



ROYAL CRUISER IV de Luxe



Photo: Bekan, Cowes



Although the accent on all Storebro cruisers is on safety, comfort at sea and hull strength, day-to-day living amenities are by no means overlooked. Fitted curtains and carpets are standard; all interior cushions are covered in good quality, hard wearing mocquette; water is pressurized throughout; ventilation is good; the padding covering deckheads and cabin sides prevents condensation and gives a feeling of added warmth and luxury. The varnished woodwork blends artfully with the formica surfaces, so that the whole effect is pleasing and comfortable.

The Royal Cruiser IV de luxe has three separate double sleeping compartments, i.e. forward two-berth cabin, saloon with L-settee convertible to double berth and luxury after stateroom. The addition of a centre-piece between the berths of the forward cabin gives a triple berth, quite suitable for three (or even four) children.

The forward 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 a hanging locker with shelf above, together with drawers beneath the berths, and cupboards.

The saloon provides seating for six around the table and there is ample stowage beneath the seats with additional drawers under the step. Apart from this useful drawer space — ideal for charts — the raised table means that a good all-round view is enjoyed when seated. There is a large hanging locker opposite the toilet compartment.

The galley is big enough to prepare quite elaborate meals. When not in use the stove and sink are concealed. Note the cutting board for preparing those delicious Swedish smorgasars! Pull this board out further and you will find a bread board. Note too the cupboards and drawers; also bottle stowage behind sliding doors, made of plexiglass.

The toilet compartment contains sea w.c., a large stainless steel basin and portable shower with its own drain pump. There are useful drawers beneath the basin and mirrored cabinet mounted on the bulkhead.



The cockpit is safe for the children and comfortable for the parents. The helmsman's and passenger seats are wide and well-padded. Mahogany foot rests below these seats add to the general comfort, especially when making long sea passages. The cockpit seats have fitted cushions and back rests covered in white vynide; tops of saloon and after cabin make additional sunbathing spots. The cockpit lockers give good stowage, ideal for gas cylinders, outboard motor, deck chairs, fenders and so on.

Access to the luxurious after stateroom is via a wide companionway from the cockpit. The top of the dressing table between the 3 ft. berths lifts to reveal a wash basin; a useful hanging locker is also included.



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 de luxe — 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' twenty-five years' production of fine quality wooden craft.

This remarkable factory, set in the heart of Sweden, produces some 200 motor cruisers 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. To meet demand we are now also producing a smaller number of glass fibre hulled cruisers.

Safety at sea is the over-riding factor in hull design and choice of materials. The round bilge, carvel construction gives outstanding seakindliness 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. Hull and superstructure are impregnated four times against rot before painting. The deck planking is of laid Bangkok teak on a marine plywood base. The self-draining cockpit is covered with oil resistant Nautolex for ease to maintenance. Coach roofs and hardtop are of glass fibre and deckheads lined with laminated vinyl. Safety glass is used throughout.

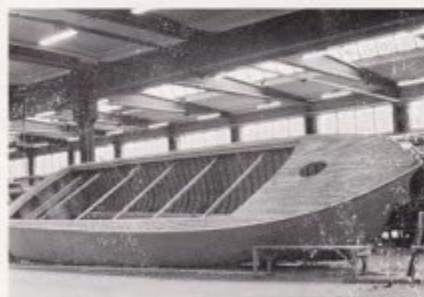
The interior furniture is of mahogany with formica surfaces. Sliding windows in salong and after cabin provide excellent ventilation and the hatch in the fore cabin swivels to make maximum use of wind direction. Sliding windows are also used beside the helmsman who has a sliding hatch above him, enabling him to obtain a good all-round view.

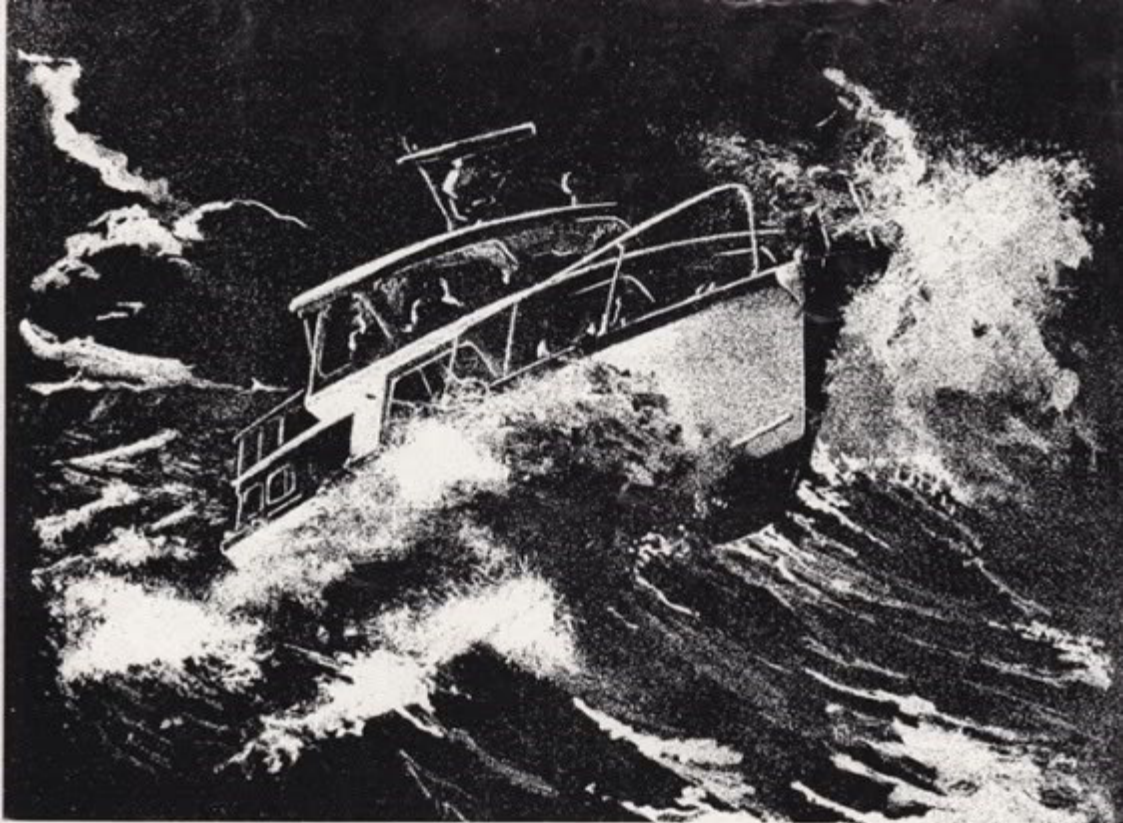
The instrument panel is well laid-out and complete with twin rev. counters and all electrical switches. Below the wheel is the fuse box cupboard and battery switches.

The twin 6 cylinder Volvo Penta MD 29, 92 h.p. engines are flexibly mounted and easily accessible from the cockpit. Beneath each engine a copper tray is fitted. The fuel tanks (2 x 66 gallons) are made of stainless, acid resistant steel, the same material being used for the propeller shafts.

Engine exhaust is discharged beneath the surface of the water, diminishing noise and the smell of exhaust gases. Each engine is fitted with an alternator charging 114 ampere hour batteries. Fuel consumption is calculated at 3 1/2 gallons/engine/hour, depending on speed, load and sea conditions. Range with full tanks and speed of about 15 knots is approximately 250 miles.

Oilbased 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.





Winner of the Pavillon d'Or 1964, 1965 and 1968

Boats from this factory have taken part in this arduous ocean rally three times and on each occasion have won both the golden flag for the longest distance and the first prize for the longest non-stop distance.

1964. The start was in Trosa (South of Stockholm) travelling through the Baltic up to Gothenburg. Thence via Norway to Borkum, Hook of Holland, Ostend and over to Ramsgate. 1,535 nautical miles in 19 days.
(Royal Cruiser I, 28').

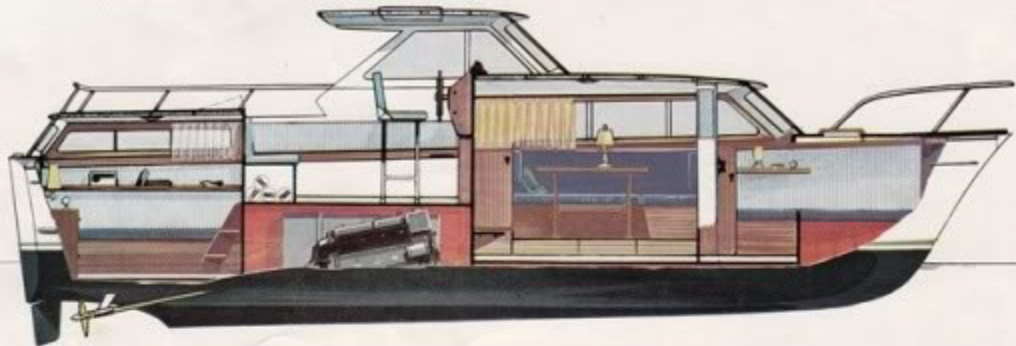
1965. This time the start was in Stockholm. Over to Finland, via Slite in the Island of Gotland to Kiel. Kiel Canal to the North Sea, Calais, Dover, Plymouth, then round England via Bangor, Stornaway, Lerwick in the Shetlands, to Southern Norway. From Egersund via Gothenburg and Heiligenhafen in Germany, Visby and

Västervik to Stockholm. 3,528.9 nautical miles in 31 days.
(Royal Cruiser III, 30').

1968. Again the start was from Trosa, then via Kiel and Tyborön on the N.E. coast of Denmark to Kristiansand in Norway. From there the voyage was the Faroes, thence to Aberdeen, continuing via den Helder in Holland and Ostend to finish in Ramsgate. 2,252 nautical miles in 18 days.
(Royal Cruiser IV de Luxe 34').

During the 1968 Rally the Royal Cruiser IV encountered a Force 8 gusting to Force 9 on passage from Aberdeen to den Helder. After each Rally the Royal Cruiser returned undamaged to Sweden under its own power — no mean feat in itself.

The picture on the front cover is of the 1968 winner, *Cajsa*, at the end of her victorious voyage.



Standard Equipment

Helmsman'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, aft cabin and beside helmsman — extractor fan in toilet compartment — flag pole — specially designed spray rails — 2×114 ampere hours batteries.



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	2×66 gallons
Fresh water capacity	2×30 gallons
Number of berths	6 or 7
Freeboard, forward	3 ft. 9 ins.
.. aft	3 ft. 1 in.
Speed	18 knots approx.

Design W. H. Wilke, Germany.

The Royal Cruiser IV de luxe can now be obtained with hull of glass reinforced plastic.

The manufacturers reserve the right to make alternations without notice



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.

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