



ROYAL CRUISER IV





A Royal Cruiser IV in the wash of a sister ship. The picture shows her excellent stability in turbulent seas.

The combination of round bilge with planing hull is probably unique in modern cruiser design, and offers the advantages of both. By avoiding the inevitable slamming of the hard chine a remarkably soft ride has been achieved; she also has outstanding performance in a following sea. Even in rough weather a speed of around 14 knots cruising can be maintained and the hull is strong enough to withstand any seas. Once on the plane a Royal Cruiser will stay there, even down to 10 knots, giving comfortable cruising with maximum economy.

THE WORLD AT YOUR FEET

The picture shows a Royal Cruiser IV in Stavanger at the end of a wonderful cruise from Germany along the coast and through the fjords of Norway. She made the crossing of the Skagerrak from Hirtshals in Denmark to Kristiansand in Norway in five hours in a gale force 6 with an average speed of 15 knots.

Notice that the exhaust is discharged beneath the surface of the water, diminishing noise and the smell of exhaust fumes.



SWEDISH DESIGN, QUALITY AND FINISH
are renowned throughout the world, and each of these is perfected in the Royal Cruiser IV.

Yachtsmen who value a **real** boat and who do not shun a tussle with the sea appreciate the Royal Cruisers and the newest of the line — the Royal Cruiser IV — upholds the fine reputation of her predecessors. She has evolved from her smaller sisters — the rugged little Sea Chaser and the 28 ft. and 30 ft. Royals — and has behind her the vast experience accumulated through Storebro Bruks' twentyfive years' production of fine quality wooden craft.

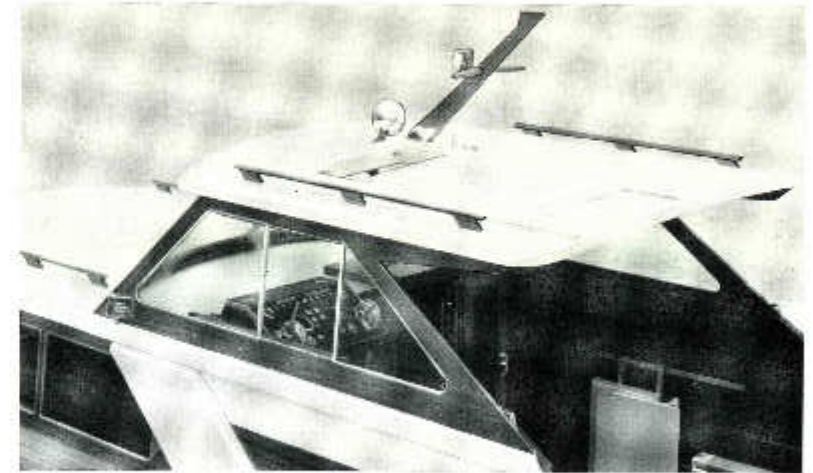
This remarkable factory, set in the heart of Sweden, produces some 200 wooden pleasure yachts annually in one of the largest and most up-to-date boatyards in Europe. The scientific application of modern machine shop practice and the use of specially designed machinery have resulted in a planned economical production line of wooden yachts unparalleled throughout Europe.

Safety at sea is the over-riding factor in hull design and choice of materials. The round bilge configuration gives outstanding sea-kindliness and soft-riding qualities. The hull construction is of exceptional strength — briefly the Specification is 7/8" selected African mahogany planking laid on 46 oak timbers, twelve of which are laminated, bonded with the most powerful modern adhesives and copper fastened. The decks are of laid Bangkok teak, the cabin tops and hard top of glass fibre for lightness and ease of maintenance. Safety glass throughout. Polyurethane paint and varnish applied

in heat controlled, dust-free chambers give a quality of finish surprising to all who see the Royals for the first time. With the accent on safe, comfortable family cruising, every inch of space has been put to good use, both in general layout and in the detailed planning of stowage. In fact everything which can be thought of to provide maximum comfort has been taken care of.

Testimony of the seaworthiness of the Royal Cruisers is the feat of Tore Comstedt, who won the 1964 Pavillon d'Or in a 28 ft. Royal Cruiser I and thereafter chose the Royal Cruiser III for 1965, when he again won this demanding rally, covering 3,528 miles within thirty days in a journey covering a route from Stockholm via Finland through the Baltic, through the Kiel Canal, round the South Coast of England, calling at Belfast and the Hebrides, to Lerwick in the Shetland Islands, then to Southern Norway, through the Skagerakk to Germany and back to Stockholm.

In the de Luxe version of the Royal Cruiser IV the dinette in the saloon is replaced by an L-shaped sofa, also sleeping two in comfort when required. Further refinements are sliding windows in the after cabin and on the helmsman's side of the windscreen, a sliding hatch in the hard top and wash basin with pressurized water in the after cabin. Newly designed spray rails increase the speed and contribute to an even more stable ride.



The hard top of the Royal IV de Luxe, showing sliding hatch and sliding window beside the helmsman. The mast, moved from the roof of the forecabin in the standard model so as to leave this free for sunbathing, can be lowered.



The wash basin in the after cabin of the de Luxe version. This is connected to fresh water system.



The after cabin is roomy and light. Two 3 ft. wide berths with thick foam mattresses. Large drawers beneath the berths. There is another roomy drawer in the dressing table of the standard model; in the de Luxe version this is replaced by the elegant wash basin shown on the previous page. There are useful shelves above the berths and a very spacious full length wardrobe.

The roomy saloon table drops easily to form a full-sized double berth. There is ample stowage space beneath the seats with additional drawers under the step. Apart from giving useful drawer space — ideal for charts — the raising of the dinette means that a good all-round view is enjoyed when seated.



When not in use the stove and sink are concealed by the formica-topped galley. Note the chopping board for preparing those delicious Swedish "smörgåsar"! Pull this board out further and you will find a bread board, slotted to prevent crumbs falling onto the carpet. Note too the cupboards and drawers and also the stowage for bottles and crockery concealed behind sliding doors.

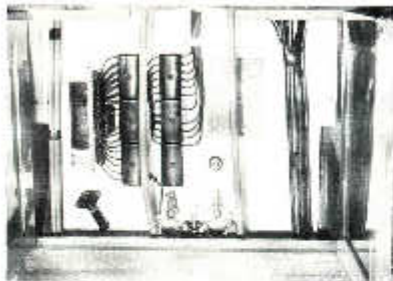


This picture gives a good idea of the saloon leading to the fore cabin and underlines the clever use of natural wood blended with easily cleaned surfaces. Note the flush deck right through. The space between the wide forward berths can be filled in with an additional mattress to form a triple berth. The fore cabin contains hanging locker, drawers and cupboards and shelves alongside the berths. The hatch to fore dock provides good ventilation and can be positioned to face the breeze. The separate toilet compartment containing shower, w.c. and stainless steel wash basin, is seen to the right of the picture.

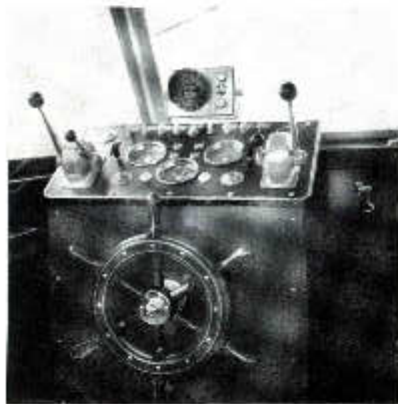


The cockpit gives plenty of sitting out space with comfortable cushioned seats either side of the aft cabin companionway. Beneath the seats is good stowage for fenders, warps, life jackets, etc. Co-pilot and helmsman's seats are high, giving a wonderful clear view. The flush deck of the cockpit is very safe and is covered with protective vinyl. Access to the engine room, batteries, etc. is by means of easily lifted hatches. The top of the after cabin is ideal for sun-bathing, being tremendously strong with room for four sun-bathers.

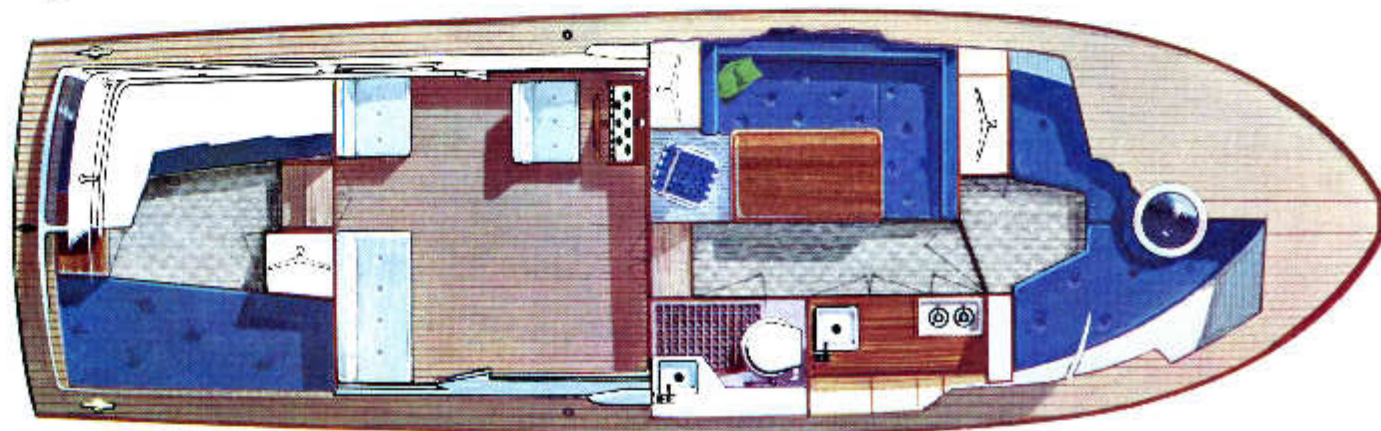
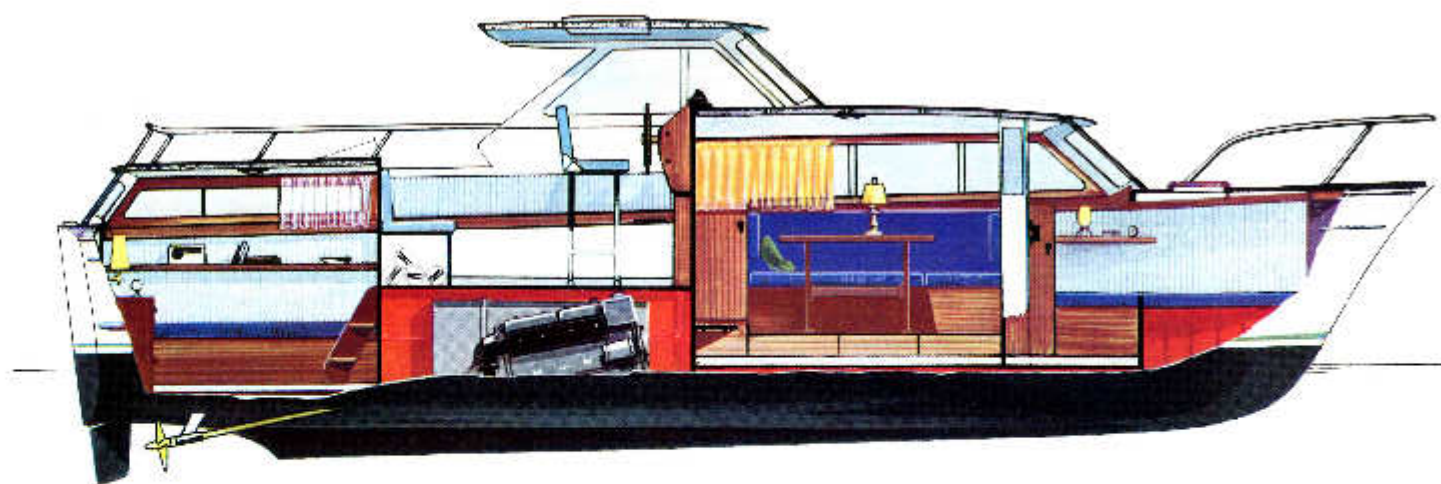




This photograph shows fuse boxes and battery cut off switches. These are situated beneath the steering console, making for easy access.



Well laid-out instrument panel with Sum-log, twin rev. counters and all electrical switches.



Royal Cruiser IV de Luxe

Dimensions

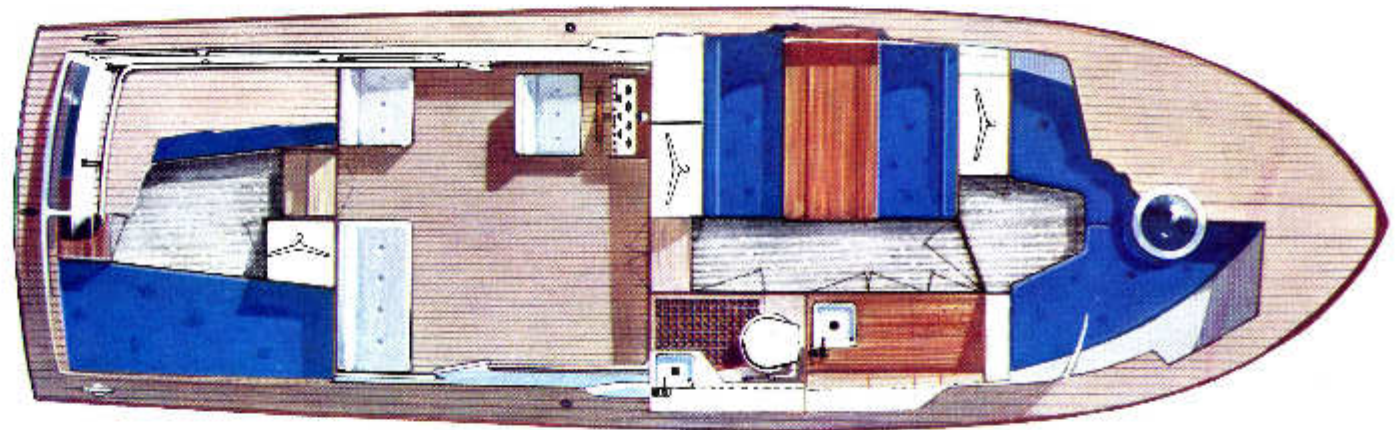
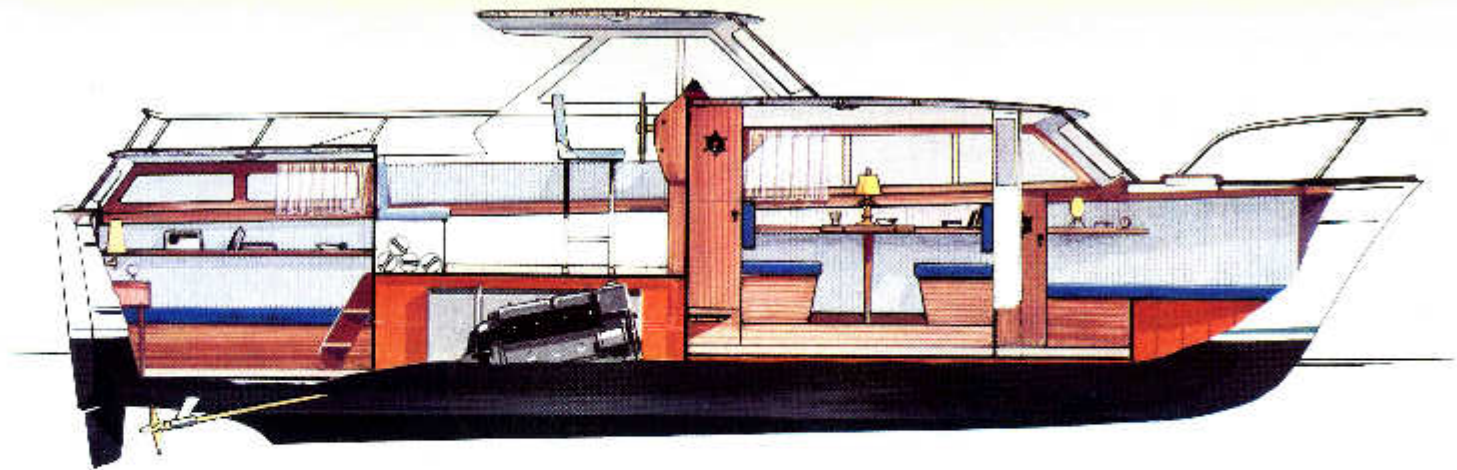
Length over all	34 ft.
Beam	10 ft. 8 ins.
Draft	2 ft. 6 ins.
Height above waterline	10 ft. 2 ins.
Headroom in saloon	6 ft. 2 ins.
.. wheelhouse	6 ft. 6 ins.
.. after cabin	5 ft. 5 ins.
Displacement	5 tons approx.
Fuel capacity	2x66 gallons
Fresh water capacity	2x30 gallons
Number of berths	6 or 7
Freeboard, forward	3 ft. 9 ins.
.. aft	3 ft. 1 in.
Speed	19 knots approx.

Standard Equipment

Helmman's seat — Engine room extractor fan — Electric navigation lights — Electric interior lights — Boat hooks — Teleflex steering — Stainless steel fuel and water tanks — 2 electric bilge pumps — Windscreen wipers — Aft seat cushions, white vinyl — Mattresses and interior cushions, foam covered with moquette — Curtains — Carpet — Stainless steel sink — Stainless steel ice box — Sea toilet — 2 wash basins — Shower with separate pump — Sliding hatch in hard top — Sliding windows in saloon and aft cabin — Extractor fan in toilet compartment — Flag pole — Specially designed spray rails.

Optional Equipment

Passenger seat — Pulpit — Compass — Sum-log — Echo Sounder — Horn — Anchor and line — Warps and fenders — Fire extinguisher — 12 v. refrigerator — Cooker — Two piece cockpit cover.



Both Royal Cruisers IV are equipped with twin MD 29 Volvo Penta 6 cylinder diesel engines, 92 h.p. each. Each engine is fitted with an alternator and 93 ampere hours battery, so that two systems operate independently. The de Luxe version has 2x114 ampere hours batteries.

Fuel consumption is calculated at 3½ gallons/engine/hour, depending on speed, load and sea conditions.

Range with full tanks and speed of about 15 knots is approximately 250 miles.

Royal Cruiser IV, Standard model

Dimensions

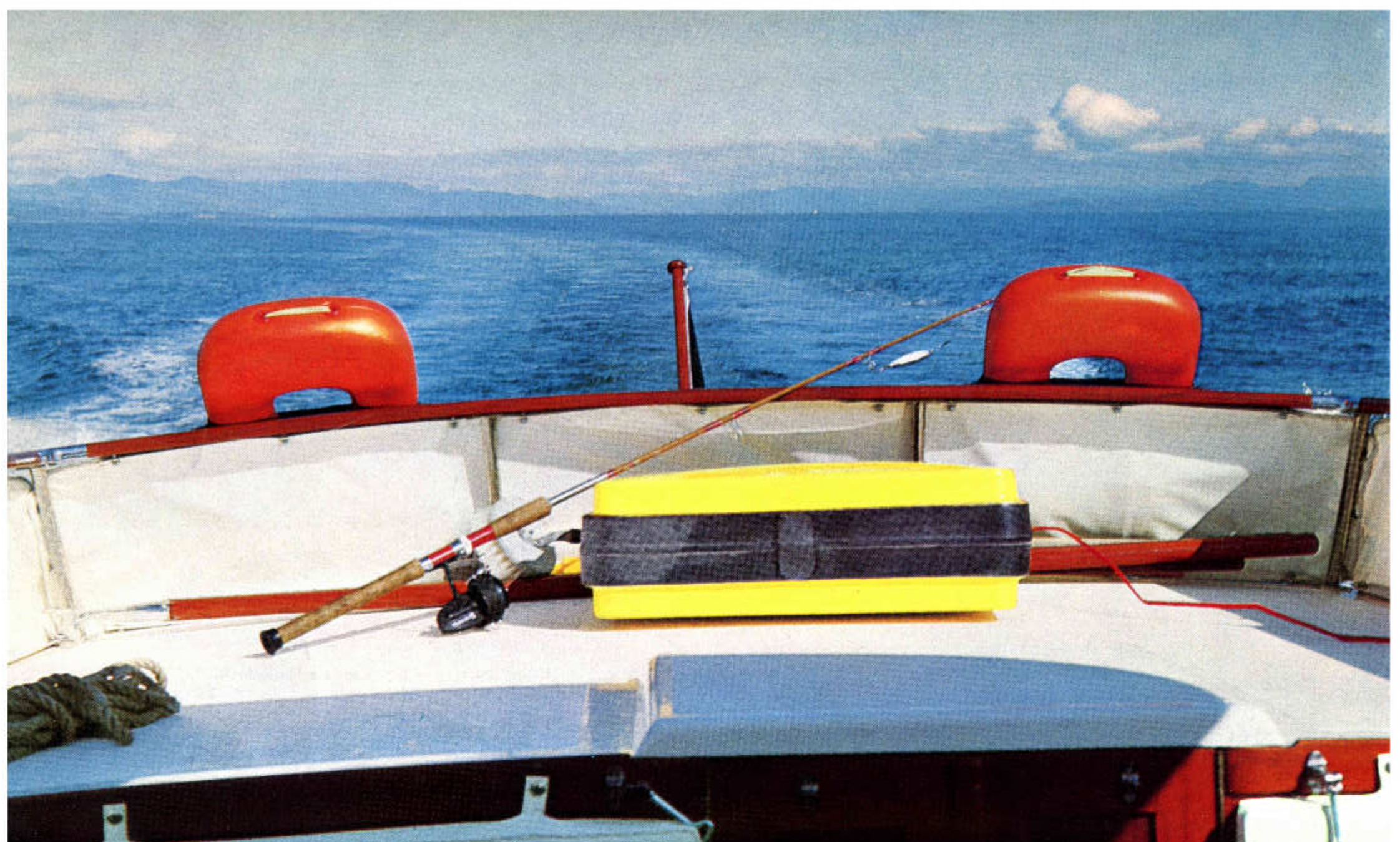
Length over all	34 ft.
Beam	10 ft. 6 ins.
Draft	2 ft. 6 ins.
Height above waterline	10 ft. 2 ins.
Headroom in saloon	6 ft. 2 ins.
.. wheelhouse	6 ft. 6 ins.
.. after cabin	5 ft. 5 ins.
Displacement	5 tons approx.
Fuel capacity	2x66 gallons
Fresh water capacity	27 gallons
Number of borths	6 or 7
Freeboard, forward	3 ft. 7 ins.
.. aft	3 ft. 1 in.
Speed	17 knots approx.

Standard Equipment

Helmman's seat — Engine room extractor fan — Electric navigation lights — Electric interior lights — Boat hooks — Teleflex steering — Stainless steel fuel and water tanks — 2 electric bilge pumps — Windscreen wipers — Aft seat cushions, white vinyl — Mattresses and interior cushions, foam covered with moquette — Curtains — Carpet — Stainless steel sink — Stainless steel ice box — Sea toilet — Waste basin — Shower with separate pump — Flag pole.

Optional Equipment

Passenger seat — Pulpit — Compass — Sun-log — Echo Sounder — Horn — Anchor and line — Warps and fenders — Fire extinguisher — Cooker — Two piece cockpit cover.



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