STOREBRO BRUKS AB SWEDEN

I and my staff are glad to introduce you to our company and hope this booklet will give you a better knowledge of our products.

I also hope to see you here as our guest whenever you visit Sweden.

Storebro, September 1969

IVAR GUSTAFSSON
managing director

History of Storebro from 1728

When the widespread wars in the 18th century were ended and king Charles XII had been killed in Norway, Sweden fell upon evil times and token money was used extensively all over the country. But the people rallied and sought to find the power to heal the sores that had afflicted their land — a power possessed by every country when needed. The time of great power was over, the borders of the country had shrunk, but the aim of the people was to regain their lost greatness within their own borders. They started to mine ore on a larger scale than earlier, to build hammer forges and blast furnaces. The result of this was that industrial development went on at a rate greater than ever before.

It was at this time that Wilhelm Mauritz Pauli — a major, forest superintendent and squire — happened to cross the bridge where the highway went over the stream at Sjundekvill — the name by which Storebro was known at this time — and he noticed that much water power that could be used was being wasted. In 1726 this man Pauli had built the foundry of Pauliström, which was called after him. In addition to the fact that he found the waterfall worth damming, he also saw that there

were large forests all round for charcoal burning and many lakes and marshes with rich resources of bog ore.

Pauli returned to this place, now in company with major Karl Magnus Silfverhielm and Gustaf Oxenstierna, assessor and baron, and on December 9, 1728 they were granted the right to erect a hammer with 2 forges. This franchise also included charcoal burning in 8 parishes and the right to take iron ore from 14 lakes. Flour and saw mills were also built. In 1732, after having been granted further rights a second hammer and two forges were installed. In 1736 Pauli owned the mill outright and then obtained the rights for a foundry. Coal houses and sheds were built on islets down the stream.

These big enterprises got beyond Pauli's control and in 1742 he had to mortgage Sjundekvill as well as Pauliström for a bigger loan from Rikets Ständers Bank. On 17th December, 1748, as he could not redeem his liabilities, the mill and farms went under the hammer for 220.000 daler "silvermynt". The purchaser was the merchant and squire Jean Hindrik Lefebure in Stockholm.

Lefebure was born in 1708 and in 1736 married his cousin, Charlotta Bedoire. He was a great business man, a Member of Parliament and belonged to "the hat party". (Swedish people were in those days divided into two parts — "the hats and the caps"). He became the manager of the East Indian Company and was knighted. Later he was expelled from the Stock Exchange, condemned to give six million "daler kopparmynt" to the Crown and sent to prison for one month to live on bread and water. He died in 1756. It was at this time the mill started to be called Storebro.

On April 17, 1756 the ownership of Storebro passed into the hands of the famous baron and later major-general Karl-Fredrik Pechlin, the owner of Älhult and other farms. He had by marriage with Kristina, the daughter of the very rich merchant Tomas Plomgren in Stockholm, become the owner of Älhult and its subordinate farms, which before had been under the ownership of the family of Plomgren. Pechlin was probably at this time one of the greatest land owners in the province of Småland. The franchise concerning Storebro was extended during the leadership of Pechlin from 67 long tons bar iron annually to 134 tons in 1756 and to 200 long tons in 1757. When Pechlin took over Storebro it was in a deplorable state, but he was an energetic man and soon put the worst defects right.

The quality improved when 25% iron ore was added to 75% bog ore. However, Pechlin too had to mortgage his property and his business fell into disorder; during the political revolution of 1772 he was arrested and forced to spend months under lock and key.

In the middle of 1780 Pechlin sold Storebro to Anna Margareta Hultman in Västervik, the widow of a councillor, and her son Lars Hansson Hultman. This family was very rich and owned a lot of farms in Tjust and a big house in the town of Västervik. The contract of sale was signed on November 8, 1786, the amount paid being 17.600 "riksdaler in specie". The foundry itself was some time later estimated at 8.333 "riksdaler in specie." Lars Hultman died in 1798 and in the inventory Storebro and its farms had the value of 26.000 "riksdaler in banco."

Mr and Mrs Hultman had a daughter, Sara Helena Hultman, born in 1784; in 1808 she married the

assessor Claes Fries in Stockholm. Those two took over the ownership of Storebro. Claes Fries was a qualified man and he made a deep impression on the development of the business. A small foundry was set up, at which hearthstones, pendulums, tripods and other light wares were made. New buildings were erected and big peat-mosses were cultivated. Between the years 1821 and 1824 the imposing manor house was built, now known as Herrgården. Building-contractor was Nils Olsson from Åkarp in the parish of Lönneberga.

The two sons of Claes Fries, district judges Claes Hampus and Lars August Fries, took over Storebro in 1842. In 1856 Hampus Fries moved away and some time after Storebro and its subsidiaries passed into the hands of squire Johan Tillberg of Falsterbo Bruk. Johan Tillberg seems not to have been long at Storebro. From the time of purchase until the 1860's Johan Tillberg's son, Gustaf Leonard Tillberg, lived in Storebro. He was born in Tuna in 1853 and married Hilma Charlotta Meurling. After him, his brother Christer Herman Tillberg and his wife Laura Bronikowskij lived there and moved in 1865. After the death of the squire Storebro passed into the hands of his heirs, who in 1897 divided Storebro into shares. The manager was the cavalry captain Axel Fredrik Tillberg, who lived in Fredensborg; he was succeeded as president by his son-in-law, major Axel Baltzar Carleson.

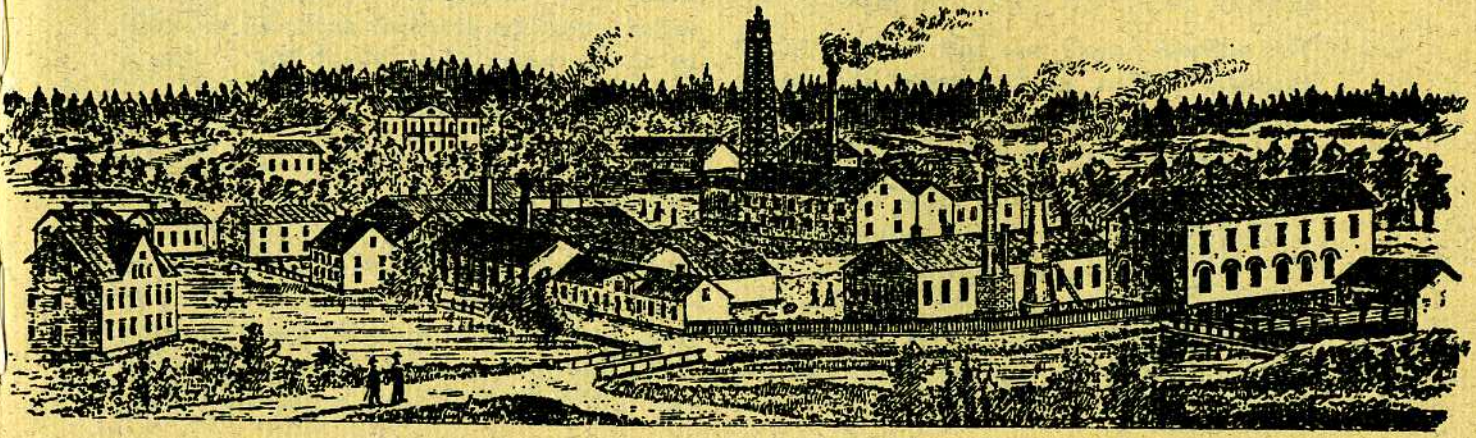
In 1897 an electric power station was erected which supplied the village with electric light. As a result of this Storebro had electric lighting even earlier than Stockholm.

The distillation of spirits was carried out on an industrial scale from about 1850 until about 1880 when the factory was converted to the manufacture of cellulose, one of the first of its type in Sweden.

By agreement, on November 4th 1910 captain Axel Tillberg and major Baltzar Carleson sold all 400 shares in Storebro Aktiebolag to a syndicate in Oskarshamn consisting of consul Gustaf L. Wijkström, bank manager A. E. Schyller, manager Theodor W. Jeanson and merchant Karl Karlzén and some others.

The sellers retained the right to stay on in the manor houses of Storebro and Fredensborg until October 1st 1911, free of charge.

The purchase price was 650.000 Sw.Crs. of which 150.000 Sw.Crs. was paid in cash and the balance deposited in Smålands Enskilda Bank.



The purchase was financed by the immediate sale of 150.000 pine trees of 8" and more for Sw.Crs. 300.000 and also 112.000 fir trees of 5" and more for Sw.Crs. 190.000. Furthermore the property was split and the big farms Gissemåla, Tobo with Fredensborg, Kvilla, Sjundekvill, Kvafhult and Åkemåla and some other, smaller properties were sold.

The cellulose factory was sold in 1911 to AB Bruzafors-Hällefors in Lönneberga, the present name being Silverdalen, but in 1917 it was sold back and changed to workshop and storerooms.

Since more wooded ground (incl. the farm of Storebro) had been sold to the German company of Stinnes-concern Holzhandelsgesellschaft Wictoria-Mathias, Essen, Ruhr, the only things left from the earlier domains were smaller industrial and dwelling house areas in and around the village of Storebro.

The agricultural industry, which had earlier been the main occupation, had now dropped out and was replaced by the engineering and saw mill industries which dominated the community.

The manufacture of crude oil engines was started as early as in 1909. A few years later an engineer named Eric Schambertz was employed and the engine production developed under this leadership up to the beginning of World War I when a shortage of fuel oil stopped this production.

Now they had to look for other manufacturing outlets and sub-contract manufacture of lathe details was started. By 1915 the workshop was ready for its own production of lathes, a branch of industry that had been particularly favoured by the economic situation during the war. As the capacity of the workshop was insufficient a new installation hall was built in 1915; in addition Olsbergs

Gjuteri in Bruzaholm was purchased. In 1917 Lambert Bjurström's mechanical workshop in Västervik, complete with machines, effects and warehouses was bought for Sw.Crs. 250.000. In November 1918 the house with machines and effects was sold to AB Slipmaterial for the sum of Sw.Crs. 175.000. The warehouse, drawings and models were not included. More workshops were taken for subcontract parts.

At the workshop in Storebro, where shifts were worked, employment was provided at this time for 125 men, the production program being six 8" shell lathes per week. The value of the machines produced increased during the years 1915—1919 to 432.000, 1.067.000, 1.856.000, 740.000 and 925.000 Sw.Crs. respectively.

After World War I came the years of depression between 1919 and 1922, with difficulties in selling and strikes, plus a big excess profits tax, which became due three years after demand, as no provision had been made for this. This enterprise, like many other companies at this time went into liquidation on the 31st of July 1922.

Engineer Schambertz became trustee and under his administration the business was carried on up to 1924.

The liquidation was complicated by deeds of houses and mortgage documents being lodged in different Banks. At liquidation the industrial properties were purchased: the mechanical workshop, the foundry, the mill and the electrical power station with lines, Herrgården etc. by Kristdala Kreditkassa, which later let the houses to engineer Schambertz and the bank director N. E. Carlsson. In order to let the business go on these two founded "Storebro

Bruksbolag, Schambertz and Carlsson", and from Smålands Enskilda Bank they bought all the mortgages, which had earlier belonged to the business, the house "Sulfitfabriken" and others.

The wooded land which had earlier been owned by "the German Company" was taken over by the County Council in 1917 and administered by "Skogssällskapet" under the name of "Norra Kalmar läns Skogsallmänning".

Under the leadership of Mr Schambertz the manufacture of engines was again developed up to the end of the 1930's. Mr Schambertz died in 1928 and after him came engineer Arvid Ågren. In 1938 Mr Ansgarius Svensson, owner of Gullringens Träförädling, entered the company as a partner.

The houses which were rented by Kristdala Kreditkassa were sold in 1938 to the engineers Erik Fagerholm and Nils Wickman, who started "Föreningen Storebro Kraft". In connection with this the business of the company was moved to a newly built workshop near the station and the old workshop was rented by AB Ljungmanns Verkstäder in Malmö, making wing shells for the national defence during wartime.

In 1943 the old workshop was sold and in 1947 the foundry was sold to Aktiebolaget Örnmaskiner. This firm had been started in 1933 by three employees of Storebro Bruksbolag, two brothers Ivar and Sigurd Gustafsson and Georg Larsson.

During the same year Aktiebolaget Storebro Gjuteri was formed to run the foundry, AB Örnmaskiner and Storebro Bruks AB, each owning half the shares.

Storebro Herrgård, since 1824 the old director's house was from 1912 an office and administration

building for the company. In 1946 Herrgården was bought by the cooperative association, Storebro Byggnadsförening. The building was extensively renovated and is now a great asset to the village.

During the latter part of the 1930's the production of motors and lathes had been carried on side by side, the economy of the Company was strained by the selling of motors on contracts of part payment. Working capital was brought in when Mr Svensson joined as a partner and as World War II approached, inquiries for machine tools increased. Once more the production of motors had to be given up because of the lack of oil and the main production was lathes.

A new object had now entered the production program in the form of producer gas units for cars and trucks. As early as 1936 an agreement had been drawn up with AB Graham-Lundkvist in Stockholm. The firm in Storebro was allowed to carry on some tests and experiments with a newly patented producer gas unit and the company secured the right to produce it. When World War II broke out, there was a fully tested prototype and manufacture could be started immediately. At this time more than 300 taxis in Stockholm ran on producer gas units from Storebro.

The shortage of petrol gradually improved, however, and there was a decrease in the demand for producer gas units. Instead the welding workshop was used for the manufacture of welded boilers, which developed very favourably during the following years. The machine tool workshop was built on in 1950 and a new welding workshop in 1956.

After the death of Mr Svensson in 1945 his heirs became shareholders and the same thing happened

when Mr Carlsson died in 1949. In 1950 the shareholders drew up a syndicate agreement, the Board consisting of the following: Mayor Yngve Malmquist in Kalmar, President, and lawyers Harald Almer and Verner Bååthe in Stockholm.

Managing directors from 1940 to 1962 were Karl Ericsson, Olof Hermann and Bertil Ankarstrand.

With effect from January 1, 1963 AB Örnmaskiner owned all the shares in Storebro Bruks Aktiebolag and was therefore also sole owner of AB Storebro Gjuteri. These companies are now an integral part of AB Örnmaskiner.

Right from the very start in 1933 Aktiebolaget Örnmaskiner had specialized in the manufacture of lathes.

The boat building division came into being in 1945 in connection with the fact that refugees from Esthonia were quartered in a quarantine camp at Fredensborg. When these refugees later started to earn their living in their new country AB Örnmaskiner offered them employment in the mechanical workshop but this type of work was completely new to most of the Esthonians. When out walking one evening, Ivar Gustafsson noticed the skill with which these Esthonians built boats and this solved the employment problem. A boat building industry started to take shape. During the first few years the program consisted of rowing-boats and small fishing-boats. But as the interest in boats developed, so also did the scope of the industry and size of the boats. This particular boat building factory is now one of the largest in Northern Europe producing sailing boats and motor boats for leisure purposes.

In 1964 there were 130 men employed on boat building and about 320 in the engineering workshops and foundry.

The development of AB Örnmaskiner is best illustrated by comparing the turnover of about 34.000 Sw.Crs. in 1934 with the turnover in 1968 of more than 20 million Sw.Crs.

The integration of all industries into one single company has considerably increased the possibility to carry out rational series production. Only a limited number of machine types will be produced in each factory unit. In order to ensure a steady supply of skilled workers, industrial schools for mechanics and boat builders have been in operation since 1957.

On May 5, 1964 AB ÖRNMASKINER took over the name of STOREBRO BRUKS AKTIEBOLAG.

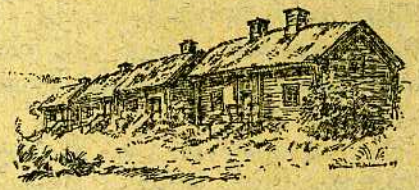
Storebro has now developed into a modern industrial community with road maintenance, water supply and drainage under the administration of the local authorities. The building of houses is superintended by a communal foundation.

At the factory a cambering attachment for the larger machines has been designed to enable turning and grinding of rollers, primarily for the paper industry. In connection with this the method of belt grinding has been tested and found to be much better than the traditional method. Several large roller grinding machines have been delivered, for example to Canada, Portugal, the Philippines and to the Swedish industry.

In 1966 the right to manufacture the heavier lathes of Köping was taken over from Köpings Mekaniska Verkstads AB and in May 1967 the rights to manufacture the Thule surface grinding machines were bought from Maskin AB Thule in Malmö. Other types of machines were also included in this purchase.

In 1968 the circle was completed when Storebro Herrgård was purchased and brought back into use as office. In April the office of the manager and the departments for buying, sales and book-keeping moved into Herrgården. The old offices were rebuilt to make new offices, foundry laboratory, luncheon rooms, etc.

The boat building section has needed premises by the coast for a long time. After protracted negotiations with the town council of Västervik a purchase contract was signed in September 1968. The property consists of about 10 acres of land with an option on a further 6 acres. About 230 meters of quay was included in the purchase and some useful buildings. Immediately after purchase work on the Västervik yard started. The yard will be used for the building of bigger boats and will provide winter laying up space and service facilities.



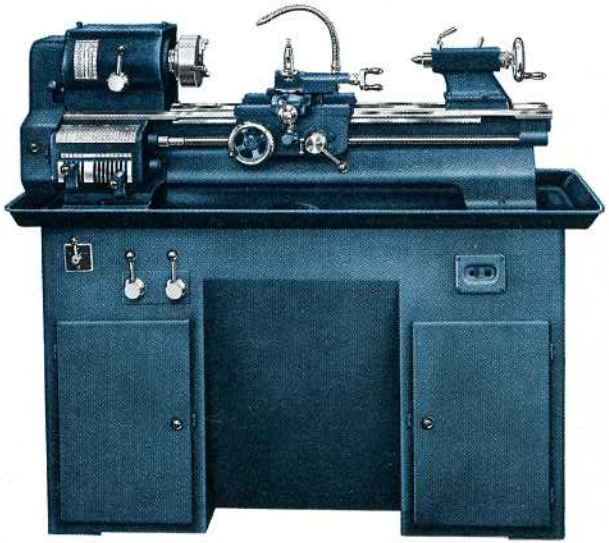
"Daler silvermynt" was issued in 1534 and "Daler kopparmynt" in 1624. From the year 1655 a "Daler kopparmynt" was 1/3 of a "Daler silvermynt". The "Daler" went out of use in 1776 and the value was at that time 1/6 of a "Riksdaler".

The "Riksdaler" was from 1619 a silver coin with permanent value and had the same value as 4 "Riksdaler riksmynt" until 1873. In 1776 the "Riksdaler" was divided into 48 "shilling", each of them divided into 12 "rundstycken". From the year 1835 the silver coin was called "Riksdaler specie" as distinguished from the paper-money "Riksdaler banco", which value was decreasing all the time. "Riksdaler banco" and "Riksdaler riksgälds" had from the 1830's a value of 3/8 and 1/4 of a "Riksdaler specie" respectively.

In 1873 "Riksdaler" was repealed and replaced by the "crown" valid 1 "Riksdaler riksmynt". 1 "Riksdaler specie" was equivalent to 4 "crowns", (Sw.Cr.)

On the following pages we have pleasure in presenting our program of machine tools consisting of:

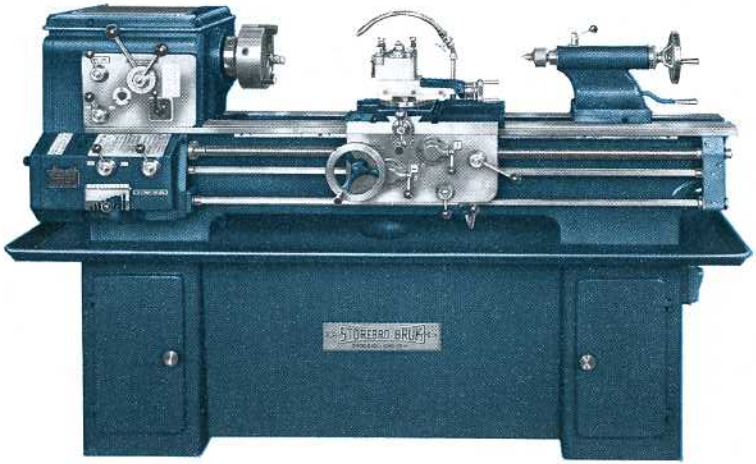
High Speed Lathes, Milling Machines, Shaping Machines, Slotting Machines and Surface Grinders.



BENCH LATHE, model VF-118:

A robust and low-priced bench lathe which due to its precision and capacity is used for production as well as piece-work. The VF-118 lathe is, however, also a very popular machine for educational purposes for all types of technical schools all over the world. This machine is as standard supplied with complete coolant system, 5″ Ø 3-jaw selfcentering and 6″ Ø 4-jaw independent chucks, thread indicator, steady and following rests, face plate, driving plate, 2 dead centres etc.

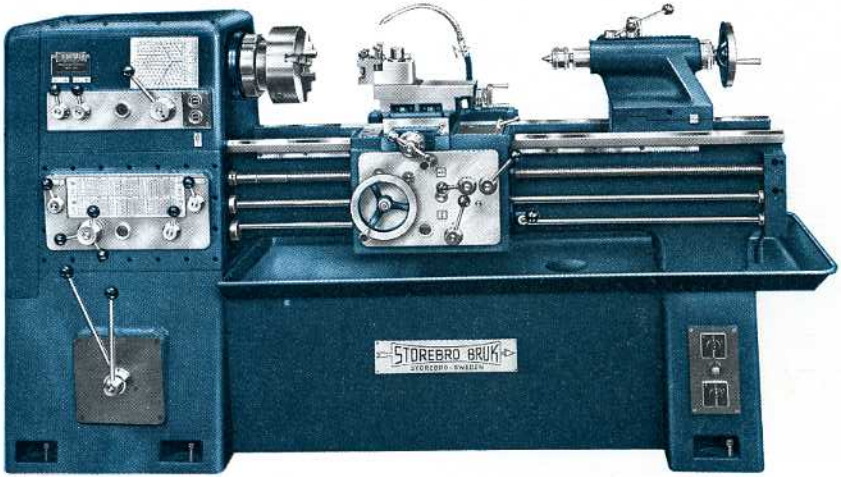
Swing over bed	in./mm	9¼	236
Swing over cross slide	in./mm	5⅛	130
Centre distance	in./mm	23⅝—40	600—1000
Spindle bore	in./mm	¾	20
Main motor	HP	1	
Net weight	lbs/kg	660-770	300—350



Swing over bed	in./mm	14½		370
Swing over cross slide	in./mm	9⅛		230
Centre distance	in./mm	40—60		1000—1500
Spindle bore	in./mm	2		51
Main motor	HP		3,5/5	
Net weight	lbs/kg	2040—2425		925—1100

HIGH SPEED LATHE, model GK-185/12:

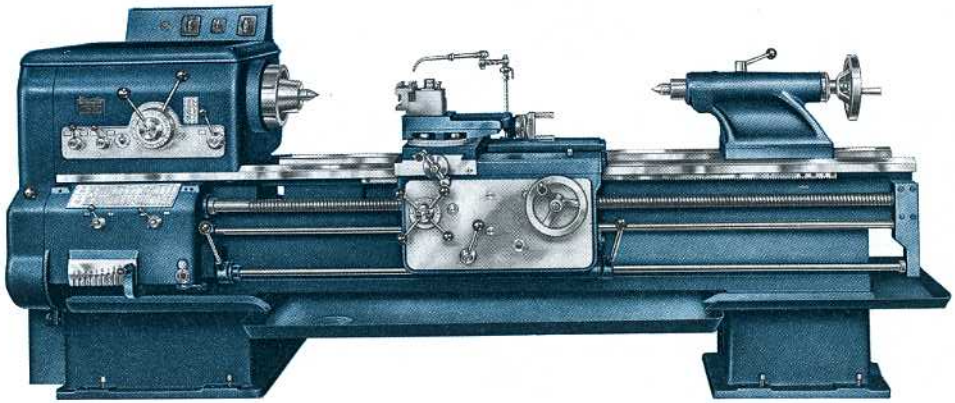
This machine is built as a tool room lathe but has been used for educational purposes throughout the world. More than 15000 units have been delivered and in Swedish schools alone you can today find more than 4500 lathes of this model. The lathe can be delivered with or without gap-bed, soft or hardened bedways and with three different spindle speed series.



HIGH SPEED LATHE, model GS-210:

This lathe is designed for light and medium class series production. The highly developed change gear-box has made the machine universal and therefore very suitable for high class tool-room works and advanced technical studies. The GS-210-lathe can of course be supplied with or without gap-bed, soft or hardened bed-ways and is very often delivered raised to 20½" (520 mm) swing over bed. Further the lathe can be supplied with a 10 HP motor upon request.

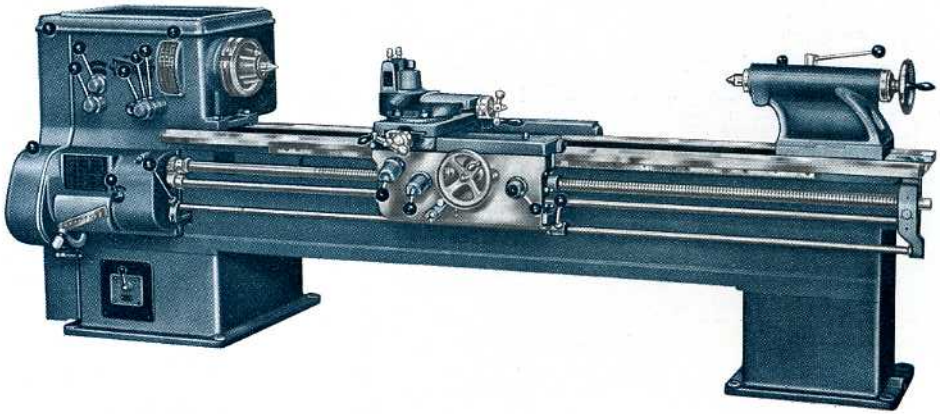
Swing over bed	in./mm	16½	420
Swing over cross slide	in./mm	9⅞	250
Centre distance	in./mm	40—60—80	1000—1500—2000
Spindle bore	in./mm	2¼	56
Main motor	HP	7,5	
Net weight	lbs/kg	3690—4245	1675—1925



HIGH SPEED LATHE, model SB-255/305/355:

A heavy duty lathe for rough series production. This lathe is equipped with electromagnetic clutches and electromagnetic brake. Some important special features such as bedways of hardened steel, rapid traverse, extended gap with double bridges, large spindle-bores up to 12⅛" Ø can be delivered upon request. Chucks at both ends of the spindle — Oil-country lathe.

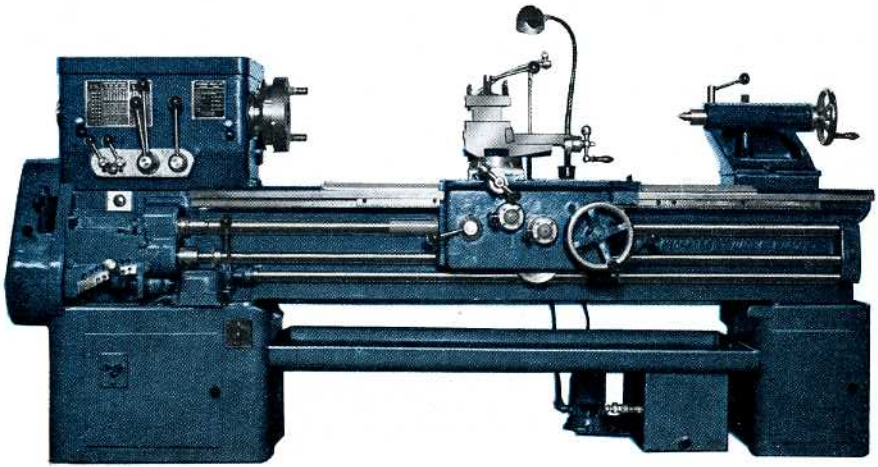
		SB-255		SB-305		SB-355	
Swing over bed	in./mm	20	510	24	610	28	710
Swing over cross slide	in./mm	11¾	300	15¾	400	19¾	500
Centre distance	in./mm	40—236	1000—6000	40—236	1000—6000	40—236	1000—6000
Spindle bore	in./mm	3	75	3	75	3	75
Main motor	HP	20		20		20	
Net weight	lbs/kg	6950-12680	3150-5750	7385-13120	3350-5950	7825-13560	3550-6150



HIGH SPEED LATHE, model S-255/305/355:

A gap-bed lathe for piece-work in repair shops handling heavy work-pieces. A large quantity of these machines have been installed on ship-board where various machining operations and work-pieces are common.

		S-255		S-305		S-355	
Swing over bed	in./mm	20	510	24	610	28	710
Swing over cross slide	in./mm	11¾	300	15¾	400	17¼	440
Centre distance	in./mm	40—236	1000—6000	40—236	1000—6000	40—236	1000—6000
Spindle bore	in./mm	3	75	3	75	3	75
Main motor	HP	7,5		10		10	
Net weight	lbs/kg	5840-11575	2650-5250	6285-12015	2850-5450	6725-12455	3050-5650



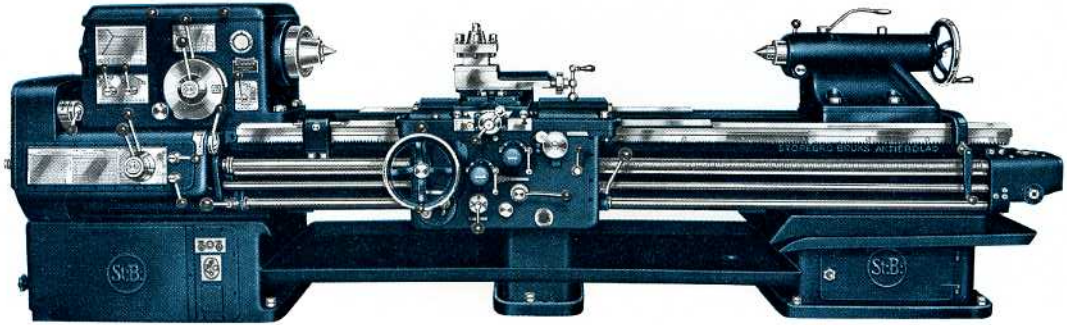
SHIP'S LATHE,
model SA-255/285/305-BF-R:

This machine is designed and built on special request from Swedish ship-yards and today delivered in large numbers to important yards in Scandinavia and northern Europe.

		SA-255-BF-R		SA-285-BF-R		SA-305-BF-R	
Swing over bed	in./mm	20	510	22 3/8	568	24 3/8	620
Swing over cross slide	in./mm	13 3/4	350	16 1/8	410	18 1/8	460
Centre distance	in./mm	40—100	1000—2500	40—100	1000—2500	40—100	1000—2500
Spindle bore	in./mm	3	76	3	76	3	76
Main motor	HP	5,5		5,5		5,5	
Net weight	lbs/kg	3970-5070	1800-2300	4080-5180	1850-2350	4190-5290	1900-2400

HIGH SPEED LATHE, model S-12A—S14AL—S16AL:

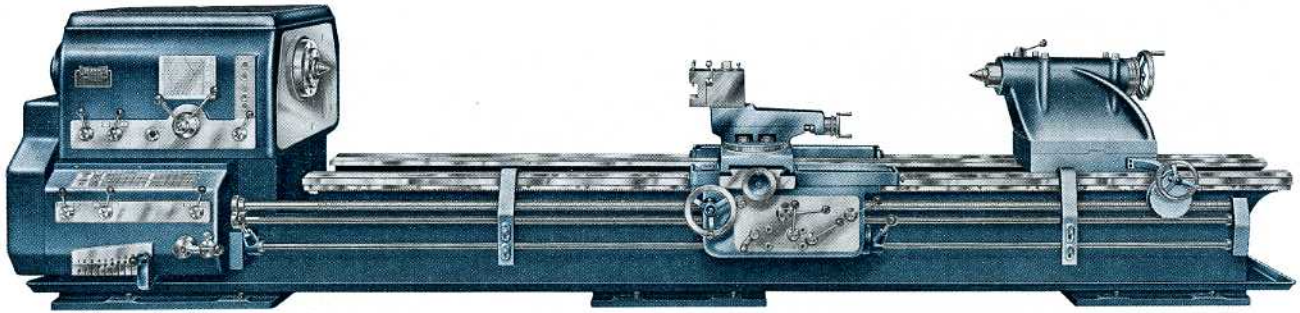
A high precision, heavy duty, universal high speed lathe for the very highest demands, a lathe for series production, very well equipped as standard and with a large number of extras such as taper and contour turning attachment, hydraulic copying attachments, rapid traverse for the saddle etc.



		S-12A		S-14AL		S-16AL	
Swing over bed	in./mm	24 3/8	620	27 1/2	700	31 1/2	800
Swing over cross slide	in./mm	15	380	18 7/8	480	22 5/8	575
Centre distance	in./mm	60-236	1500-6000	60-236	1500-6000	60-236	1500-6000
Spindle bore	in./mm	2 3/4	70	2 3/4	70	2 3/4	70
Main motor	HP	20 or 30		20 or 30		20 or 30	
Net weight	lbs/kg	9700-13270	4400-6020	10150-13710	4600-6220	10600-14150	4800-6420

HIGH SPEED LATHE, model SE-430/530:

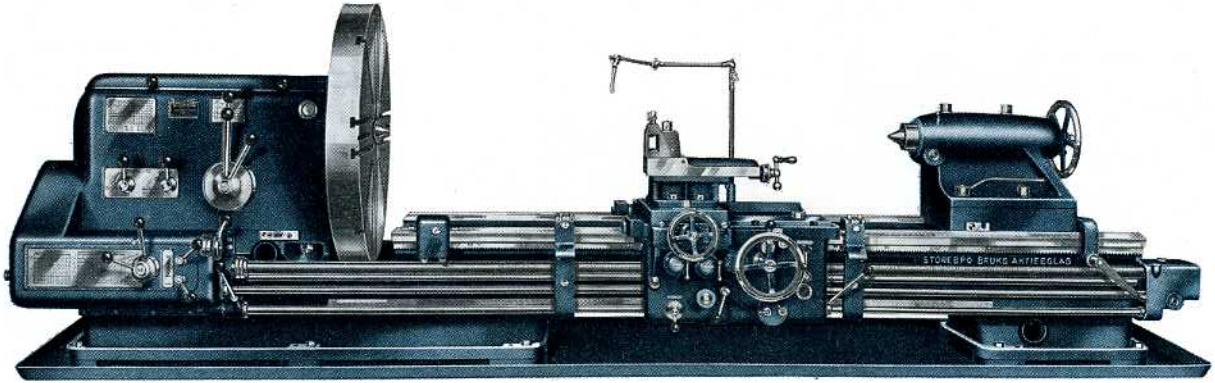
A machine for heavy turning operations. The basic machine can be supplied with straight or gap bed and soft as well as hardened bed-ways are available. Work-pieces up to 17.600 lbs (8000 kg) can be handled between centres in this machine. Large spindle bores up to 20½" on request — Oil country lathe.



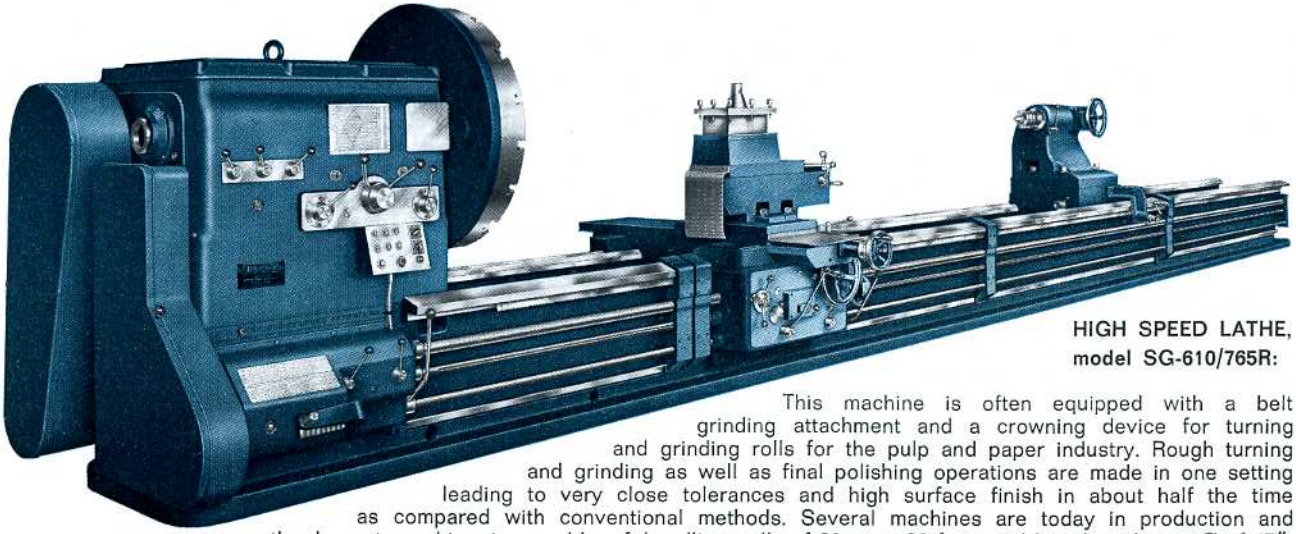
		SE-430		SE-530	
Swing over bed	in./mm	34	865	41¾	1060
Swing over cross slide	in./mm	23¼	590	31⅛	790
Centre distance	in./mm	40-315	1000-8000	40-315	1000-8000
Spindle bore	in./mm	4	100	4	100
Main motor	HP	30		30	
Net weight	lbs/kg	16540-30420	7500-13800	17420-31525	7900-14300

HIGH SPEED LATHE, model S18, S20, S22L and S24L:

Basically the model S18—S24L is the same type of high precision lathe as earlier described under S12—S16AL on page 22.



		S-18		S-20		S-22L		S-24L	
Swing over bed	in./mm	37	940	40½	1030	44⅛	1120	48	1220
Swing over cross slide	in./mm	26¾	680	30¾	780	34⅝	880	38½	980
Centre distance	in./mm	80-433	2000-11000	80-433	2000-11000	80-433	2000-11000	80-433	2000-11000
Spindle bore	in./mm	4¼	110	4¼	110	4¼	110	4¼	110
Main motor	HP	40		40		40		40	
Net weight	lbs/kg	21400-39400	9700-17800	22000-40000	10000-18100	22700-40700	10300-18400	23400-41400	10600-18700



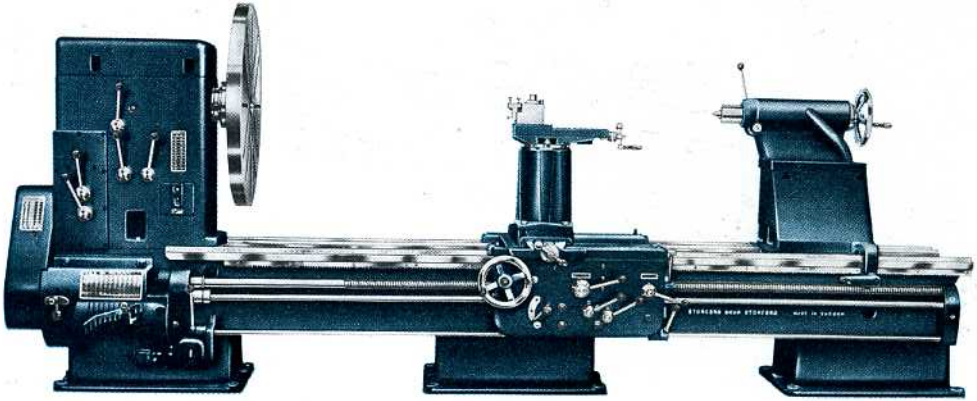
HIGH SPEED LATHE, model SG-610/765R:

This machine is often equipped with a belt grinding attachment and a crowning device for turning and grinding rolls for the pulp and paper industry. Rough turning and grinding as well as final polishing operations are made in one setting leading to very close tolerances and high surface finish in about half the time as compared with conventional methods. Several machines are today in production and the largest machine is capable of handling rolls of 30 tons, 36 feet total length and max. Ø of 47″.
The same equipment can also be used on our SE-lathe, page 23.

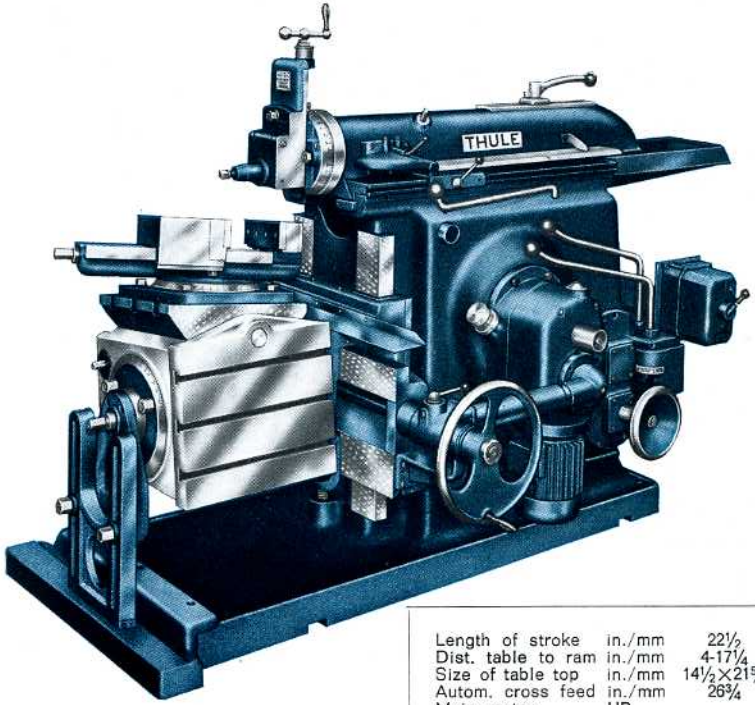
		SG-610		SG-765R	
Swing over bed	in./mm	50 3/8	1280	61 3/8	1560
Swing over cross slide	in./mm	35 3/8	900	47 1/4	1200
Centre distance	in./mm	40-433	1000-11000	40-433	1000-11000
Spindle bore	in./mm	4	100	4	100
Main motor	HP	40 or 50		40 or 50	
Net weight	lbs/kg	26250-45000	11900-20400	27600-46350	12500-21000

CENTRE LATHE, model 700:

This machine is designed and built on request by ASEA, the leading manufacturer of electric motors and turbines in Sweden. Several machines have been delivered in Sweden and also to a number of other countries.



Swing over bed	in./mm	54¼		1380
Swing over cross slide	in./mm	47¼		1200
Centre distance	in./mm	54-270		1370-6870
Spindle bore	in./mm	3½		90
Main motor	HP		8	
Net weight	lbs/kg	8818-14990		4000-6800

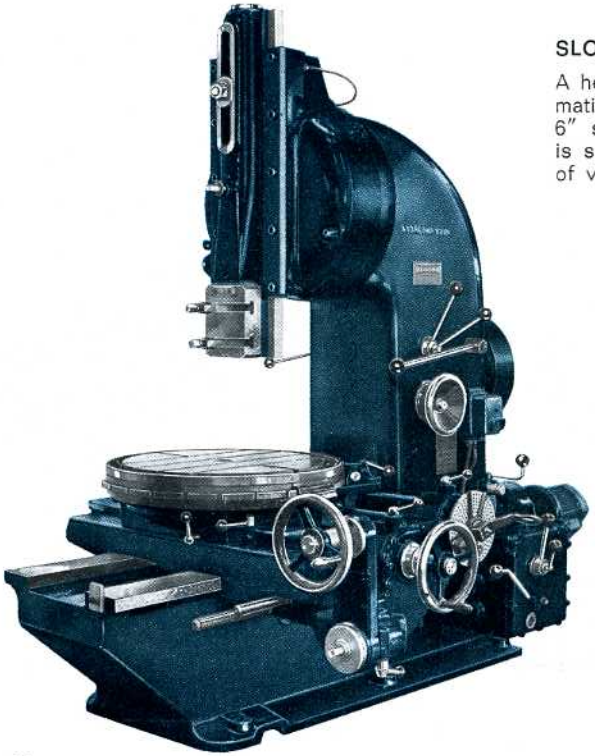


SHAPING MACHINE, type THULE, model TITAN S-22/26/30:

The TITAN machines are very universal and have a wide range of accessories also for automatic machining as for instance with hydraulic copying attachment.

The shapers are heavy duty machines and first of all meant for production work where high stock removal is required.

		S-22		S-26		S-30	
Length of stroke	in./mm	22½	570	26⅜	670	30½	770
Dist. table to ram	in./mm	4-17¼	100-438	4½×16⅝	115-423	4½—19⅝	115-494
Size of table top	in./mm	14½×21⅝	370×550	16½×25⅝	420×650	16½×29½	420×750
Autom. cross feed	in./mm	26¾	680	30⅜	770	32¼	820
Main motor	HP	7,5		10		10	
Net weight	lbs/kg	4650	2100	5550	2515	7075	3210



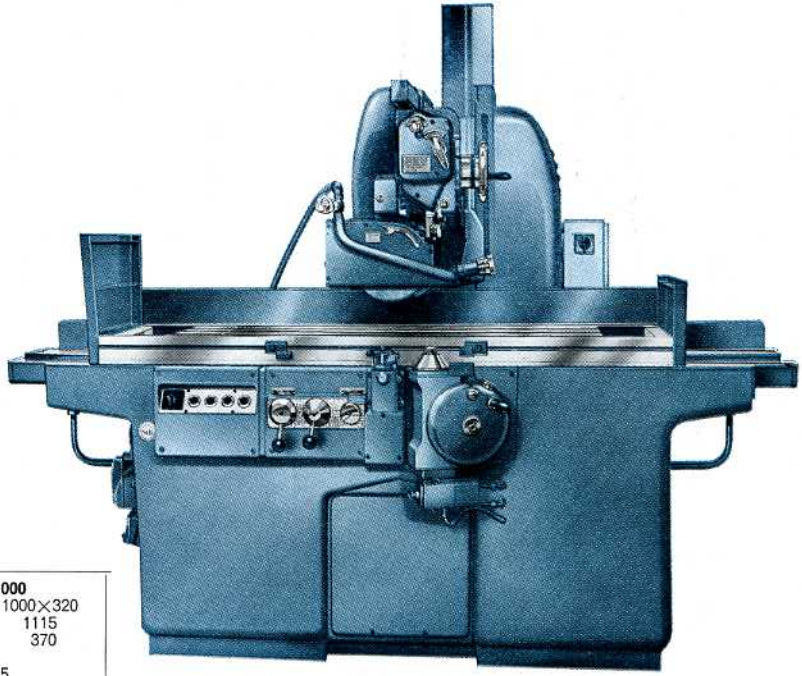
SLOTTING MACHINE, type THULE, model ST12:

A heavy duty machine with features as power rapid traverse, automatic lubrication, relieving tool head etc. Upon special request a 6″ slotting machine can also be delivered. This type of machine is specially suited for machining of short series and work pieces of varying shapes.

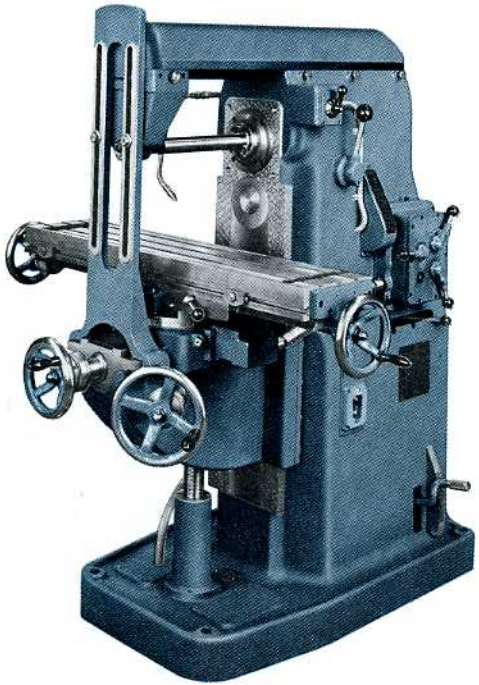
Length of stroke	in./mm	12		300
Ram face to frame	in./mm	22⅜		570
Table top to ram	in./mm	20		510
Size of working table, diam.	in./mm	24⅜		620
Main motor	HP		5	
Net weight	lbs/kg	6935		3145

HYDRAULIC SURFACE GRINDING MACHINE, type THULE, model TPH-600/1000:

Now with a wider table — 12⅝" (320 mm) the THULE grinder is still more attractive. A modern, sturdy grinder with automatic feed in all three directions. Presetting of down feed is possible within a range of .01969" (0,5 mm). This machine can also be supplied with DIAFORM.



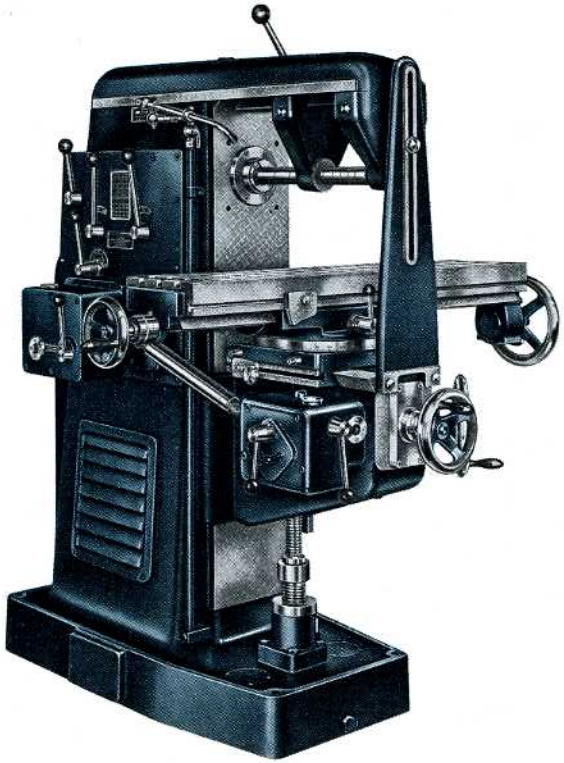
		TPH-600		TPH-1000	
Table surface	in./mm	24×12⅝	600×320	40×12⅝	1000×320
Long. movem.	in./mm	28½	720	44	1115
Cross movem.	in./mm	14½	370	14½	370
Hydraulic motor	HP	2		2	
Main motor	HP	7,5/5		7,5/5	
Net weight	lbs/kg	3750	1700	4520	2050



UNIVERSAL MILLING MACHINE, type OF:

The OF miller is a low-priced machine specially designed for repair works, educational purposes and has also frequently been sold to ship yards for installation on board ships.

Working surface	in./mm	39⅜×8¾	1000×224
Longitudinal feed, autom.	in./mm	25	635
Cross feed, manual	in./mm	8¼	210
Vertical feed, manual	in./mm	17¾	450
Main motor	HP	3	
Net weight	lbs/kg	2315	1050



UNIVERSAL MILLING MACHINE, type BEIJER, model UF-2V:

This milling machine is delivered with automatic feed in all three directions and a wide range of accessories. As an extra feature an overarm milling attachment with a universal separately driven milling head can be supplied.

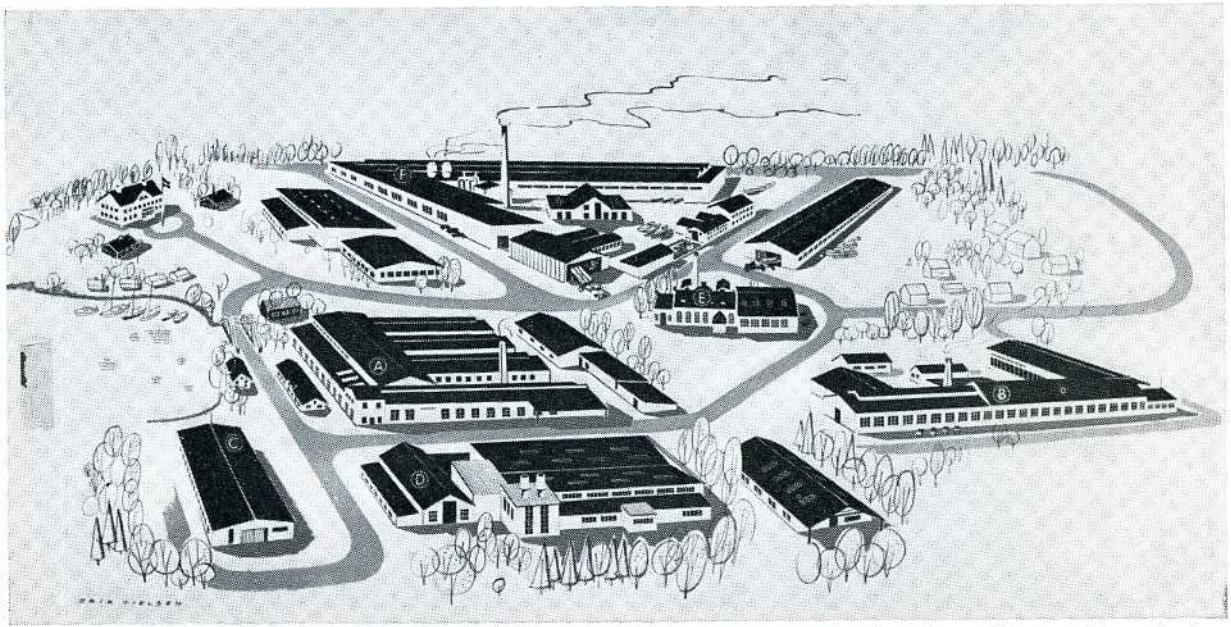
Working surface	in./mm	43¼×9⅜		1100×240
Longitudinal feed, autom.	in./mm	29½		750
Cross feed, autom.	in./mm	9⅜		240
Vertical feed, autom.	in./mm	17¾		450
Main motor	HP		5	
Net weight	lbs/kg	2975		1350

SURFACE GRINDER, type BEIJER, model SG-1:

This tool is very useful and should form part of the equipment in all work shops, repair shops etc. Easy to handle, cheap and practical. You cannot simply afford missing this tool.

Combined with a co-ordinate table the grinding area is considerably extended and in combination with a rotary table you can grind surfaces even larger e.g. sealing rings on ship board. The machine can also be used for very light milling operations such as printing block adjustment.

Size of table	in./mm	9½×16½		240×420
Max. height to be ground	in./mm	10		250
Distance column to centre grinding wheel	in./mm	13⅜		340
Diameter of grinding wheel	in./mm	6		150
Main motor	HP		1,7	
Net weight	lbs/kg	420		190



A. Production light lathes — B. Production heavy duty lathes — C. Production bench lathes, milling machines, shaping machines, slotting machines and surfacing grinding machines — D. Foundry, (max. piece weight 15 tons) — E. Production sheet metal products — F. Boat building plant.

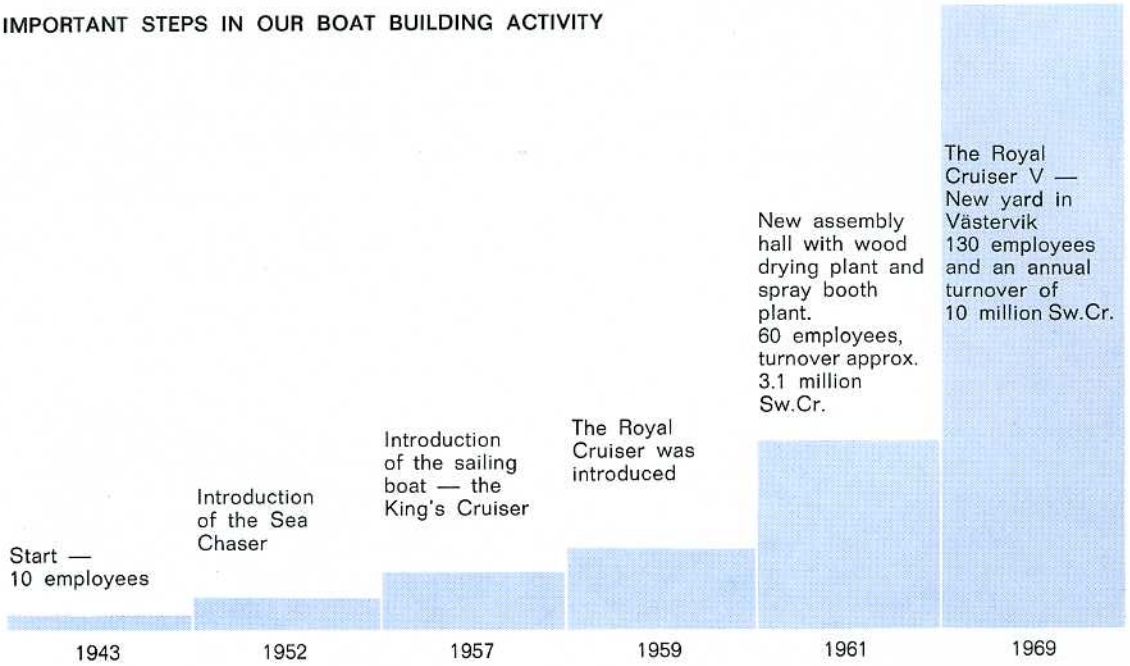
The boat building division came into being in 1945 in connection with the fact that refugees from Esthonia were quartered in a quarantine camp at Fredensborg*. When these refugees later started to earn their living in their new country AB Örnmaskiner offered them employment in the mechanical workshop but this type of work was completely new to most of the Esthonians. When out walking one evening, Ivar Gustafsson noticed the skill with which these Esthonians built boats and this solved the employment problem. A boat building industry started to take shape. During the first few years the program consisted of rowing-boats and small fishing-boats. But as the interest in boats developed, so also did the scope of the industry and size of the boats. This particular boat building factory is now one of the largest in Northern Europe producing sailing boats and motor boats for leisure purposes.

* See page 6.

A view of the boat building plant in Storebro, 1967.

Interior of
the assembly
hall
in Storebro.

IMPORTANT STEPS IN OUR BOAT BUILDING ACTIVITY



SPECIFICATION:

Length over all	25′	7,50 m.
Beam	8′ 6″	2,60 m.
Draft	2′	0,60 m.
Displacement	3970 lbs	1.800 kg.
Headroom in cabin	5′ 11″	1,80 m.
Fuel capacity	33 imp. galls. 40 US. galls.	150 l.
Fresh water capacity	16 imp. galls. 20 US. galls.	75 l.
Overall height above water line	8′	2,40 m.
Overall height in cradle	9′ 2″	2,80 m.
Speed, approx.	20 knots	

The Royal Cruiser I is a development from the popular Sea Chaser which was designed in the late 40's. This type has been built in very big series — in Sweden alone about 1400 boats have been sold. Up to 1966 all boats were built of mahogany but since then the hulls and the cabin-roofs are of fibre glass. The deck is still of Bangkok teak and the interior of selected African mahogany — Khaya Ivorensis.

The Royal Cruiser I has four berths with possibility for one extra in the cabin and two additional in the cockpit. She can be supplied with single or twin engines — gasoline or diesel — Volvo-Penta.

Sea-Chaser in 1955
Design E. Runius

Royal Cruiser I Design W. H. Wilke

SPECIFICATION:

Length over all	34′	10.35 m
Beam	10′ 6″	3.20 m
Draft	3′ 2″	0.95 m
Height above waterline	10′ 2″	3.10 m
Headroom in saloon	6′ 2″	1.88 m
Headroom wheelhouse	6′ 3″	1.90 m
Headroom after cabin	5′ 5″	1.65 m
Displacement, approx.	11,000 lbs	5 tons
Fuel capacity	2×66 imp. galls. 2×79 US. galls.	2×300 l.
Fresh water capacity	2×30 imp. galls. 2×37 US. galls	2×140 l.
Number of berths	6 or 7	
Freeboard, forward	3′ 9″	1.16 m
Freeboard, aft	3′ 2″	0.95 m
Speed, approx.	18 knots	

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

The first boat of this type was designed and built in 1959 and became from the start very popular. This was also the first type which was exported in large numbers and very soon owners of the Royal Cruisers took part in races. In 1964 one Royal Cruiser 28′ took the Pavillon d'Or*, in 1965 another Royal Cruiser 30′ again won the first prize — the Pavillon d'Or. The third time a Royal Cruiser took part was in 1968 when a 34′ model took the Pavillon d'Or after having rounded the Faroe Islands.

* Pavillon d'Or is an international motor boat rally organized by Union Internationale Motonautique (UIM), Gent, Belgium. The first rally was in 1937.

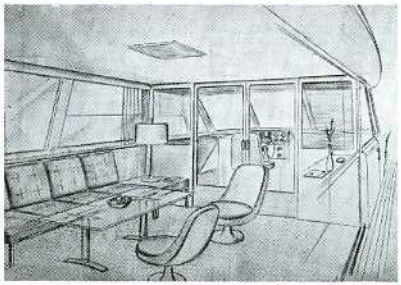
Royal Cruiser IV Design W. H. Wilke

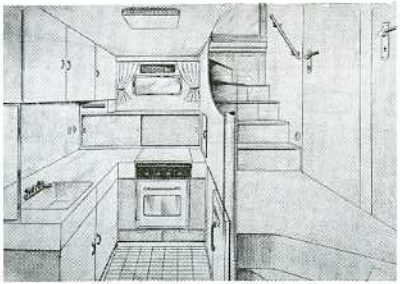
SPECIFICATION:

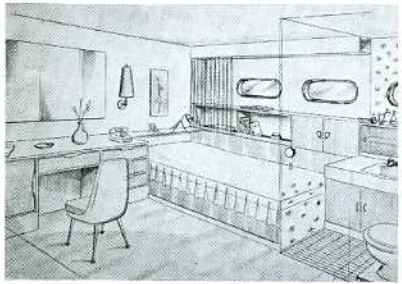
Length over all	45′	13.7 m
Beam	14′ 1″	4.3 m
Draft	3′ 9″	1.15 m
Displacement, approx.	30.000 lbs	13,5 tons
Freeboard, forward	5′ 5″	1.65 m
Freeboard, aft	5′ 1″	1.55 m
Number of berths	8	
Headroom in cabin	6′ 2″	1,90 m
Fresh water capacity	132 imp. galls. 158 US. galls.	600 l.
Fuel capacity	2×176 imp. galls. 2×211 US. galls.	2×800 l.

The Royal Cruiser V — 45′ (13.7 m) is the latest model in the Storebro fleet. The first boats of this type are planned for delivery in 1970. In spite of the fact that the Royal Cruiser V is not yet officially presented the interest is enormous. This and larger boats are to be built in our Västervik yard, see page 47.

The final disposition of the interior is not yet decided, but below we have the pleasure of presenting some interior sketches from the first boat.







Royal Cruiser V Design W. H. Wilke

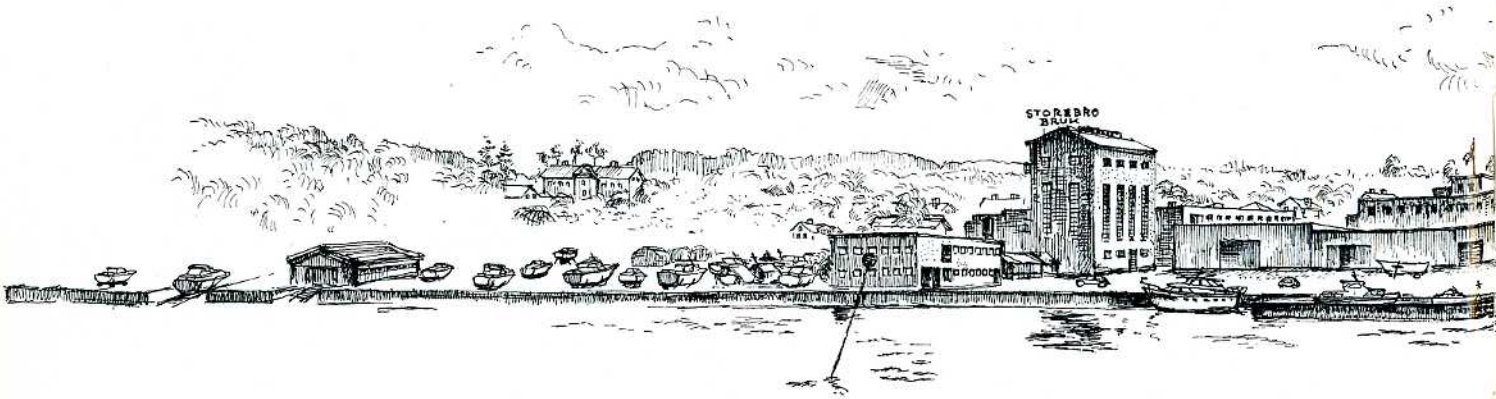

GAMLEBY KOMMUN
VITUDDEN
HÖRRLANDET
LUCERNAFJÄRDEN
LUCERNA
KULBACKEN
SLOTTSHOLMEN
SKEPPSBROFJÄRDEN
STRÖMSHOLMEN
Stora Bryk's coming boat yard
SKYTTEGILLET

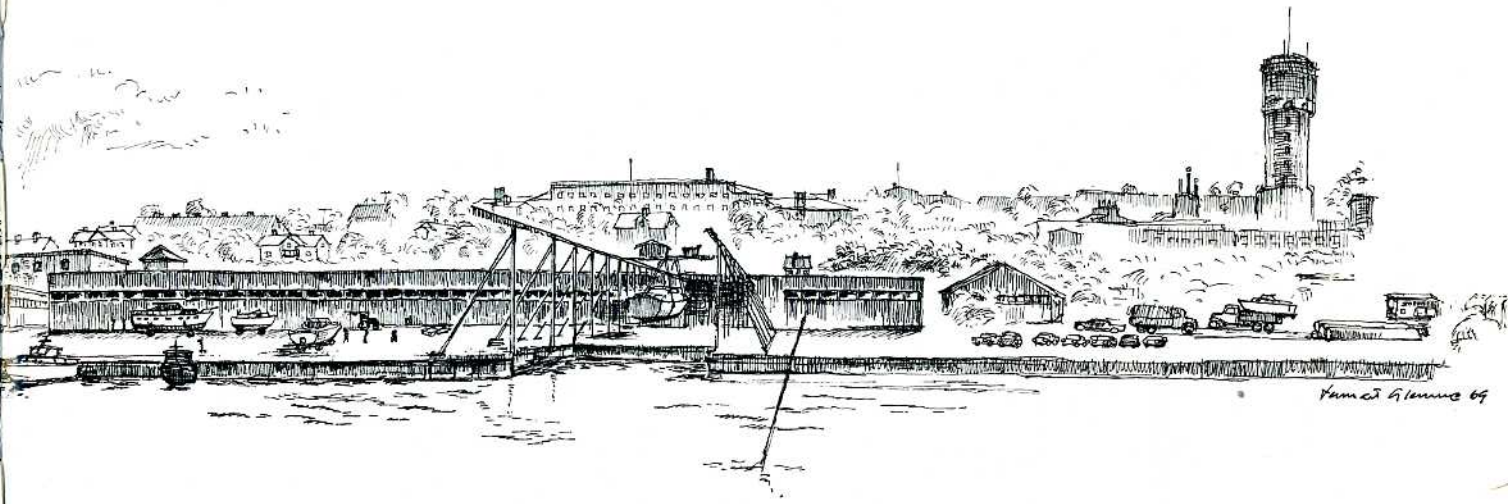
After having searched for a suitable place at the coast for many years we have at last found the ideal place for a yard, where we will be able to build larger boats than ever before. We will also get better possibilities to serve our customers during the season. At Västervik we will also have an organization with winter laying up space and service facilities. But first of all we will be in a position to offer service during the sailing season.

To the left on the map of Västervik you can see for yourself that we are right in the centre of the harbour where we also have a 750 feet (230 m) long quay. On the next two pages you can see the yard when this stage is ready. The first stage of this yard consists of an assembly hall for the Royal Cruiser V. The hull of this boat will be built in Västervik while all wooden details are to be prefabricated in Storebro. A storage building for storing customers' boats in the winter time will also be erected. The Västervik branch will employ some 60—80 boat builders when this first stage is completed in the next two years.

Västervik is situated at the Baltic Sea — right in the most beautiful archipelago of Sweden which means that we are right in the centre of the pleasure boat activity in the Baltic.

We also count on visits from our neighbours around the Baltic whenever they go for a vacation trip to Swedish waters. We are glad to be there to assist if needed.

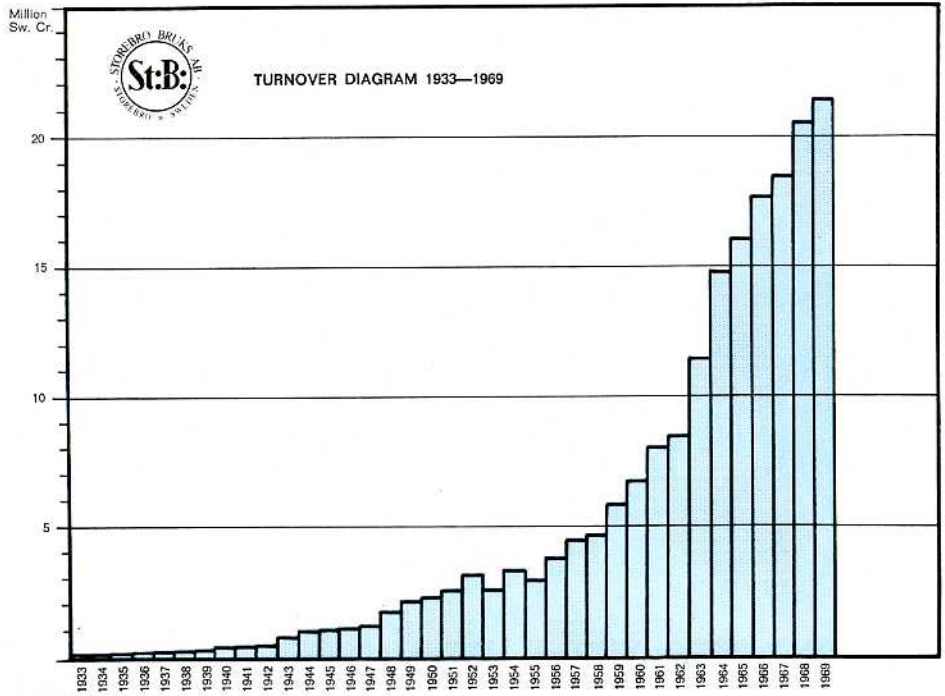

STOREBRO
BRUK



Scale 1: 1300

328 feet — 100 m.

The Västervik yard in a few years


Million
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TURNOVER DIAGRAM 1933—1969
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When phoning STOREBRO BRUK

MACHINE TOOLS

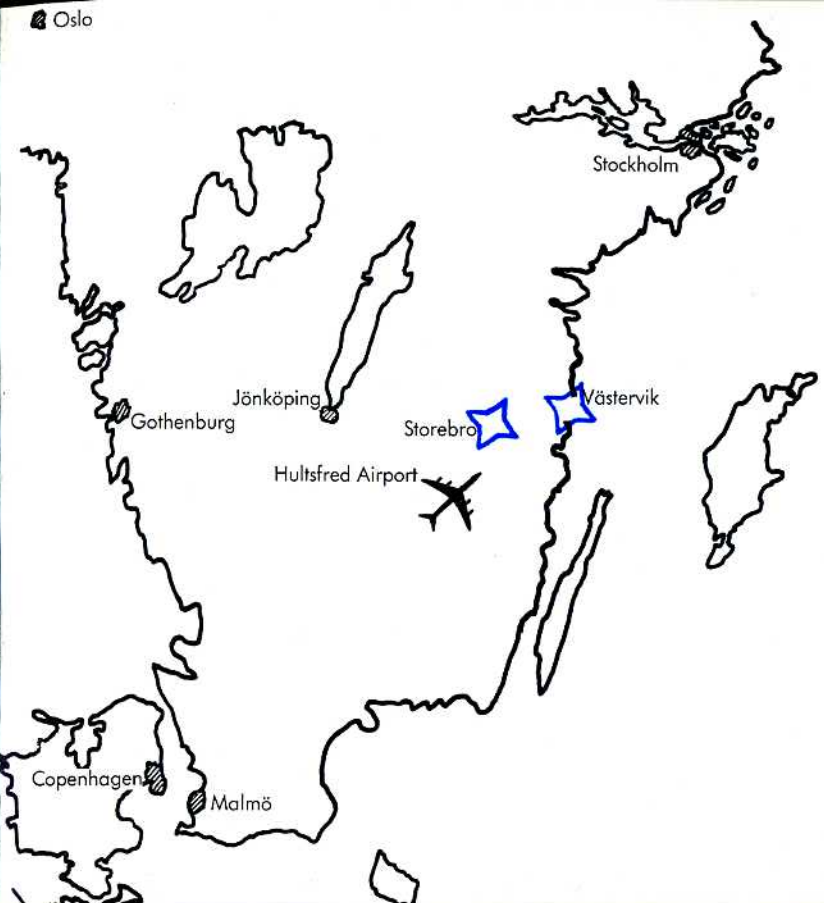
Sales: Mr Dick Gustavsson — Mr Börje Waltner
Purchase: Miss Elsebeth Gustafsson
Chief designer: Mr Åke Eriksson

BOATS

Sales: Mr Lennart Ivarsson — Mr Kurt Salomonson
Purchase: Miss Elsebeth Gustafsson

Take our recommendation for your trip to Storebro Bruks AB; main-office and workshops in Storebro, boat-yards in Västervik and Storebro.

	Regular flight	Taxi or SAS bus when available	Taxi flight Monday to Friday	St: B: private car
	Ticket reservation through Travellers' agent or SAS		Ticket reservation through St: B: only	
Copenhagen				
Oslo				
Stockholm/Arlanda				
Stockholm/Bromma				
Gothenburg				
Malmö				
Hultsfred Airport				Storebro 10 min
Storebro				
Västervik				
Travel time, approx.	60 min	60 min	50 min	Västervik 90 min



WHEN TRAVELLING BY CAR:

From Stockholm: Road No. E 4 to Linköping and road No. 34 to Storebro approx. 185 miles (300 km)

From Gothenburg: Road No. 40 to Jönköping, road No. 33 to Vimmerby and 34 to Storebro. Approx. 180 miles (280 km)

From Malmö: Road No. 15 and 23 to Högsby. Road No. 34 to Storebro. Approx. 215 miles (350 km)

WHEN TRAVELLING BY TRAIN:

From Stockholm: To Linköping where you change for Hultsfred.

From Gothenburg: Some direct connections to Nässjö.

From Malmö: To Nässjö.
We pick you up in Hultsfred or Nässjö.

STOREBRO BRUKS AKTIEBOLAG

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VT-TRYCK, VIMMERBY