



STOREBRO
Royal Cruiser

OWNER'S

MAGAZINE



SPRING 1992 • PRICE £3



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 SAFETY FEATURES INTRODUCED ON A VOLVO. ITEMS MARKED* LATER BECAME LEGAL REQUIREMENTS IN VARIOUS COUNTRIES. 1944 SAFETY CAGE*, LAMINATED WINDSCREEN*. 1954 DEFROSTER VENTS FOR WIND-SCREEN*. 1956 SPLIT STEERING COLUMN, WINDSCREEN WASHERS*. 1957 ATTACHMENTS FOR 2-POINT SAFETY BELTS FRONT, 1958 ATTACHMENTS FOR SAFETY BELTS REAR, 1959 THREE-POINT SAFETY BELTS*, 1960 PADDED INSTRUMENT PANEL*, 1966 DUAL-CIRCUIT BRAKING SYSTEM*, DEFROSTER IN REAR WINDOW, ANTI-BURST DOOR LOCKS, IMPACT ABSORBING BODY SECTIONS FRONT AND REAR, 1967 SAFETY DESIGNED SEAT ANCHORAGE*, REAR SAFETY BELTS, 1968 HEAD RESTRAINTS*, 1969 INERTIA REEL SAFETY BELTS, 1971 BELT REMINDER LIGHT, INERTIA REEL SAFETY BELTS IN REAR SEAT, 1972 CHILD SEAT, CHILDPROOF REAR DOOR-LOCKS, 1973 SIDE COLLISION PROTECTION, COLLAPSIBLE STEERING WHEEL, 1974 ENERGY ABSORBING BUMPERS, LIGHT BULB INTEGRITY SENSOR, AUDIO-VISUAL BELT REMINDER, 1975 DAY NOTICE LIGHTS, ANTI-CORROSION BRAKE PIPES, 1982 ANTI-SUBMARINING SEAT PROFILES, 1984 ABS, 1986 SAFETY BELT TENSIONER FRONT, 1990 REAR CENTRE THREE-POINT SAFETY BELT, INTEGRATED CHILD SAFETY SEAT IN REAR SEAT, 1991 VOLVO SIDE IMPACT PROTECTION SYSTEM (740, 850, 940, 960), ADJUSTABLE HEIGHT RETRACTOR (850).



Cover: The new SRC 380, member of the new boat generation from Storebro Royal Cruiser.

Expectations are realized

Once again we have been fortunate enough to hold the Swedish SRC rally in wonderful weather, this time on the beautiful West Coast of Sweden.

The Storebro Royal Cruiser Club is developing positively, and we have hopes that this will also have its consequences on more markets.

Thanks to our excellent retailers and loyal customers, we have been able to maintain production at full speed, despite the recession which has hit the international pleasure craft industry.

With pride, and great expectations, we are pleased to be able to present our two new models, SRC 380 and SRC 420, a result of intensive work and development over a long period of time. It is hard to imagine how much work there is behind a new boat. New hull theories and ideas have been tested, and many alterations and adjustments have been made, but it is wonderfully satisfactory when everything fits at last and all our expectations are realized.

In addition, we have invested in taking a step up into the big boat class, with our development of a 73 foot craft, SRC 730. Our hard working Japanese representative-team, Tobi Dekor Co., Ltd and Matsushita Electric Industrial Co., Ltd, has ordered two SRC 730 boats.

We look forward to the 1992 boating year with optimism and a great deal of well-founded confidence.

With best wishes

STOREBRO BRUKS AB
Roy Ivarsson
Managing Director

AB STOREBRO ROYAL CRUISER
Lennart Ivarsson
Managing Director

SRC OWNERS MAGAZINE

NR 1/92

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STOREBRO ROYAL CRUISER OWNERS MAGAZINE

"We will

Success 1991 SRC-rally



The SRC-rally is the top event of the summer for the whole family. Between the competitions Henrik Carlsson (Lina), Johan Brunnberg (Lovisa III), Jonas Klintberg (Portofino II) and Tom Petersson (Linus III) met new friends on the quay.

Record weather, record number of competitors, record in excitement and a record success.

The 1991 edition of the Storebro Royal Cruiser Rally held at the beginning of August and attracting 48 merry SRC owners to Bohus Malmön and the Malmön Marina. Last year's success was repeated in this year's West Coast edition.

THE SRC RALLY, the only competition event for motorboats in this class, as much a highly enjoyable occasion to meet and socialize with likeminded sailors as an exciting challenge to see which boat is manoeuvred and navigated best of all.

All the competitors have their love of the sea and SRC boats in common. An environment in which it is not too difficult to find new friends!

THE FLEET painted an impressive picture when it sailed from the Malmön Marina,

be back"

on the swedish West Coast



via Smögen, to Tanumstrand. Even the most hardbitten old salt sits up and takes notice when such a gigantic armada sails into harbour.

The seamanship of all crews was equally impressive. The competition to determine which of the 48 skillful Storebro skippers would be the victor was tough. The rally was divided into three sections; manoeuvring, treasure hunt (the SRC Rally is for all ages!) and navigation. Consequently, Christer Klintberg and his young crew on Portofino II climbed the

prizegiving podium as victors, closely following by Rolf Lindgren of Gilda IV in second place and the Wendel family of QE III.

MANY OF the participants regarded the actual competition as just an extra touch of spice in the main event, which comprised much more than competitions and boats.

SRC owners enjoy a sense of togetherness difficult for an outsider to understand and the "social" events organized by the boat builders proved to be the true purpose of this gathering.

Dancing on the quay, festive dinner parties and general roistering and merrymaking joined the skippers and crews together into one big family. Perhaps the most enthusiastic partymakers were the crew of SRC 31 Rölleka, who got everyone going with their self-composed songs about Storebro boats and their skippers. The farewell dinner provided what was, perhaps, the biggest surprise when Lennart Ivarsson presented three entirely new SRC models (read more about these in separate articles).



48 boats came. Most of them will be back next year, when the event is held in the Stockholm archipelago.

Next page: Participant voices about the rally »»»»



Manoeuvrertest with millimeter precision.

- The largest investment Storebro has ever made, said Storebro Chairman, Roy Ivarsson, and necessary to the future of our production.

NEXT YEAR the SRC Rally will most probably be held in the Stockholm archipelago, and, perhaps, organized by SRCC.

Contented participants are already looking forward to it, and everyone hopes even more brave crews will attend next year, that the weather will be just as good and that the winter will soon be over.

If you are interested in taking part, please call SRC on int. +46-492-301 60.

"High-point of the summer"



MARGARETA JÖNSSON, making fast, and her family aboard SRC 36 Lady Sun, had great fun at the rally:

- Everything went perfectly. The organizers are well deserved of a hearty commendation.
- It's fun to compete, even for amateurs we didn't come first, but we didn't come last either.



JAN NORRBY and his brother Stig with crew aboard 470 Via Nova, borrowed for the occasion, said this was the high-point of the summer.

- A well organized and highly enjoyable arrangement, commented Jan, who won an overall eighth place in the events.
- I've owned two SRC previously, but at present I'm without a boat. I hope to find a suitable SRC for the 1992 season.
- I borrowed this boat from a friend, because I didn't want to miss the rally.



The man in the captain's cap is **CHRISTIAN ZINCK**, Danish skipper of Godthaab.

- This is enormous fun, the whole family is having a great time. We enjoy competing in a properly organized event and having chance to put our seamanship to the test.
- Although the clues for the treasure hunt were in Swedish, so we didn't do so well, but well be back...

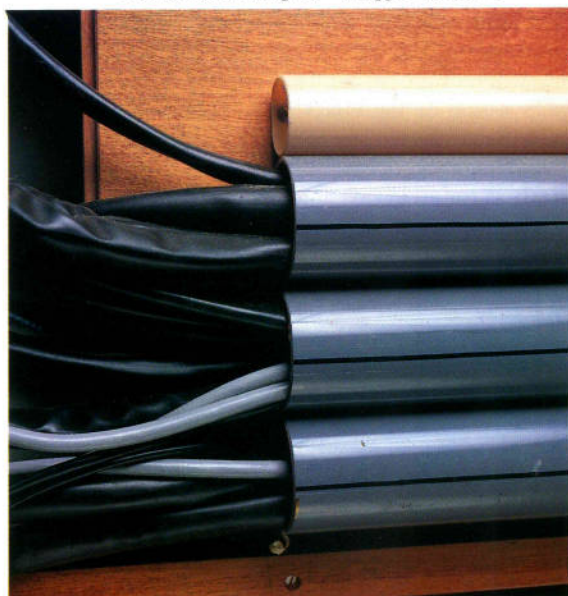
3.000 metres

"It must be tidy, safe and easy to maintain"

A boat at sea does not have the same access to electric power as a house on land. The SRC 420, for example, carries three kilometres of electrical wiring aboard, as compared with two kilometres in a standard house. When people buy a Storebro Royal Cruiser, they buy an entire concept, a concept in which no "short-cuts" are permitted. A concept rigorously adhered to by the people involved with these 3 kilometres of wiring - the electricians.



Everything under the central electrical box panel is easy to discern and service. No loose wiring or "magpie nests".



All wiring aboard a SRC is laid in fire-proof pipes. If a short-circuit should occur, the plastic does not burn.

EVERYTHING IS minutely tested, specially designed and "tailor-made". The electrical work on a SRC requires a lot of time and a great deal of skill. Everything has to be exceptionally well-organized. You will find no confusing tangles of wiring and power outlets here. The SRC philosophy, unlike the case with most other boat builders, has penetrated beneath the shell of SRC boats.

- The electrical system should be easy and safe to maintain, says Lars-Erik Swahn, chief electrician.
- No visible wiring is permit-

electrical wiring



Most electrical work is carried out at Storebro. In this way SRC keeps control over quality and safety standards.

ted. The electrical system plan is included early on in the design stage so that we are able to have a say in the wiring plan right from the start.

LOOK BEHIND the panels and between the hull components of other boats and you will often come across loose wiring. Not so aboard a SRC. All wiring is contained in pipes, keeping things neat and tidy and to protect the wiring from outside dangers. The pipes are made of a plas-

tic which cannot catch light, it will melt and the wiring will ignite, but then nothing more happens.

- Electrical faults are one of the most common causes of fire onboard, but not on Storebro Royal Cruisers, says Lars-Erik proudly.

- The work we put into the electrical system is not only in the best interests of appearances and efficiency, but also the safety of our customers.

BUT WHAT ON Earth are all these cables

used for? Is it really necessary to carry 3000 metres of wiring aboard?

- Look for yourself. Everything runs off electricity. The lavatory, shower pump, navigation instruments, navigation lights, interior lighting, stereo, TV, cooker, fridge, freezer - everything runs on electricity.

- In addition there are two systems - one for the boat's own batteries and for use with 12 or 24 volt generators - and one for 220 volts when the boat is in harbour. So anything less would be impossible.

1991 was a significant year of innovation at the AB Storebro Royal Cruiser yards. Three entirely new models were presented. The following pages introduce the SRC 380, 420 and 730. All newly developed models, featuring the inimitable Storebro quality and ambience.

A new generation of SRC: 380 *and* 420



Storebro Royal Cruiser 380

LOA: 11,43 m (37'6")
Beam: 3,77 m (12'4")
Draught: 1,0 m (3'4")
Displacement: 7,700/8,600 kg (17,170/19,170 lbs) (excl. fuel and water)
Fuel capacity: 2 x 500 l (2 x 110 UK gall)
Freshwater capacity: 400 l (88 UK gall)
Batteries: 3 x 170 Ah
Electrical system: 12 V
Engines: 2 x Volvo Penta Diesel



Storebro Royal Cruiser 420

LOA: 12,88 m (42'3")
Beam: 4,20 m (13'9")
Draught: 1,20 m (3'11")
Displacement: approx. 12 tons
Fuel capacity: 2 x 800 litres (2 x 175 UK gall)
Freshwater tank capacity: 600 litres (132 UK gall)
Batteries: 4 x 170 Ah
Electrical system: 24 V
Engines: 2 x Volvo Penta Diesel

S storebro Royal Cruiser 380 and 420 are the first of a new generation of Storebro boats. They combine functionality, seaworthiness and design in a manner that has made these Swedish boats famous the world over.

The new V-bottom shaped hull with integrated propeller tunnels allows the boat to be fitted with more powerful engines. There are a choice of three engines for the SRC 380; Volvo Penta TAMD 41B (192 hp), the entirely new KAMD 42 (225 hp) and TAMD 61A (296 hp). The SRC 420 is fitted with the TAMD 61A (296 hp) or the TAMD 72 (413 hp)

TAKING A TOUR around the boat and beginning with the flying bridge you will discover many new features. The first is the elegant gullwing mast with room for antennae and other equipment. And a chart-table - a very welcome innovation.



SRC 380 (in front) and SRC 420 are two newcomers on the boat market - they have already got a warm reception.

The two chairs on the flying bridge are easy to push aside to make room for a spacious sundeck or dining area, etc. Your view down on your neighbouring boats is excellent.

THE QUARTER DECK is roomy with plenty of space for family and friends. No need to push your way to the integrated diving platform aft, where the winch and stowing space have been built into the platforms à la SRC 500. Also featuring a hot and cold freshwater shower.

THE INTERIORS of the SRC 380 and 420 maintain the same highclass finish as their forebears.

The 380 owner's cabin is equipped with a large double bed, generous wardrobe space and stowing areas. A separate shower cabin and a separate toilet with handbasin have been installed to starboard. In addition the 380 offers excellent comfort for guests or younger members

of the family in the guest cabin. This is fitted with two berths and a full-sized wardrobe.

Alternatively, the boat is available with a combined sleeping and social gathering area, instead of a guest cabin.

THE SRC 420 is a development of the 400 and upholds its standards more than adequately.

The popular 400 layout remains. Why change a concept which has received so much praise over the years?

Below decks, the 420 owner and guests will find 2 separate cabins, one forward and one aft, each with its own shower and toilet. In addition, the U-sofa and table in the galley can be turned into a double berth. Perfect for long, comfortable holidays at sea.

The interior includes the practical galley with sink unit, refrigerator, cupboards, drawers, cooker and room for a micro-

wave and freezer. An easy place to work in. The attractive fittings and clever innovations tend to encourage people who perhaps are not accustomed to cooking very often.

Many SRC enthusiasts insist that food tastes better aboard than at home. The sea wets the appetite, as they say.

IN THE NEW "living room" you will find, apart from instruments and controls, several other innovations. The front shank of the U-sofa now has a new "turning mechanism" for simple transformation into a navigator's chair. TV, stereo, cocktail cabinet and much more has been concealed behind the sliding doors of the interior. A place for the skipper and his guests to relax before the voyage next day.

The wellsprung sofas and a table which can be adjusted in height, provide an inviting atmosphere before the time comes to turn in.

Dream boat

New SRC 730

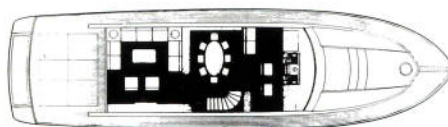
Storebro Royal Cruiser sails into the yacht class. For many boat enthusiasts the new SRC 730 is a 73 foot dream. The first two yachts will be delivered to their new owners in Japan during the spring of 1993.

This eastern Kingdom is the primary market for these luxury yachts.

- We have been aware of the demand from the Japanese market for larger SRC craft for some time. Now we thought the time was right to put our plans into practice, says Storebro Royal Cruiser staff.

THE PLANS were ambitious. The results impressive.

From the gigantic flybridge down to the tone of the entire boat is immediately apparent. 12 comfortable seats and a generous sized sundeck on the after section of the deck. A setting which will



LOA: 22,20 m

Beam: 5,90 m

Draught: 1,5 m

Displacement: approx. 50 tons

Fuel capacity: 8000 litres

Fresh water capacity: 2500 litres

Engines: 2 x MAN V12 à 1100

Anyone who thinks living aboard a boat is uncomfortable will probably revise their views when they walk aboard the SRC 730. Ten berths, six toilets and four showers.

doubtless witness many business deals, dinners and other activities taking place somewhere in the searoads surrounding the kingdom of the rising sun.

ONE FLOOR down we enter the saloon and dining room, fitted out in the renowned Storebro style. The large oval dining/conference table occupies its own area adjacent to a group of roomy sofas and armchairs. The wheelhouse lies fore'ard and features all the latest navigation and manoeuvring equipment. To run boats of this size in Japan it is mandatory for a captain and first engineer to be employed onboard. This is not surprising when one observes the tremendous

surge of popularity boating recently enjoyed in Japan and the impressive power resources of the SRC 730.

THE OWNERS cabin is situated on the lower deck, with large wardrobes, bathtub, shower and every conceivable modern convenience.

The SRC 730 is a ten berth yacht with sleeping accommodation divided into five separate cabins. Six toilets, four showers and a genuine gourmet's galley guarantee a comfortable voyage for the most discerning sailor.

And of course, the entire boat is fitted with the famous cabinet work with its velvet lustre.

Storebro-family



Storebro Royal Cruiser 340

L.o.a. 10,23 m (33'7") **Beam** 3,77 m (12'4") **Draft** 1,10 m (3'7") **Displacement** 7 tons **Fuel capacity** 2x500 l (2x110 imp. gall.) **Freshwater capacity** 400 l (88 imp. gall.) **Batteries** 3x170 Ah **Electrics** 12 V **Engine alternatives** 2xVolvo Penta TAMD 41 or 2x Volvo Penta TAMD 61

Storebro 34 Workboat



L.o.a 10,35 m (34') **Beam** 3,30 (10'10") **Draft** 1,0 m (3'3") **Number of berths** 4 **Height of deck over waterline** 0,6 m (2') **Weight** 6 tons **Fuel capacity** 2x500l (2x110 imp. gall.) **Freshwater capacity** 2x140 l (2x30 imp. gall.) **Engine alternatives:** 2x Volvo Penta TAMD 41 or TAMD 61 **Electrics** 12 V **Batteries** 3x170 Ah

L.o.a 15,10 m (49'7") **Beam** 4,55 m (14'11") **Draft** 1,20 m (3'11") **Displacement** 16 tons **Fuel capacity** 2x1500 l (2x330 imp. gall.) **Freshwater capacity** 800 l (176 imp. gall.) **Electrics** 24 V **Batteries - engine** 170 Ah - **consumption** 220 Ah **Engines** Twin Volvo Penta diesels or MAN diesels

Storebro Royal Cruiser 500



SRC is one of the leading manufacturers of quality laminate in Sweden.

The words of one of the people responsible for the high quality of the hull and superstructure of Storebro Royal Cruisers - Staffan Stridh, MD of Jotun Polymer AB.

Jotun Polymer is the sole supplier of polyester and gelcoat to Storebro. This fact indicates that the materials are of the highest quality, but cooperation between the boat builders and Jotun Polymer has progressed one stage further.

- We run training courses for Storebro employees. Certificates are awarded once they achieve the degree of competence in materials and processing required for the manufacture of first class glassfibre laminate. In this way, Storebro is assured of the highest quality, and we are assured that materials are handled correctly.

AT JOTUN TRAINING courses hull builders from the Storebro Västervik yard have practised moulding, mould waxing and laminate application. A great deal of expertise is required for the laminate building process. The injectors and machines make life easier, but they cannot entirely replace craftsmanship.

THE ENVIRONMENTAL aspect often

SRC is one of the laminate- leaders

Good laminate and good working conditions by Jotun-SRC co-operation.

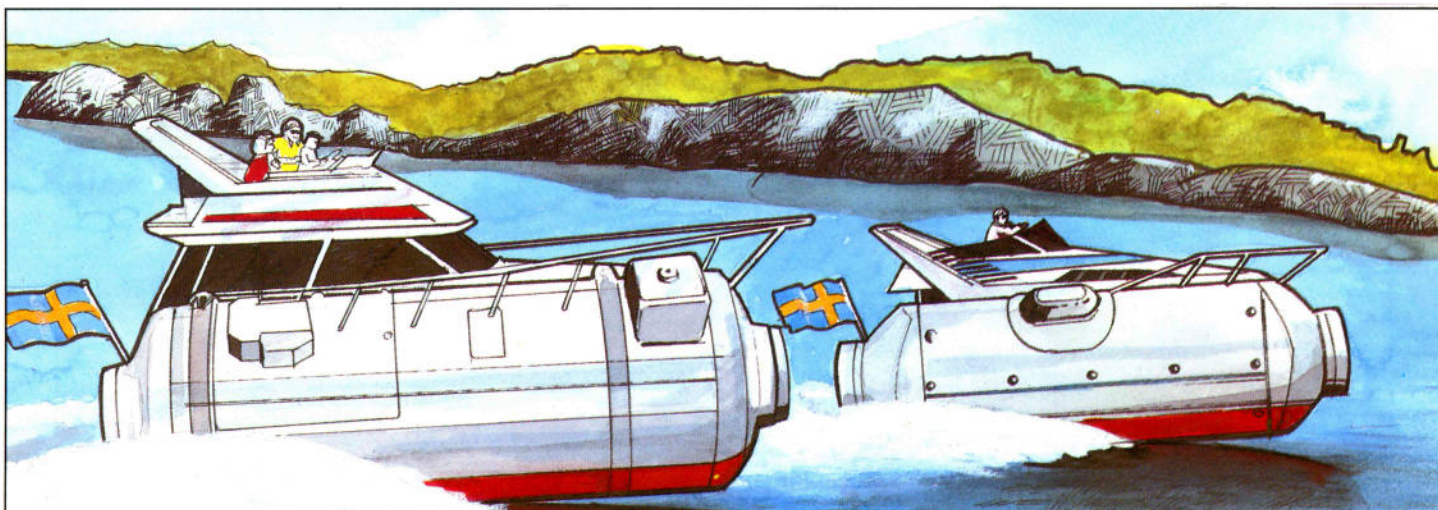
comes up in plastics and laminate production. This is an area in which both Jotun Polymer and Storebro are far advanced.

- Working conditions are something we take seriously. We supply Storebro with special types of polyester featuring an additive which covers the surface when applied. In this way we seal in part of the solvent contained in polyester, resulting in a low discharge plastic. This additive is also a component of the hardening process and contributes to a better laminate, at the same time as it improves both working conditions and

material properties. Combined with Storebro's investments in purification and extraction plant, we have achieved standards considerably better than those required by regulations.

JOTUN POLYMER is a subsidiary of the Norwegian company, Jotun Polymer AS, where all manufacture, research and development takes place. The Swedish company maintains its own inventory in order to meet fast delivery requirements.

- We test our products continuously, both in our own laboratories and out in the "real world" with our customers.



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— standardutrustning i STOREBRO och flera andra välkända båttyper med komfortkrav utöver det vanliga.

Med Eberspächer behövs inga extra (illaluktande) bränsledunkar eftersom den kopplas till ordinarie dieselbränslesystem. Noggrann effekttreglering ger jämn och behaglig temperatur i såväl

luft-som vattenburna system. Kapacitet från 1,8 till 30 kW.

Och vart du än färdas finns Eberspächerservice — från Grönland till Grekland.

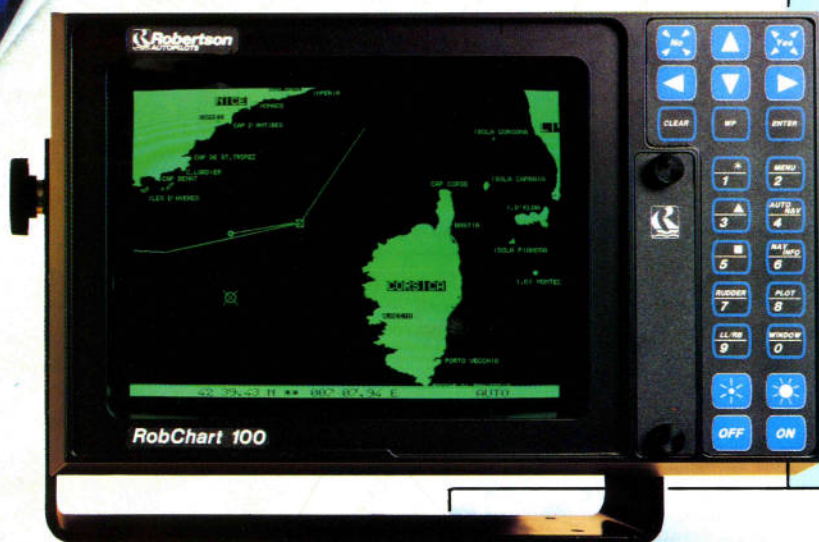
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SRM 91/92

Robertson RobChart 100

Att navigera har aldrig varit enklare.



Med RobChart 100 introducerar Robertson en helt ny dimension inom navigation. Detta mycket användbara system tillåter användaren att utnyttja nästan 3000 nm i plottade spår, med 50 händelsemärken, 280 waypoints och 10 olika rutter på den ljusstarka 10" bildskärmen.

Sammankopplad med Robertson AP-200 DL serie visar RobChart: Fartygets kurs, rodervinkel och pilotens arbetssätt.

Navigera var du vill i världen

Sjökorten till RobChart 100 är indelade i mycket detaljerade hamnritningar med djupkurvor, grund, fyrar och ortsnamn, RobChart tillåter alltså navigering över hela världen förutsatt att de rätta sjökortkassetterna finns tillgängliga.



Digitala sjökort



AP- 200 DL Kontrollenhet



F- 200 Fjärrkontroll

Elektroniska sjökort

Elektroniska sjökort finns för närvarande för de mest trafikerade vatten i världen. För erhållande av en lista över sjökortsområden kontakta närmaste Robertson handlare.

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R20X (24nm) och R21X (32nm) Radar.



R21X öppen 3,9-fots antenn.



R20X 2-fots radome antenn.

Med Raytheon i båten är du aldrig ute på djupt vatten.

Klart lysande
stjärnor från
BOATNAV
och Raytheon

Vi syftar inte på hur många meter fritt vatten du har under kölen. Utan på ditt grepp om läget i alla situationer: i alla väder, på alla vatten. Nyckelorden här är "total kontroll".

Raytheon R20X och R21X: 7-tums radar som visar radarmål på ett sätt som ingen annan kommer i närheten av. Laddade med dom senaste finesserna! Dom ger dig total kontroll över din position och din omgivning.

Raystar 590: en oslagbar GPS-navigator med plotter och waypoint-symboler som ger dig total kontroll över varje distansminut. En navigator fullpackad med fördelar!

Och **Raytheon V820** 8-tums ekolod: världens bästa 150-watts färglod med dubbelfrekvens, trackplotter, NAV-display med fart, temperatur, logg, djup mm. Plus A-scope som ger realtids-förstärkning av varje fiskeko. Allt för att ge dig total kontroll över dom stora stimmen och dom små grunden. Ett ekolod späckat med funktioner. Och ändå lätt att använda. Jämför dom här med vad som helst från vem som helst! Så ser du snart varför Raytheon är världsetta. Och varför du ska titta på Raytheon om du vill ha total kontroll i alla lägen.

Titta in hos din fackhandlare så får du veta mer. Eller ta kontakt direkt med oss.

Till
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Box 1582, 221 01 Lund.

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☐ Ekolod ☐ Navigatorer ☐ Radar

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Adress _____

Telefon _____

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Peter Gavrell, SRCC board member, the Swedish Storebro Royal Cruiserclub, is a real boat enthusiast with over 40 nights aboard in 1991.

- The board's work is now entirely concentrated on the 1992 SRC-rally, which we hope to arrange.

SRCC at the rudder for the 1992 rally?

The Storebro Royal Cruiser Club is now well on its way. At the time of going to press members number about 125, a figure which grows constantly. Peter Gavrell, editor of the members' magazine, "SRCC Klubb-Nytt" reports:

- the hottest subject under discussion with the board just now is whether or not the club could organize the SRC rally in 1992. This is a big project and, together with Storebro, we are looking for financial solutions.

- I think that the club is capable of organizing the rally next year. Provided we can agree on a suitable budget. Catering, of course, is the major item. We have two alternatives - cut down on the number of free meals, or find a willing sponsor to support us.

SRCC MEMBERS are an interesting target group for sponsors. But, at the moment, there are not many of us.

- We are looking for companies who

regard us, most of whom occupy leading positions in Swedish commercial life, as worth influencing.

One example of successful cooperation with other companies is the Q8 card - for cut-price fuel.

- We have obtained excellent rebates on both diesel and petrol. Both partners could clearly see the business opportunities offered by this arrangement. Firstly, we are major consumers of marine fuel, secondly Q8 is marketed as "our" company. Volume is important, so it is in our interests to make sure members use their cards.

- In return, the company obtains Q8 members as potential customers, both privately and in their professional capacities.

INSURANCE IS another area in which SRCC negotiations have proven successful.

- Swedish Atlantica and Anglia Yacht Services, together with an English broker, have formed a special insurance

facility for SRCC members. And I feel safe in saying that our premiums are considerably lower than those generally available.

- Naturally, the insurance companies could be persuaded to offer such advantageous terms because they were able to take into account that enthusiasts of SRCC member calibre, really know their boats. They exercise more care and have obtained the training and experience required to sail their boats correctly. We run our boats to use them at sea, not as status symbols.

Peter practices what he preaches. During the 1991 season, he and his family lived aboard his Storö 31 for "only" 40 days.

- We had a cold spring and early summer, explained the enthusiastic sailor.

FOOTNOTE:

If you are a SRC you can become a SRCC member. Call chairman Håkan Spånberg on +46-8-742 24 08, Gunnar Widén on +46-18-15 65 50 or Storebro Royal Cruiser on +46-492-301 60.

***Volvo Penta proudly presents
who only think of petrol V8's.***



With the new 42 Series, diesel technology accelerates right into the future.

he diesel engine for those



You want your boat to be fast.

You want rapid acceleration and high top speed.

You've always thought the large petrol V8 was the only choice.

Up until now.

The introduction of our new 42 Series means there's no longer any need to go for big V8's with traditional singleprops. Now there's a diesel that offers performance every bit as good as a V8's. And that still retains all the other advantages of the marine diesel. An engine you can rely on. A safe, trustworthy source of power that uses so little fuel you can travel faster, farther.

The secret lies in its compressor.

At low rpm, when you accelerate, the compressor switches on, compressing the intake air and thereby creating higher torque. At higher rpm, when the turbocharger is creating its own pressure, you have a straightforward direct injected marine diesel. Turbocharged and aftercooled. Developing 230 hp. Extraordinary

efficient, as you'll notice in terms of low fuel consumption and low levels of exhaust emissions.

The interplay between the turbocharger and the compressor also results in an engine that makes for optimum use of all the advantages of Duoprop where high standards of comfort and high standards of performance are concerned.

Thus the 42 engine combined with Duoprop beats a large petrol V8 with singleprop on acceleration, top speed and fuel consumption.

The new 42 Series.

From the marine innovator.

**VOLVO
PENTA**

AB Volvo Penta
S-405 08 Göteborg, Sweden.

When people enter the interior of a SRC for the first time they are always very impressed. They become enveloped in an environment of marine luxury which affects everyone, be they hardbitten old salt or hopeless landlubber. Modern, rational and beautiful design combined with traditional, first class materials in the shape of mahogany, walnut or ash. The latter two woods have been tried and tested for boat interiors in more recent years.

Most SRC owners will agree that:
 - The sensation and finish stemming from the cabinet work is one of the most heavy arguments in favour of a Storebro boat.

BUT ATMOSPHERE and finish do not just materialize by themselves. A great deal of work is put into the wood finish in a SRC. A fact which the surface finish department at Storebro is well aware of.

- We apply extremely careful finishing processes, says Vasti Nilsson, the department foreman. Someone once said that

The secret of the velvet smooth wood

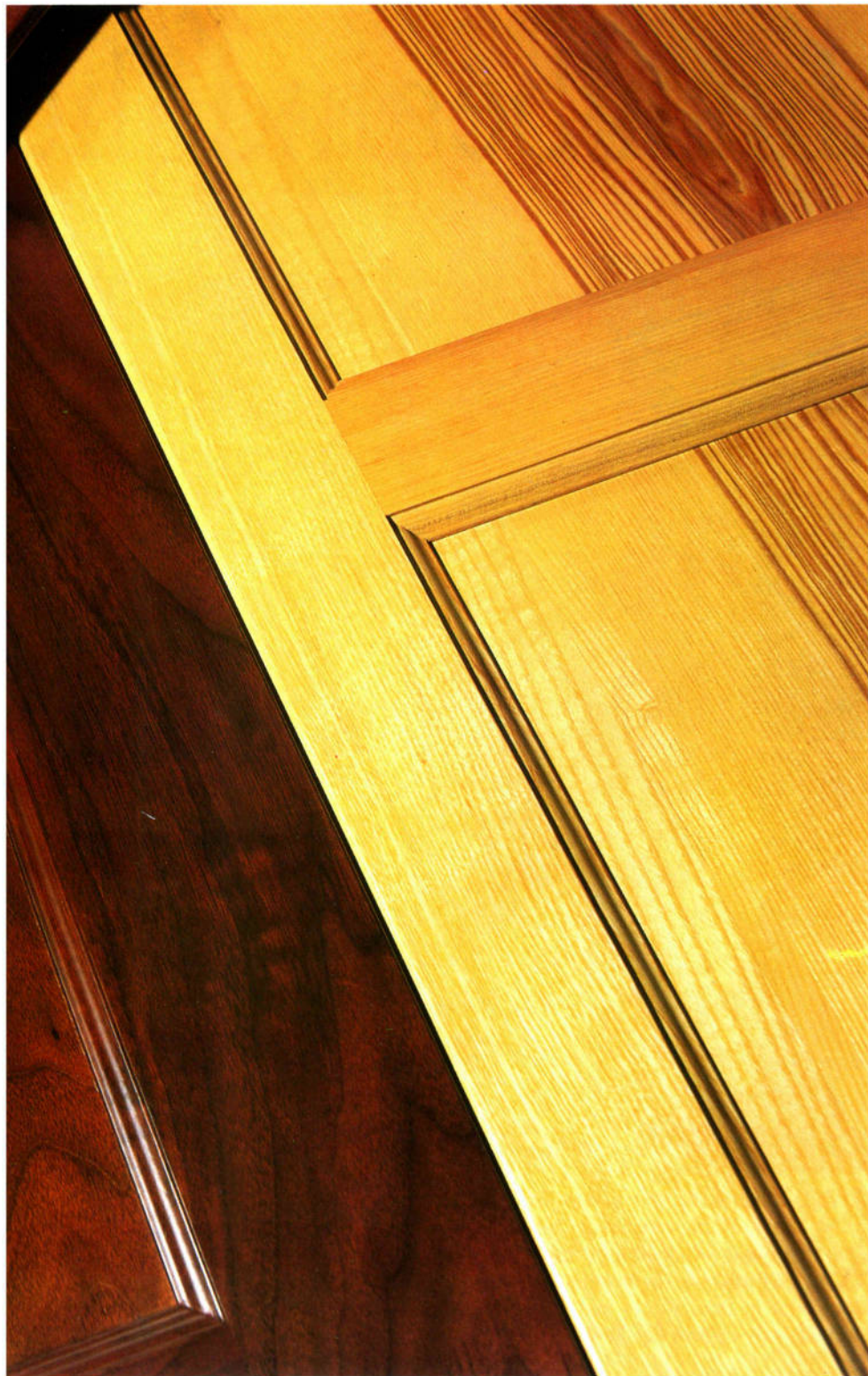
Work, work and more work...



All wood surfaces and fittings are treated with the very highest quality varnish. Here is a mahogany deckchair receiving one of its many coats.

One of the secrets behind the lustre and finish of the wood in a SRC is the polishing. A fine sense of feeling and an eye for living material are required.





The SRC models offer three different woods to choose from. From left to right; mahogany, walnut and ash. Walnut has become a great favourite with the finishers because of its exciting grain and deep lustre.

varnish, polished and varnished again. Surfaces which stand up to a tough marine environment and still look like new for season after season.

- The interior demands a great deal of carefullness, says Vasti Nilsson. When we have finished with our work not a single blemish can be found on any surface anywhere. After staining, every detail is polished and varnished many times. This is the stage where we build up our famous, velvet smooth finish.

Two people are employed with spray varnishing and five with polishing at the SRC surface finishing department, Storebro. A labour force which tells us how seriously finishing work is taken here. There is absolutely no question of just laying on the varnish and believing this to be sufficient.

- **YOU HAVE** to have the eye and the expertise to understand the properties of wood to work here. Most of us have many years of experience, and nothing leaves here until I have inspected and approved it. This is the truth of the matter. Now we are going to photograph some doors to illustrate the various woods, she informs us. "Not those, they're not ready yet!" Referring to the what we had assumed must be the most beautifully finished wood surfaces in the entire world. When she produced the finished doors the photographer was no longer merely impressed, he was blissful.

The hard work put in at Storebro gets real results. Walk into a SRC and see for yourself. And don't be content with just looking - feel the wood and get a proper idea of the incredibly high standards of finish displayed by the cabinet work.



the wordwork should look as elegant as the finest furniture in the finest manor house.

- In which case we have room to relax the standards of our work somewhat...

THE WOOD fittings on the exterior of the boat - decorative strips, plates etc - are oiled until they can absorb no more, stained, covered with double-component

All wood fittings, irrespective of size, are given the same treatment. It's the final result that counts - quite simply, work just continues until the result is considered satisfactory.

The man behind the

Isao Fukushima, the SRC retailer in Japan, usually asks his clients: - You are successful. You can buy any car you like, you can eat at the best restaurants - but can you enjoy life?

He knows that they will try to avoid answering. He knows that many Japanese, despite their financial success, feel that they are missing something in life. And of course, he knows the cure.

Being a boat owner is still new and exclusive in Japan, and, at least in the Tokyo area, associated with enormous expense. The only way to find a mooring is to buy into a marina, which often function as a sort of country club. The boats are lifted out of the water and parked ashore between their owner's brief voyages.

ISAO FUKUSHIMA has sold Storebro Royal Cruiser's in Japan for a decade. And he has tried to promote a more western attitude toward boat life and leisure time.

It was a torturous road that led him to Storebro. It began in a bakery. His father ran a small bakery chain in Tokyo, and in his youth Isao Fukushima made a study trip to Europe. In Germany he came across some modern machinery for making cake decorations. He took back the concept to Japan, imported several machines, and soon became one of the countries leading manufacturers of such decorations. The company was named Tobi Dekor. His next step was to sell cake decorating machines - and soon Tobi Dekor's main business became that of importing catering and bakery machinery.

One of the machines that Tobi Dekor imported and sold in Japan was an oven made in Borås, Sweden. Fukushima got to know the Swedish owner - who was also a SRC owner.

FUKUSHIMA became very interested. He imported a boat for his own use, but he was also aware of the business opportunities. That was eleven years ago. Today more than 170 SRC boats are sailing Japanese waters.

But it didn't happen overnight. Success has involved a great deal of work and investment.

- It took seven years before we reached break-even point and started to sell in



Isao Fukushima is the man behind SRC's great sales success in Japan.

larger quantities. And all this time we invested continuously in marketing. We participated in boat shows and advertised intensively in boat magazines.

THE TURNING point arrived 86-87 when the yen was dramatically and upwardly revalued. This led to a tremendous increase in the demand for imported capital goods. Yachting had, until now, always taken a back seat in Japan, but suddenly importers found themselves fighting over an increase in market demand.

Isao Fukushima decided not to become just one boat agent among many on the market. That is to say an agent who negotiates a purchase between Japanese customers and overseas suppliers, but usually takes no further responsibility. Fukushima intended to establish a full-service company.

- Anyone can import and sell, he says, but the key to success is service and support after the purchase has been made.

And it shows in his organisation. Fukushima employs a sales force of four, but twenty more employees work in his service division. Most of them at one of the company's two marinas; one in Yokohama, just south of Tokyo, the other in Osaka. The Yokohama marina has become far too small and Fukushima is searching for suitable property in the same area.

JAPANESE CLIENTS' expectations as regards service are often fairly extreme. On one particular occasion a newly delivered boat was found to have engine trouble. In these instances it is the motor suppliers policy to remedy the problem by sending over new parts.

Japanese wonder

But Japanese people often think differently: "If the engine is faulty, what more is wrong with the boat?" Or: "In order to repair the engine the interior will have to be removed - what happens to my interior finish?"

The result in this case was that the client received a completely new boat. European SRC owners, aware of SRC quality, could find this bemusing, but Fukushima has an explanation:

- From the European point of view this case will probably seem bizarre, but I know my customers. This is the kind of service you have to supply to be successful in Japan. This is the cost you pay to set up a business here. But when you have a client you have him for life. This particular customer, the one who received a new boat as a replacement, has since purchased three more boats from me.

Japan has a completely different business climate.

THE TYPICAL Japanese Storebro owner is a man of 40-50 years. He is a doctor or businessman and it is almost always the company that buys the boat. This is, in part, a reflection of generous Japanese tax deduction regulations, but also of actual conditions. Just as golf in Japan is often an extension of the conference room, so these boats are often used more for business representation or staff excursions than for lighthearted family entertainment. As a rule, the Japanese father spends far less of his free time together with his family than would be expected of him in, for example, Sweden.

SO TOO, the shorter vacations in Japan have a decisive effect. Japanese pleasure craft are used almost exclusively for day and possibly, weekend trips. Only students enjoy several weeks vacation during the summer. Few adults have more than one week's summer vacation. But this is more than was the case a few years ago, and the trend, if a slow one, is towards longer vacations. The Japanese boat owner's attitude toward his boat is not dissimilar to his attitude toward his car. Both should be the latest model. Usually, Fukushima's customers trade in their boats every third or fourth year, and almost always for a larger boat. One boat sale means five more boat sales.



Isao and his wife Hisako Fukushima are confident about the future: "My sons will reap the benefits of what I sow now".

THERE ARE excellent reasons for running larger boats. The Tokyo coast is open, the winds and currents often create choppy, heavy seas. The most popular destinations: Oshima island, or Shimoda, far out on the Izu peninsular, are about forty nautical miles distant in open sea. Such voyages are too uncomfortable to make in smaller craft.

- After using my own boat for a time I understood that Japan is a big boat market. My only problem is that, up until now, Storebro haven't built even larger boats yet. There is a market for hundred foot boats or more.

Prices, on the other hand, do not seem to impose any deterrent. In Japan a SRC often costs twice as much as an imported American boat of the same size.

BUT THE BUYING spree in Japan, as in other countries, came to an abrupt end a few years ago. When interest rates rose and shares and property prices fell, many people lost interest in large, luxurious boats. A price war broke out amongst importers and bankruptcies were common. But Fukushima hasn't personally experienced any drop in demand:

- I have a limited clientele. No more than 30 buyers per year. I have never offered rebates and I keep SRC out of the used boat market. This means that I buy in and sell all the trade-in boats and, in this way, I control prices. This has two advantages: Storebro retains its exclusive image - and clients can always be sure that their boats keep their value.

HE HAS A VISION: Japan populated by people with a large amount of leisure time. As in western countries. And he believes that this change will take place at sea.

- 125 million people live in Japan in an area 25% smaller than Sweden. The cities are crowded, the motorways are jammed with traffic and it takes hours to escape into the countryside. The ocean is the only easily accessible place you can find space and freedom. People will realize this. But not my generation. It will be a question of another way of thinking, a different life style. It is too late for us. The changes will occur in ten years or so. My sons will reap the benefits of what I sow now.

THE SAME LONGTERM philosophy lies behind two other investments. Isao Fukushima recently opened an Italian restaurant on Oshima island, a project few would dare to take on. And he plans a marina and recreation centre at Seto Naikai, about an hour's flight west of Tokyo. Seto Naikai is a beautiful archipelago, sheltered from the hard weather, with picturesque fishing villages, but much too far from Tokyo.

- Today, yes. But in ten years' time..., smiles Isao Fukushima.

TEXT AND PHOTO:
KJELL FORNANDER



Kaoru Nakajima, SRC-owner in Japan:

Fascinated by the sea for as long as he remembers

Kaoru Nakajima still remembers the feeling of longing and trepidation he experienced when he saw the ocean for the first time. It was in wartime and he was a young boy who had been evacuated to the town of Wakayama, south of Osaka. His first contact with the ocean made a lasting impression.

He made a habit of walking along the shores of the Kii peninsular and gazing out over the ocean. He made friends with the local fisherman, who sometimes took him out fishing.

BUT HE NEVER became a seaman. 45 years later Kaoru Nakajima is a slim, if greying, gentleman, director and owner of the Yamato Denki company. The company, which has its head office in Tokyo, is a wholesaler and retailer of industrial electrical equipment.

Nakajima never became a seaman, but his company has done well, so well that it is about to be listed on the Tokyo stock exchange.

Five years ago Nakajima found himself in a position to transform his life-long dream into reality: he bought a boat, a 34 foot Storebro Royal Cruiser. Some years later he exchanged this for the SRC 500 he owns today and which he has christened Oracion.

- I was looking for two things; size and safety. Storebro was, quite simply, the

safest and best-built boat I could find. The size on the other hand... I would rather like a larger boat.

Rest assured, Nakajima. The SRC 730 is on her way to Japan, perhaps to fit like a hand in your glove as regards size...

NAKAJIMA HAS not been entirely successful in convincing the rest of his family of the joys of ocean travel, and his crew usually comprises colleagues from his company. This is a group of six, besides Nakajima himself, who, during the weekends from April through October, often sail up to Oshima island, to Shimoda on the Izu peninsula or to Chiba on the other side of Tokyo bay. Most Japanese boating is confined to the weekends. The European form of cruising for weeks on end is practically unknown here.

Kaoru Nakajima is an exception. Once each summer he tries to visit the

"Storebro was, quite simply, the safest and best built boat I could find."



The SRC 500 "Admiral Surcouf" is owned by a doctor sailing charter in the weekends. At this occasion the boat and the crew stopped in Oshima for lunch and carried on to Tokyo the same afternoon.



The island Oshima, about 40 nautical miles from Tokyo, is a popular destination for boat-owners. The island is volcanic active and five years ago all the islanders were evacuated because of a heavy eruption.

TEXT AND PHOTO:
KJELL FORNANDER

**"Life is
something we
should enjoy."**

Wakayama of his childhood, two days voyage west of Tokyo. The trip usually takes eight days. Very few Japanese have - or more correctly - take such a long summer vacation.

BUT HE UNDERSTANDS that leisure time is important - and not just for himself, but for his employees too. He has been forced to take a number of drastic measures to deal with his employees' "troublesome industriousness".

- My 250 employees, as from three years back, take a compulsory total vacation time of nine days during the year.

- The Japanese suffer from guilty consciences when they are away from the office, especially if the boss is still working

on, so I have to exercise this mild form of violence upon their persons. And many of them have no idea how to spend their free time. They become restless and nervous, or just plain bored.

- To exploit leisure time constructively is something that has to be learnt. I have the philosophy that there is more to life than making money - life is something we should enjoy. My hobby is the sea, I enjoy it and I hope I am setting a good example for my employees.

KAORU NAKAJIMA hardly goes looking for excitement at sea, nor is he - as are so many other Japanese - interested in fishing. His objective is to get away from the city and from work, to be together with what has now become a closely united group of people, and to eat and drink well.

The latter objective is easily achieved aboard Oracion because two of the crew are very seriously interested in the culinary arts. Meals aboard are often of the quality usually associated with the best French restaurants in Tokyo.

- I usually joke that I must have been a fish in an earlier life. I can't say exactly why I enjoy boat life so much, I have just been fascinated by the sea for as long as I can remember.



Aboard Japanese boats you take off your shoes and wear - like at home - slippers "indoors".

The swedish rosé wine

A wine for those who cannot make up their mind?
The perfect summer wine?
Not drinkable?
The differences of opinion about rosé wine are broad and numerous.

I associate rosé wine with summer and beautiful warm days (and at sea it is always summer of course, now matter what kind of weather or what time of year...).

Rosé wine makes an excellent aperitif, or a good companion for a salad or grill, be it fish or meat.

I HAVE ALWAYS associated rosé wine with the Mediterranean, don't ask me why. There are many Storebro owners who dream of sailing these latitudes - or who have already made their dreams come true.

Some advice: Stop off in Sainte Maxime for a few days, just a few sea-miles from hectic Saint Tropez, or the considerably quieter les Issambres, a few sea-miles north-east of Sainte Maxime.

Take the bus to Draguignan, about 20 kilometres inland to the V&S Vineyard of Domaine Rabiega (where the Swedish V&S staff are trained). The vineyard manager, Lars Torstensson, has won many awards for his fine wines, and will probably supervise your winetasting in person, particularly if you phone in advance.

ARE ALL the rosé wines included in the range provided by the Swedish monopoly, V&S, drinkable? To find out we tasted all the still (not sparkling) rosé wines in their standard range, and also the 1989 and 1990 vintages on the spot at the Domaine Rabiega vineyard in Provence.

The latter are not yet onsale in Sweden, but will most probably appear eventually. The V&S supplier to the Swedish monopoly does after all (at the moment) own the vineyard...

WE TOOK A BOTTLE of each vintage to Sweden in order to give them a fair test compared with the existing range. And the 1989 Dom Christiane Rabiega provided excellent tasting, but our favourite was the cheapest wine of the V&S



Under Lars Torstensson's management, the V&S vineyard and training establishment, Domaine Rabiega, Draguignan, situated inland between St Tropez and Cannes on the French Riviera, has become a wine producer to be reckoned with.

range, the Spanish Vallerosa (2761) for SEK 33:- . A real bargain when you consider the price in relation to quality. In addition, this wine will suffer considerable buffeting without detrimental effects to quality.

One reservation would seem to be called for: Because most rosé wines are imported in bulk, and because late spring and summer is the high season for rosé wines and sales rocket, it is by no means certain that the shipment our readers buy in their store is the same wine as tasted by us - the quality can vary.

Vallerosa has a relatively rich bouquet and showed a strength and dryness which surprised all of us, especially myself. In addition it had a clean taste with a clear hint of bitter almonds and fieryness. A good, robust wine for its price class.

THE SPANISH ROSÉ. René Barbier (2751), had a pale red wine appearance with a somewhat too neutral bouquet. This was compensated by a very astringent but excellent taste and clean, good aftertaste.

Of higher class and one kronor cheaper(!), is the Dom Saint Bénézet (2837). The wine has a good bouquet and very pleasant character, combined with a good and completely dry aftertaste. One

of the best wines we tasted.

The Italian Rosatello (2360) also proved to be more than worth its price, with a bitter bouquet, pleasantly fruity flavour and a slight, but definite, head which made this wine very refreshing. A good wine for on deck, but less suitable for the table.

BOTH DOMAINE RABIEGA wines did well at the tasting, but because they do not as yet have a "Swedish" price, were difficult to compare and have been adjudged according to a strictly quality scale.

We must assume that they will eventually reach the Swedish consumer because the vineyard is owned by V&S and functions as a combination of vineyard and training establishment, situated about twenty kilometres inland between Cannes and St Tropez on the French Riviera. But even if they never arrive in Sweden, you can try them in their home surroundings.

These two wines are quite different. The 1989 Dom Christiane Rabiega is more robust. With a colouring leaning toward fiery pink and a taste which is fresh, a little astringent and with a strong almondy character. The 1990 Dom Christiane Rabiega is light salmon-pink in colour and in taste more like a soft drink with a

Go by boat to the swedish vintage

slight caramel flavour which makes it less fresh as compared with the '89.

- We have deliberately produced a different '90 from the '89, says Lars Torstensson, Domaine Rabiega manager. - the '90 reflects the new style, the '89 a more traditional style. Perhaps the '91 will be a combination of the two.

No matter what Lars Torstensson chooses to do with Domaine Rabiegas wines in future, he will probably have no difficulty in selling them.

- Many vacationing Swedes find their way here and they like to buy a moment to take home, says Lars Torstensson.

BUT DON'T EVER think that these wines are not good! With V&S resources to back him up, Lars Torstensson has begun to experiment at his vineyard, experiments which have resulted in a large number of awards for well-produced wines and not only for traditional rosé wines from Provence. Lars Torstensson has also won awards for his exciting whites and extremely powerful reds. Previously, white and red wines from Provence were often rather flat and boring, a poor example for good wines. Lars Torstensson is engaged in proving that good quality red and white wines can be produced in Provence, a concept which is not only regarded with interest by V&S, but also the local vineyard cooperative.

THE WORST rosé wine we tasted was the Israeli Grenache (2547) with its repugnant bouquet and frowsy flavour. Why V&S insists on continuing to sell this particularly nasty concoction is a mystery. As far as I can establish the best recommendation this stuff has received in recent years is "not worth the money"(with reservation). The shelves would be well rid of this imposter!

It is possible that Rosé d'Anjou can be drunk cold. The semi-sweet cherry flavour becomes stale if the wine is served at any warmer temperature.

The same goes for Dom du Pré Clos (2804), which is both more expensive and carries a peculiar aftertaste. Not to be recommended! Rosé wines are best served at 10-12 degrees celsius, and go better together with food than many suppose (except the sweeter wines). Try them with grilled fish, salads or meats. Bon appetit!

CLAES-G PALANDER

The author is the wine correspondent for the Swedish newspapers Sydsvenska Dagbladet and Östgöta Corresponden-

Important to have a good fridge aboard



The refrigerators and freezers from Thermoprodukter are tailor made for Storebro Royal Cruiser. Inside the boat they are built-in completely - discrete and neat.

At sea it is important to have the use of an efficient fridge. The grocery store is a long way away and beautiful hot summer days require fresh produce to be stored in a refrigerator.

And modern food packaging is designed for storing food in refrigerators. So there is a great deal to take into consideration if you want to be able to gather around tasty, fresh meals accompanied by cold drinks.

NOT SO MANY years ago, organizing trouble-free refrigerated storage aboard used to cause boat-builders serious headaches. But nowadays we have the marine refrigerator, which, in terms of efficiency, low power consumption, quiet running and finish, is far superior to the ordinary domestic refrigerator. Despite this, many boat-owners still believe that effective refrigerated food storage aboard is an impossibility. This is incorrect. A great deal has happened in cooling plant development in recent years.

THE MOST important technical breakthrough arrived with the hermetically sealed 12/24 volt cooling compressor from, among other manufacturers,

Danfoss. This removed all the problems of gas leaks, noise and radio interference. And these modern compressors are so powerful that highly efficient marine deep-freezers can be run off them.

And we don't put just any deep-freezer into the SRC. We have selected a somewhat unusual method in order to obtain the best possible results. Normally, the freezer is built into the boat and a freezer plant is built into the freezer. SRC has commissioned the services of Thermoprodukter AB, Kalmar to built a complete freezer with an integrated freezer plant. This means that the vapour (the part that gets cold) is channelled into the thick insulation. Cold is given off by all four walls of the freezer. The walls can be kept completely smooth and are much easier to keep clean.

The ISOSTAR deep-freezers fitted in SRC boats are, in fact, of four star class (***** is the highest international deep-freezing power class). The SRC boat refrigerators feature the same powerful compressors, are fitted with generous sized freezer compartments and are designed for a tough marine environment.

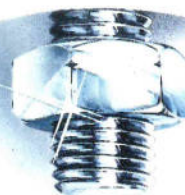
SRC standards of advanced refrigeration technology are very high. An important factor in boats of this calibre.

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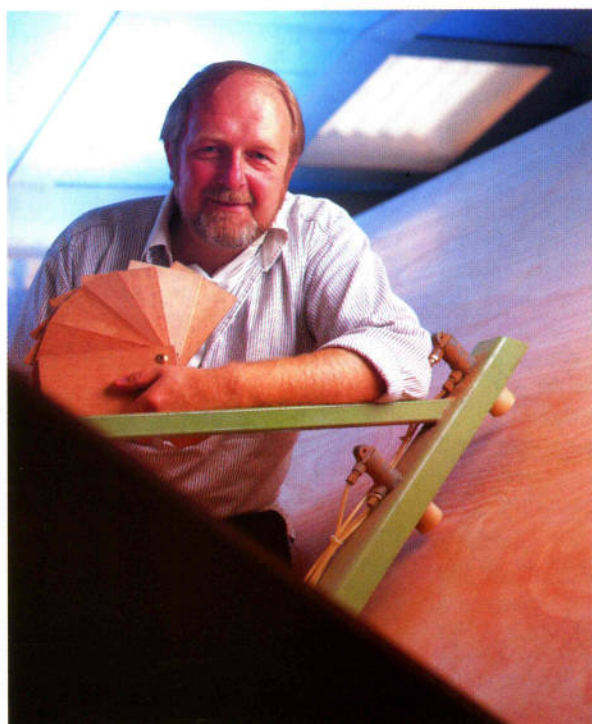


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Du skall veta att som ägare av en Storebrobåt är du säker på absolut finaste kvalité, grunden är ett mycket nära samarbete mellan STOREBRO ROYAL CRUISER och FTF/BOWA. Baserat på att före varje leverans besikta respektive ytfaner utvalt och inköpt bland världens bästa och främsta fanerverk.

Kvalité framför allt till Storebrobåtarna.

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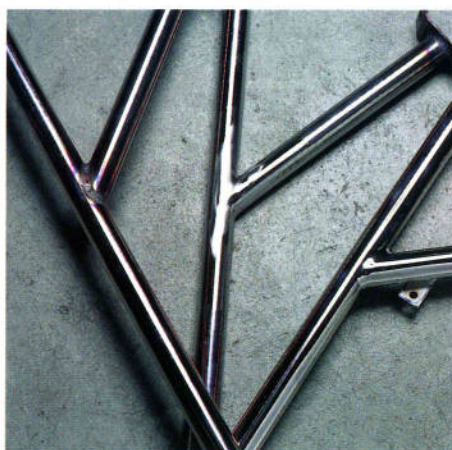
Stainless with superfinish

Railings, cleats, ladders and other glittering fittings on SRC boats are made of stainless steel with the same lustre and finish as chrome, but much, much more hard-wearing. Patrik Widéen at HC Stainless, the company that supplies these lustrous fittings, explains:

- The unique finish is a result of careful polishing and our special tanks.

The tanks are filled with an electrolyte solution. By leading electrical current through the solutions a chemical reaction is obtained which removes several thousandths of a millimetre from the material. After polishing and immersion in the tanks, the welded joints look as if they have been cast and all surfaces are provided with a mirror-like finish.

- Stainless steel is essential for fittings to be used in a marine environment. And if a lustrous finish can be provided, as we can, the choice of fittings is not difficult. The finish of these fittings will keep for ever, provided they are treated properly.



HC Stainless provide the standards of quality required by SRC. Here is a pipe joint before polishing, after polishing and after the final electrolyte bath. The joint looks cast, don't you think?

- Scratches, dirt, oil and similar should be removed, because these can cause patches of oxidization. But if patches do occur, all that is required is a little polishing with a degreasing agent or similar,

and the finish is like new again.

HC STAINLESS use stainless steel pipes as a basic material. These are bent, welded, polished and treated in the Vimmerby plant.

- Not many manufacturers have resources equal to ours, or access to our expertise in materials. The initial costs of installing electrolyte baths is pretty high, and welding and polishing demands a high level of skilled professionalism.

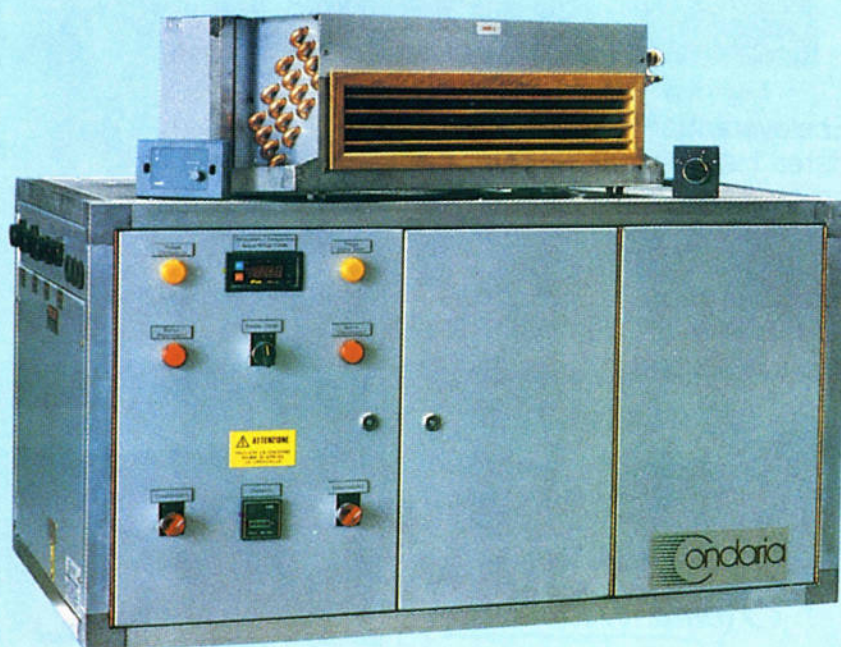
SRC is HC Stainless's biggest customer, but since the quality of the company's work has become renowned, other manufacturers have shown their interest.

- the most recent inquiry is for a stainless steel "bumper" for trucks. Chrome is not resistant to the impact of stones and does not resist hard daily usage very well. We can provide a surface which is just as shiny as chrome, but which is incredibly durable. I wouldn't be surprised to hear from more vehicle manufacturers, now that shiny cars are back in vogue.

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- Standard version has 220v (or 110v) immersion heater complete with all thermostats etc, and comes fitted with international cable and plug. (Available also without electrical heater).
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Kompakt radomantenn med 3 kW uteffekt för KX-G8300 respektive 1,5 kW för KX-G8100.



riktad off-centrering, flerintervall plotting m.m. garanterar bästa möjliga information även under svåra förhållanden.



7" högupplösningsskärmar med 8 respektive 4 videonivåer.

Panasonic, en av världens främsta tillverkare av avancerad elektronik, presenterar nu KX-G8300 och KX-G8100. Båda med en rad väl genomtänkta funktioner. Två EBL, tre VRM,

Panasonic står för tillförlitlighet och kvalitet inom elektronikvärlden. Nu har dom gått till sjöss också ... Ring 031 - 29 93 20 eller faxa för mer information.

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Bag (R 1300)

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Towel (R 2600)

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SEK 105



Knitted sweater (R 5700)

55% cotton/45% acrylic. Round neck. Embroidery on chest. Colours: beige with navy blue embroidery. Navy blue with beige embroidery. Sizes: S, M, L, XL, XXL SEK 880

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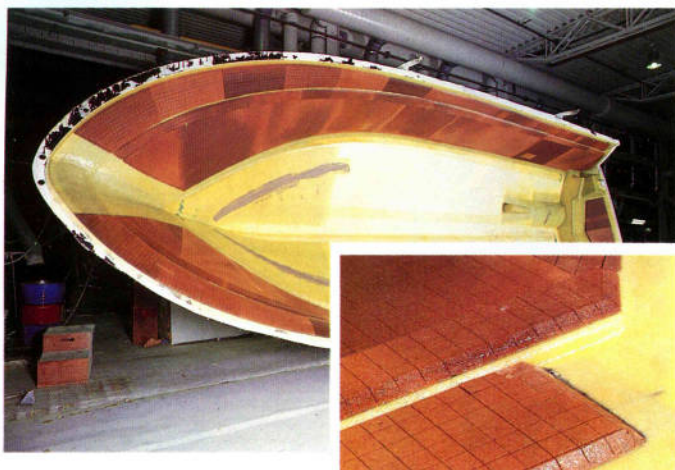
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Tailor made cellular plastics



Cellular PVC plastic, Klegecell is applied by hand to the outer laminate. The sheets are ready-cut according to templates when they arrive at SRC, and feature a squared pattern which allows lamination in all angles and corners.

This is the SRC component that you are not supposed to notice.

It's cellular plastic, the spacer material used between the glassfibre hull laminate and the deck.

The material is called Klegecell, has an anonymous existence aboard, but its quality is essential to the entire design of the boat as regards strength, seaworthiness and working life.

Sanpro AB, situated in Helsingborg, are the Swedish agents for this cellular plastic material from Italy. Lars Andersson, MD:

- Klegecell is a cellular PVC plastic which is used mainly for bearing parts in sandwich designs. This could be a question of boats, trucks, aeroplanes or other areas in which the combination of high strength and low weight is essential.

- Compared with other designs, e.g. the I-beam, Klegecell sandwich is clearly superior. It is stiff, light, impact resistant, has good insulation properties and is water and chemical proof. Its water-

proof properties are, of course, taken for granted. But its impact absorbing properties are quite unique.

- Both outer and inner laminates distribute pressure and strain over a large area. The flexible Klegecell then absorbs the impact and the energy.

IN ITS CONSISTENCY, Klegecell is similar to frigidolite, and is available in many different densities from 30-400 kilos per cu.metre.

- The lightest, most porous sheets are used e.g. for trucks, while the stronger material is used for products such as ocean buoys, which have to stand up to very tough conditions.

- We supply SRC with ready-made sets, cut to boat model specifications, using approx. 75 - 90 kg per cu.metre for the hull and 45-55 kg for the deck.

- As is commonly known, Storebro standards are special, and so we supply much stronger cellular plastic for certain applications, e.g. around the shell plating lead-ins, where the material used weighs 200 kg per cu.metre.

- As regards ready-made cellular plastic sets, we control almost 100 percent of the Swedish market.

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