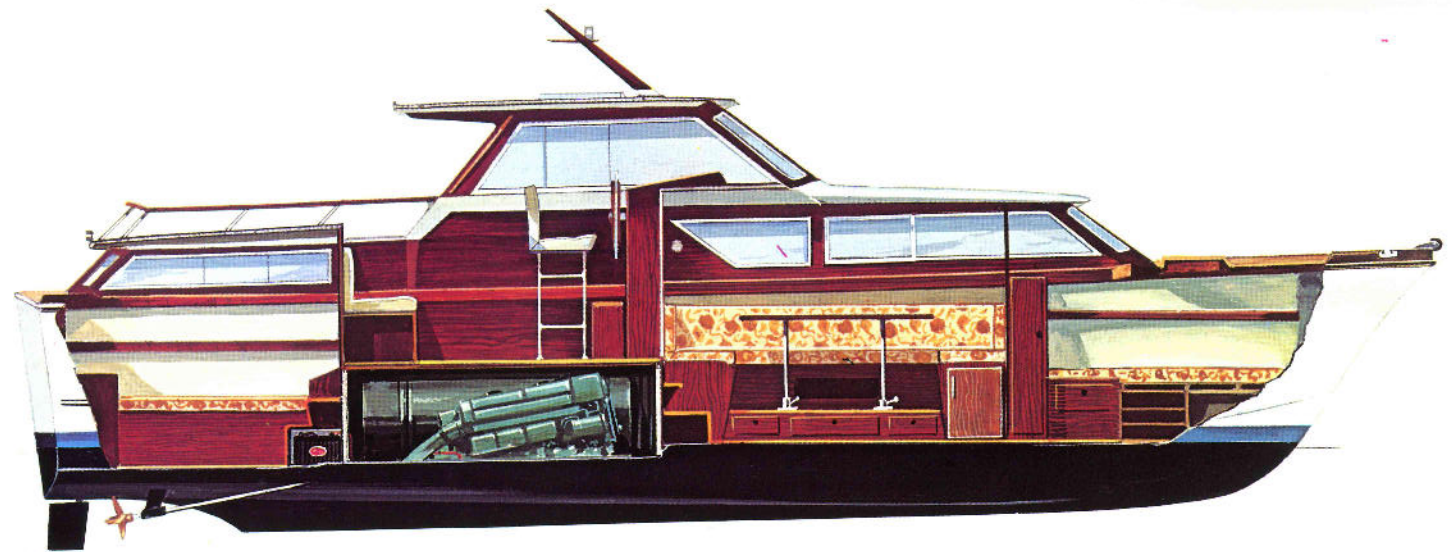
Mahogany. Matt varnished interior; high gloss finish on deck.

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 waterline (including mast)	"	3,15 m 10'4"
Height in cradle	"	2,95 m 9'8"
Number of berths	"	6 or 7
Freeboard:		
forward	"	1,16 m 3'9"
aft	"	0,95 m 3'1"
Weight	"	5 tons
Fuel capacity	2x500 l. 2x110 imp. gallons	
Fresh water capacity:	2x140 l. 2x 30 imp. gallons	

Engine alternatives:

Chrysler LM 318 BW, petrol	2x185 shp (approx. 30 knots)
Volvo Penta TMD 40, diesel	2x124 shp (approx. 20 knots)
Volvo Penta TAMD 60, diesel	2x192 shp (approx. 26 knots)

Electrics:	12 volts
Batteries:	3x160 Ah

The construction of the glass fibre version is approved by Norske Veritas whose certificate is issued with each boat sold.

Some additional accessories are shown in the illustrations.

The manufacturers reserve the right to make alterations without notice.

Builders: Storebro Bruks AB, Sweden

STANDARD EQUIPMENT STOREBRO ROYAL CRUISER 34

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 – Teak hand rails – Stainless steel swimming ladder.

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, containing e.g. first aid box, distress flares and engine spares.

Toilet compartment:

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

Cockpit:

Self-draining – Complete engine instrumentation – Fuel gauges – Morse controls – Teleflex steering – Manual bilge pump – Helmsman's seat – Navigator's seat – Ash trays – Sliding hatches in hardtop – Fire extinguisher.

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. – 2x140 litre polyeten fresh water tanks under forward part of berths.

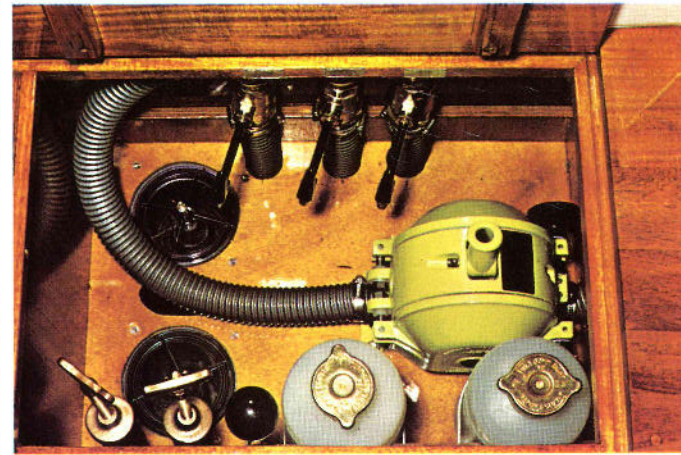
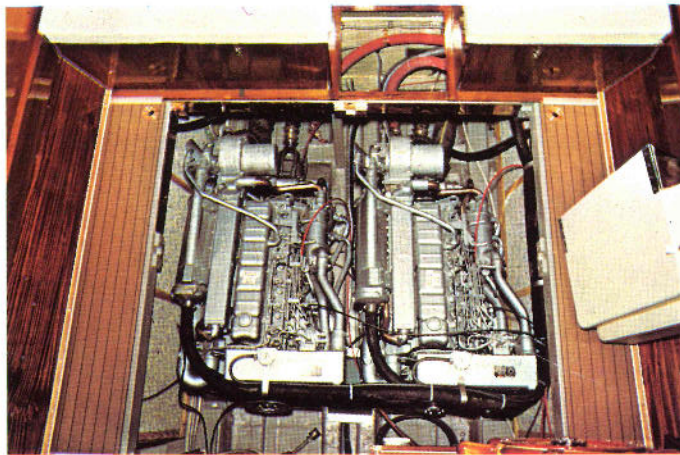
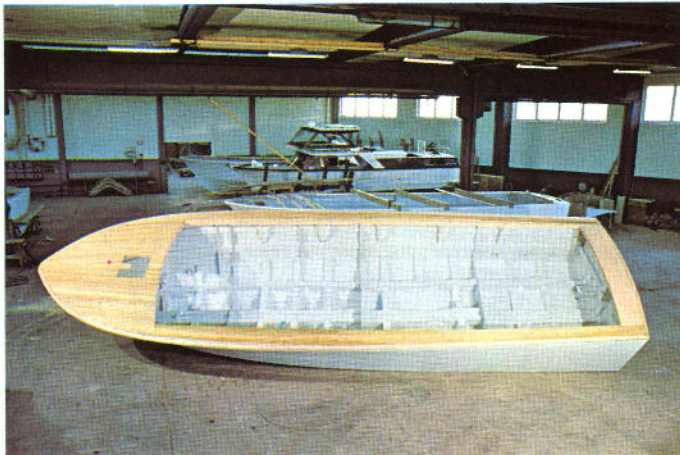
Engine room:

Twin engines flexibly mounted – Drip trays integrated in the hull under engines – Twin fuel filters – Sea water filters – Electric bilge pumps – Fresh water pump – Alternators.

Miscellaneous:

Mattresses, curtains and fitted carpets, including cockpit. Ample electric lightning throughout the boat. Outlet sockets in saloon, toilet, cockpit and after cabin. Batteries. Curved front windows to give increased strength.





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