

AUSTRALIAN

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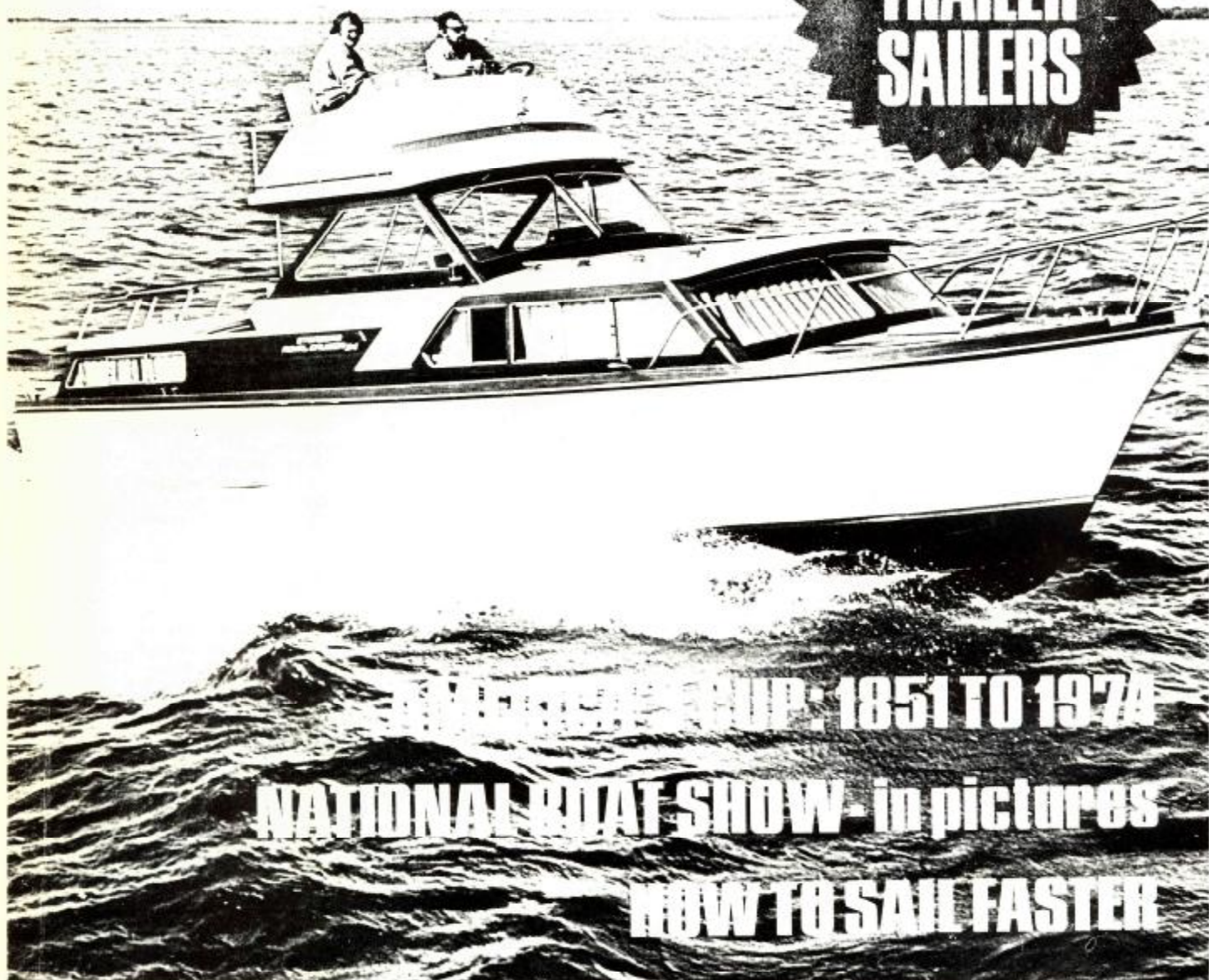
SEACRAFT

POWER & SAIL

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The 'Perfect' Cruiser

**ALL THE
TRAILER
SAILERS**



THE GREAT SHIP: 1851 TO 1974
NATIONAL BOAT SHOW - in pictures
HOW TO SAIL FASTER



CRUISER

SEACRAFT's staffman Graeme Andrews has seen a lot of great boats and he is hard to impress, but the imported Swedish Royal really stirred him.

Bursting through the crest of a Botany Bay swell, the Royal shows her very fine entry, high bow flare and spray rails.



ROYALE

THE PAVILLON D'OR is one of the top motor cruiser events in northern Europe. Each year the best and most seaworthy sponsored motor cruisers, as well as many private entries, take part in this sometimes gruelling "race" over more than 3500 km (2200 miles) of cold seas.

In 1968 the Swedish-built Cajsa VI, a Storebro Royal 34, won the event in seas of up to Force Eight. The 800 km (500 miles) between Kristiansand in

Southern Norway and Torshavn in the Faroe Islands was covered by Cajsa VI in 58 hours in rough seas.

After the Pavillon d'Or, craft must "brush-up" to look like new and the standards of inspection are incredibly high. A craft's appearance counts in the final results of this event.

Until the relaxing of tariffs and imports, Australians had little opportunity to inspect a Pavillon d'Or winner at close quarters. Then a Storebro Royal

34 was brought into Sydney by Ideal Marine and SEACRAFT was the first publication to put it through an extensive test. And what a delightful boat she turned out to be.

Our test boat was imported from Sweden and was the cabin-aft version. We grabbed the craft during one of the rare sunny days Sydney enjoyed this winter . . . next day the rains returned!

The Storebro Royal 34 comes in two basic versions, cabin aft or sports. Both these can be had in either glass reinforced plastic (GRP) or in timber — 25 mm mahogany planks.

The finish on the test boat was superb. The GRP hull was heavily moulded and close inspection behind various lockers in the interior found no loose ends nor any obvious thin areas.

This external impression continued on closer observation. All timber work is a warm red mahogany, well varnished and obviously needing care and maintenance to keep it that way. Attention to detail is remarkable. Spaced at intervals around the deck are small eye bolts which match stainless steel wear plates on the toe-rails for fenders.

The deck is 15 mm teak over a



CRUISER ROYALE

mahogany ply base and the seams are caulked with a rubber-based compound. The overall effect is appealing.

Stepping aboard the aft cabin version is easier than with the sports version. From a marina berth the handrail atop the cabin comes to hand as you step aboard to walk around the side decks to the railed-in cockpit.

The effect upon a woman member of the test team was immediate — she looked about her, remarked on the comfort and then asked the price.

"\$77,000!" She changed the subject.

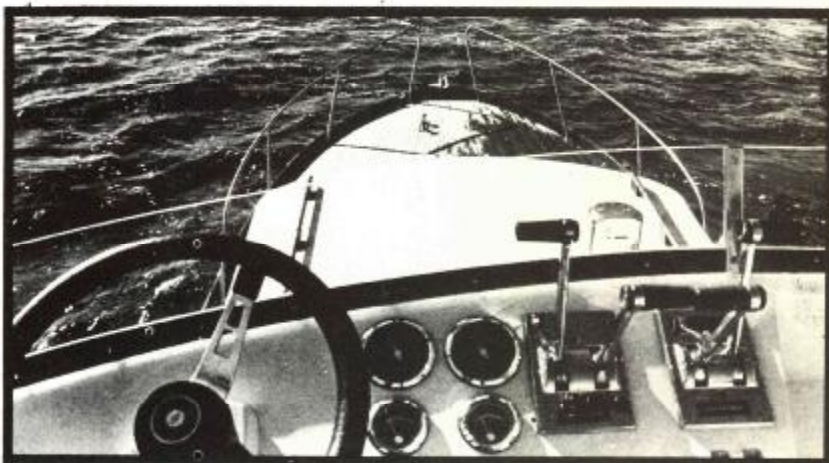
The Royal is expensive — very expensive but it is the best finished and laid-out medium cruiser we have ever seen and the finish is well up to the price.

SO HOW DOES IT GO?

The first thing we are concerned about in any motor cruiser is its handling ability. Any craft that costs \$77,000 should be impeccable, but we have seen a few expensive boats that went very well forward but were poor in reverse.

We kicked over the twin Perkins diesels and were surprised by the gentle mutter. The exhaust outlets are underwater and are barely audible. The lower controls are on the port side with wide-spaced controls for throttles and for gears.

Idling speed from the Perkins TK 6.354M diesels was an indicated 500 rpm. In gear this moved us easily



View from the bridge. Both engines showing 1800 rpm — speed about 20 knots. Split bowrail should be copied by others but omission of winch and naval pipe to stow anchor warp is mistake.

and gently from the berth. Clear of the area one engine was put ahead, the other astern and with no extra throttle, the boat was spun and pointed back into her berth. No fuss, no bother. An approach alongside the fuelling dock proved the craft carried well and had a good grip on the water. There was no leeway and gentle use of the gears brought her alongside with no fuss.

Away from the marina the Royal produced some surprises. Full throttle brought up 2400 rpm on the tacho but

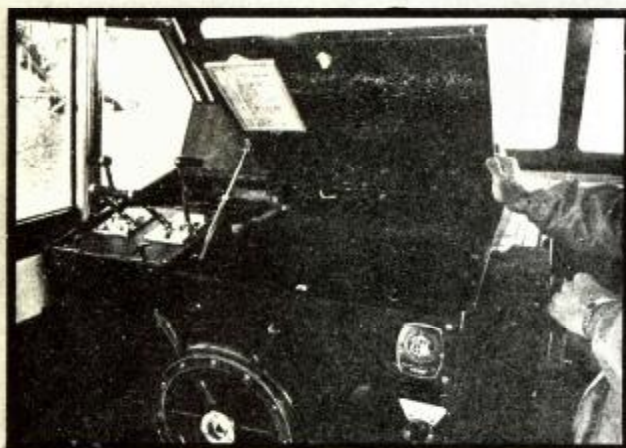
produced no low-high uplift as she began to plane. She rose bodily. No trim tabs were fitted — in the words of that airline captain "things just happened with a minimum of fuss".

Across the measured mile the big boat surprised us. The manufacturer's claim 26 knots from these engines. They weren't far out. Although brand new, the engines gave the Royal 26.2 knots downwind across the mile and 25.6 upwind.

With speeds established, we headed

Moving across Botany Bay in threes, swells like this were a legacy of the hurricane which swept Sydney. The Storebro Royal lifted well and re-entered easily here and at sea.





Lift-up chart table provides space under for charts and navigation instruments. Smaller lid provides space to hold such gear when in use.



Below: Rear cabin provides excellent accommodation for two and has wash basin/workbench. Has full headroom.

Looking forward from the companionway the head and shower is to starboard, galley forward of that. Dinette is to port with fridge under.

down a still-turbulent Botany Bay to test the craft at cruising speed and at sea. Cruising speed seemed to be an easy 2000 rpm which gave about 20 knots. At this speed the makers claim the craft has a fuel range of about 450 nautical miles.

This kind of sea-going performance and longish range sets the Royal in a niche between the very quick, short distance offshore petrol boats and the newly imported diesel displacement craft. She has enough speed to make an easy four-hour trip from Sydney to Newcastle and fuel capacity enough to extend that run to Coff's Harbor — non-stop.

In a series of sharp two-metre swells running across Botany Bay, we tried "flying" the six tonne boat and she behaved impeccably each time. Then we went out to sea to try her in the big ones. And big ones they were!

Eased back to 1200 rpm, the Royal moved through and crested the seas with confidence and we could understand how her sisters have handled the nasty North Sea.

Coming back in she had the speed to get on top of rollers and stay on their backs as they bore us back into port.

ACCOMMODATION:

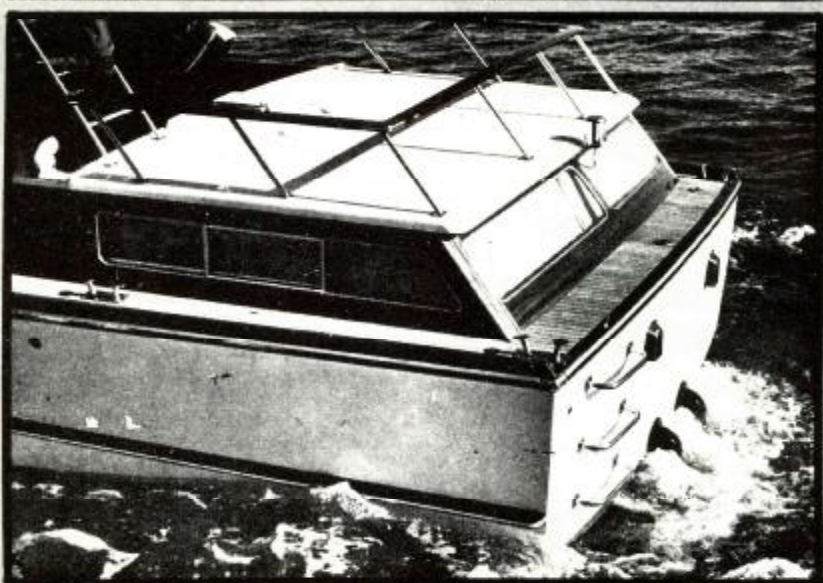
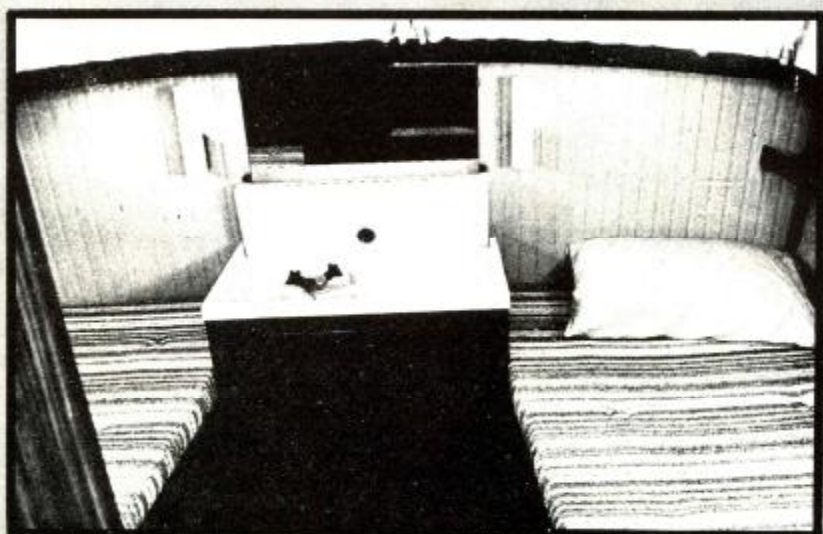
The Storebro Royal is designed to provide full, comfortable and private accommodation for two couples — to which is added overnight facilities for two more people.

It's a shame Australian laws frown so heavily on those odd square pegs who like to live aboard round holes called boats. If living on boats wasn't liable to earn you a visit from some sort of uniform most anywhere in the country, there could be a rush on Royals.

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Right:

Much of the secret of the abnormal operating quietness, both aboard and from a distance lies in the underwater exhausts. Rear cabin rear windows are of armor glass and do not open.





Above:
While the flybridge does not improve the looks of the Royal, it is not ugly. Vision from the lower control position is all that is required.

Below:
Galley opened-up shows deep sink with work-bench over. Griller drawer is meat and bread board with crumb-catcher. Stove was not fitted. All work areas have built-in fids.

Bottom:
Something goes wrong sometime — this work kit contains trouble lamps which fit a number of sockets provided in various locations and basic tools.

FACT BOX	
Model:	Royal 34.
Builder:	Storebro Bruks Aktiebolag, Sweden. (test boat supplied by Ideal Marine, Sydney).
LOA:	10.35 m (34 ft).
Beam:	3.20 m (10 ft 6 in.).
Draft:	.95 m (3 ft 1 in.).
Weight:	6-7 tonnes.
Fuel:	two 500 l (two 110 gal) tanks.
Water:	two 140 l (two 30 gal) tanks.
Rated to:	350 hp.
Electrics:	24 volt from one 60 and one 160 amp bank.
Price:	Complete as tested, \$77,000.



The forecabin is fitted with the usual twin vee bunks, forward escape hatch, round-edged timber joinery and sufficient locker space. Large windows are fitted in the bulkhead between the cabin and the saloon and these are fitted with thick curtains.

The saloon has a dinette with seating for six and an adjustable-height table which lowers with a minimum of effort to fill the dinette space for sleeping. On the starboard side is a large galley and a full-height washroom with remote-lead shower, sump, vanity and head. Hot and cold water is supplied at pressure to both the galley and the washroom. No stove is fitted in the galley but there is space for it and the buyer can choose his own, which will be fitted for him. Alternatively the galley can be modified to take a bigger stove and oven.

Quality of design is the main impression of the Royal. For example, the breadboard is built-in and has a grating through which the crumbs fall to be held — rather than scattered to the carpet and from there to the bilges. The electric fridge is rated at 85 l (which doesn't convert readily into cubic feet).

Under the aft end of the settee is a tool chest. This item reminds me of an old Mk V Jaguar I owned which had a similar padded and recessed tool kit in its boot lid.

The centre-cockpit style of boat makes for great security in craft of this size. There's a lot of cabin aft to break the odd following seat which might come aboard — and the area is self-draining if you ever do get into that sort of bother. A helmsman's seat is provided and there are two lockers against the aft end of the area which act as seats. The port one conceals grease pumps for the stern glands; sand strainers for the engine water cooling and a Whale manual bilge pump.

The aft cabin really turned on our woman boat tester. She bounced on one bed — not bunk, thank you — and the kids bounced on the other. With a gleam in her eye she said, "The kids COULD sleep in the bow — couldn't they?"

The rear cabin has a work-bench cum vanity with a lift-up folding top, the obligatory thick carpet and stacks of hanging space and lockers. Under one locker in a GRP tray are the lighting batteries and under the other are the main-power batteries — all easily accessible.

The importers have fitted a flybridge for Australian conditions. This is a mistake. The boat doesn't need it. The flybridge spoils the line of the craft and is rather hard to get to. Its installation removed the mast and the masthead and riding lights and stops the neat helmsman's hatch above the lower wheel from being used.

But the flybridge we'd have had to rate this boat with our "perfection" tag. Never before have we seen a boat so well designed — combining speed with range and seaworthiness. The makers, not content with their fender points and tool kit, even supplied a boat-hook, cradled in its own rubber holding jaws — mahogany, of course! *

STOREBRO BRUKS AKTIEBOLAG

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