

ROYAL CRUISER 47

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A luxury motor cruiser combining safety with the ultimate in comfort. The name "Royal Cruiser" is now renowned throughout Europe and the Royal Cruiser 34 has taken many awards, including the Pavillon d'Or and the Boat of the Show Award, Cabin Cruiser Class, in the 1971 London International Boat Show.

Safety at sea has always been the first consideration in manufacture of these fine craft, and the largest of the line, the 47-footer, is a worthy Flagship of this famous Fleet.

The Royal Cruiser 47 has been evolved from the prototype and is the result of thorough tank tests. The hull has the same configuration as the smaller sisters, that is to say, round bilge, semi-planing, leading to a soft ride and excellent sea-keeping qualities.

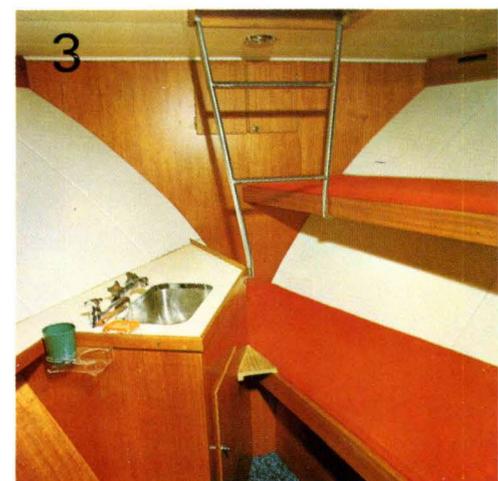
The construction of glued mahogany planking on laminated oak timbers gives an exceptionally strong, rigid, leak-proof hull.

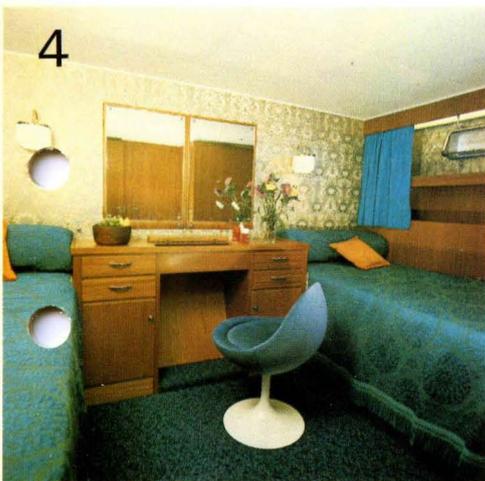
Because comfort for all the passengers is so important — especially during long voyages

— particular importance has been attached to interior design and great attention has been paid to making the interior as light and airy as possible.

Examples of the safety details are the strong guard rails running all way round the boat, grab rails on cabin roof, hardened safety glass in all windows, non-slip decks in thick teak.

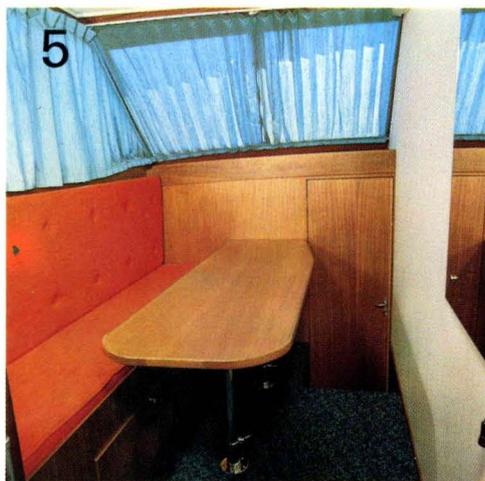
An electric anchor winch on the fore deck leading to stainless steel chain locker facilitates mooring and there is a water outlet for chain and deck wash.





1 A wide sliding door leads from the after deck into the luxuriously furnished deck saloon. This comfortable lounging room has a four seater settee, two swivel armchairs and coffee table, all in typically Swedish good taste. The sideboard on the S. side incorporates a cocktail cabinet.

There is a wonderful, wide view from the wheelhouse, and both helmsman and navigator have comfortable raised seats. The wheelhouse is divided from the saloon by two sliding doors.



2 A companionway leads from the P. side of the wheelhouse down to the galley. Equipment includes electric stove, extractor fan, a 160 litre refrigerator, stainless steel sink with practical working surfaces, etc. A door leads from the galley to the large storage area beneath the guest cabins.

3 The fore cabin, for children or crew, has two berths, wardrobe, wash basin and W.C. Normally this cabin is reached via a deck hatch, but a door can be fitted through to the P.

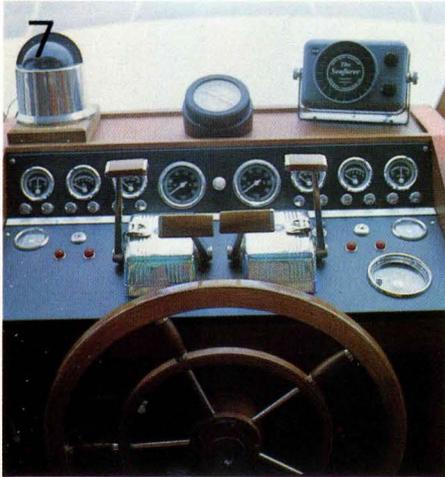


guest cabin.

4 A companionway leads from the deck saloon to the luxurious owners stateroom aft. Two wide berths with sprung mattresses afford a standard of comfort only usually to be found in liners. Attractive lighting is provided by wall brackets and concealed lighting along the bookshelves. The owners suite also contains a light, airy toilet compartment with W.C., separate shower compartment and a roomy wardrobe.

5 The two guest cabins are reached from the forward companionway. The S. cabin in version shown has a table which can be lowered to form a double berth; the door in the forward bulkhead leads to the fore cabin.

6 The P. cabin shows a slightly different layout with two berths, one of which may be lowered against the centre bulkhead when not in use. Both cabins have good wardrobes.

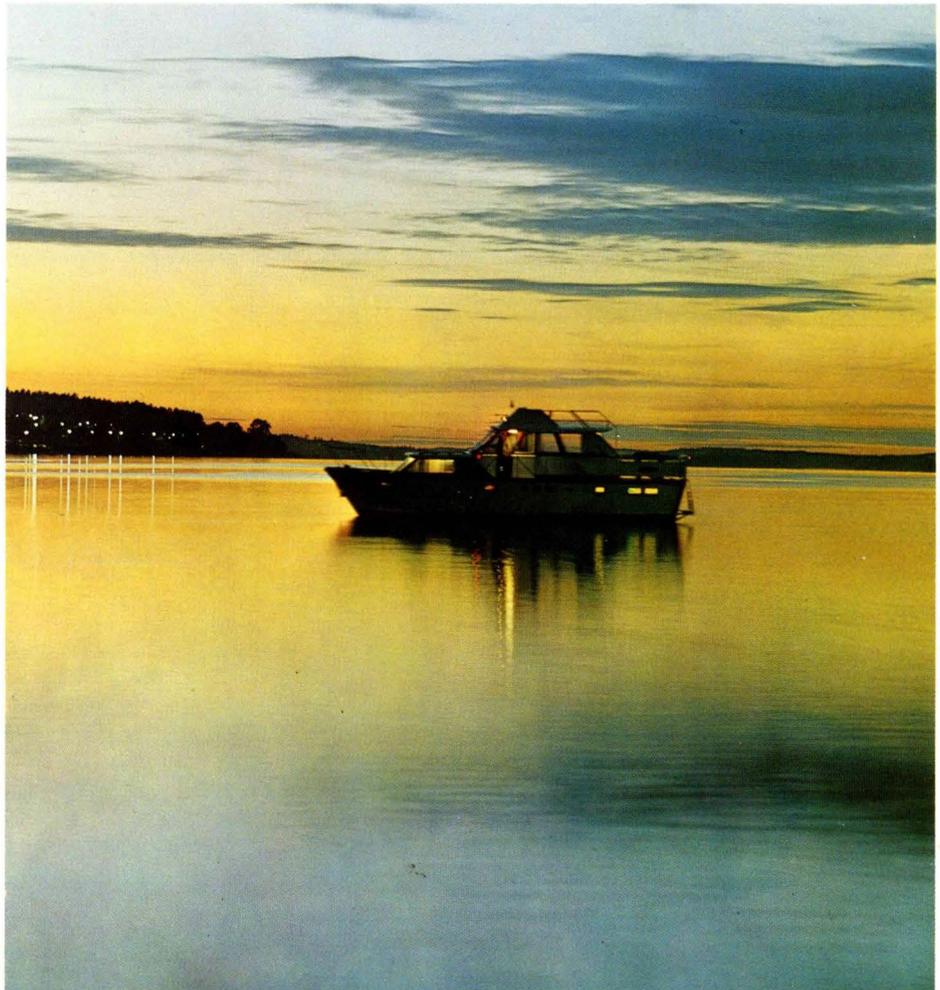


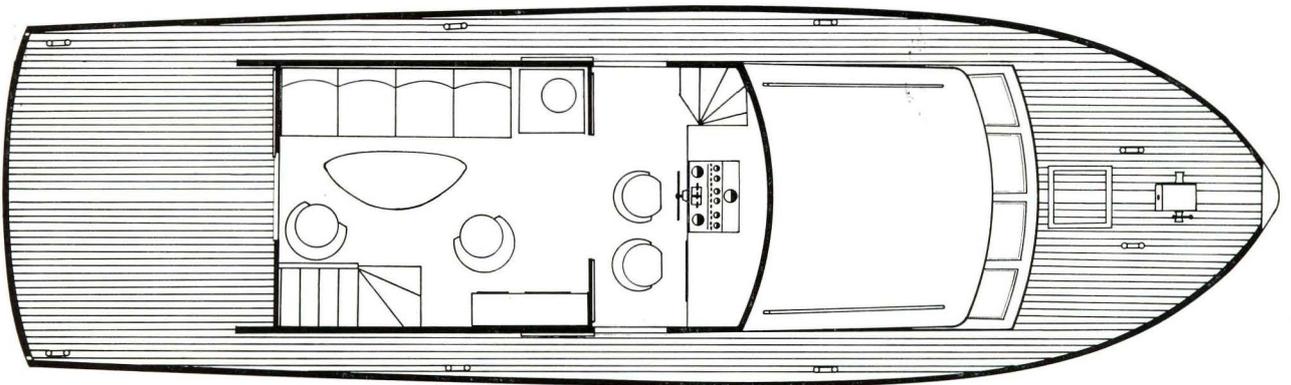
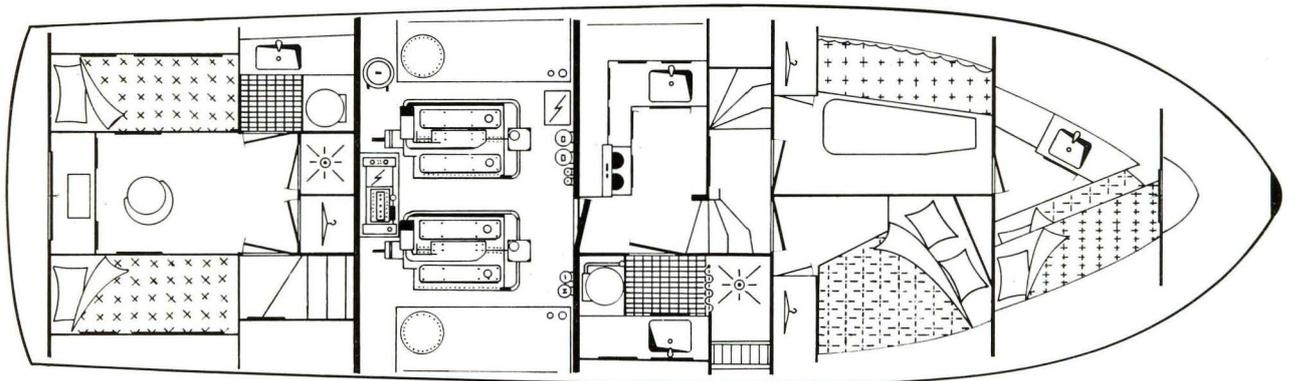
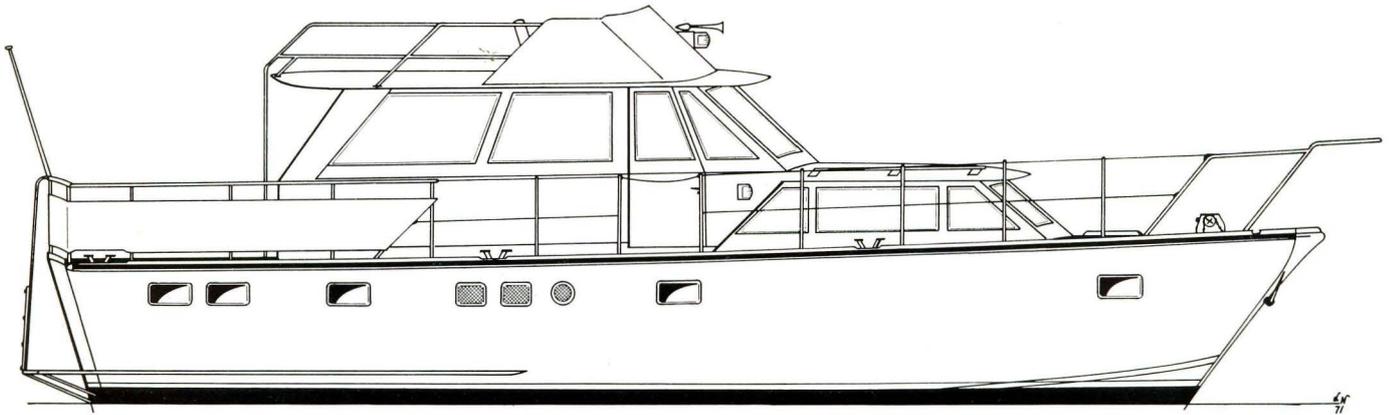
The W.C. compartment for the guest cabins is down a few steps and there is a separate shower compartment.

7 All engine controls are easily reached on the well laid out instrument panel. Each engine is completely instrumented, and all controls and switches are clearly marked. Engine controls are placed in the centre of the panel so that the boat can be easily manoeuvred.

8 Access to the impressive engine room is through a door in the galley. This practical engine room has good headroom and all equipment is easily accessible. The picture shows the pressure water- and pumping installations.

9 The switch board from where apparatus such as the generator, warm water heater and pressure water system are controlled. Terminals are numbered and there is a fuse-diagram.





Specification

Overall length	approx. 47 ft. 3 ins (14,4 m)
Beam	" 14 ft. 3 ins (4,35 m)
Draft	" 4 ft. 5 ins (1,35 m)
Height in cradle (without flying bridge)	" 17 ft. 1 in (5,20 m)
Height above waterline (without flying bridge)	" 12 ft. 2 ins (3,70 m)
Headroom	
in saloon	" 6 ft. 5 ins (1,95 m)
in after stateroom	" 6 ft. 1 in (1,86 m)
in guest cabins	" 6 ft. 4 ins (1,92 m)
in galley	" 6 ft. 5 ins (1,95 m)
in engine room	" 6 ft. 2 ins (1,88 m)
in fore cabin	" 5 ft. 11 ins (1,80 m)
in wheelhouse	" 6 ft. 4 ins (1,92 m)
Displacement	" 15 tons
Fuel capacity	" 2×180 gallons (2×800 l.)
Fresh water capacity	" 2×180 gallons (2×800 l.)
Total number of berths	" 8
Freeboard	
forward	" 6 ft. 7 ins (2,00 m)
aft	" 5 ft. 5 ins (1,64 m)
Speed with 2×GM 283 HP	" 19 knots

Engine installation: 2×GM diesels type 8V-53N, 283 HP each
 Alternative engines:
 2×GM diesels type 8V-71N 350 HP each
 2×MWM diesels type TD 232 V8 275 HP (DIN) each

Standard equipment

Pulpit - Guard rails - Generator, 8 kW 220 V - 220 V electric cooker with three burners, oven and grill - 220 V refrigerator, 160 litres - 220 V extractor fan in galley, with light - Two manual W.C.'s - One electric W.C. - Electric anchor winch - Sumlog - Engine hour meter for each engine - Compressor type horn - Chart light - Bathing platform and steps - Hose on fore deck - Tap in engine room for filling engines with fresh water - Drain-pump for shower in aft stateroom - Bilge-pump for engine room - Bilge-pump for galley section - Drain-pump for shower compartment/bilge-pump for forward section - Three windscreen wipers - Hot water system.

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