



**STOREBRO**

TRUE SCANDINAVIAN

# STOREBRO 90 E



*Specification*



## **HULL - DECK**

Anchor, 24 kg, fitted to transom  
 Boat hook  
 Blue indicator lamp for shore power  
 Locks and door handles are of robust marine type  
 Main electrical switches fitted in box on deck  
 Mooring bollards (4)  
 Navigation lights, top, aft and sides  
 Protection in bow and sheer in polyurethane  
 Railings, mast and flagpole in aluminium  
 Stowage for shore power cable  
 Through-hull fitting for log transducer in stainless steel  
 Transom platform in aluminium  
 Trim tabs Hydraulic

## **WHEELHOUSE**

Alarm panel for engine room fire and bilge water  
 Bulkhead lamps  
 Chart lights (2)  
 Chart storage shelf behind helmsman  
 Compass, magnetic  
 Electrical panel (automatic circuit breakers)  
 Engine instrumentation, RPM, Oilpressure, temp  
 Fresh air intake with manual shut-off  
 Fuel gauge  
 Hatches in wheel house roof (2)

Heater units (2) connected to engine fresh water cooling  
 water system, for windscreen defrost and cabin heating  
 Log, Sumlog  
 Rubber mat on floors  
 Sprung seats (2)  
 Ventilators (2)  
 Throttle lever  
 Trim tab control lever  
 Water jet control lever  
 Wipers on front wheel house windows and sides  
 220 V socket (shore power)  
 24 V socket

## **CABIN**

Cabin lighting, red and white lamps (8)  
 Consoles for 4 stretchers  
 Electric bilge pump  
 Manual bilge pump  
 Integrated fuel tank  
 Passenger seats (10), easily demountable  
 Lever for fire damper  
 Rubber mat  
 Ventilators (4)  
 Internal grab rails and handles  
 Tool box









## ENGINE ROOM

Alternators (2) two-pole 55 A on main engine  
Bilge water detector  
Bilge pump Manual  
Bilge pump Electric  
Cable and pipe glands of type "Brattbergare"  
Centrifugal clutch engaging at 950 RPM  
Double fuel filters  
Engine heater 220 V, 500 W  
Exhaust silencer  
Fibreglass sound attenuator  
Fire resistant paint  
Fire resistant engine room bulkhead  
Fire dampers in air intake- and exhaust-boxes  
Fuel cooler  
Hydraulic oil cooler  
Hydraulic oil tank with level indicator  
Smoke detector

## NOISE AND VIBRATION PROOFING MEASURES:

Cabin deck is isolated from hull by means of anti-vibration mounts. Hull and internal fittings are treated with a noise attenuating mat. Upper deck bulkhead and top internally insulated for maximum comfort. Wheel house furnishing elastically supported by rubber anti-vibration mountings from the hull and deck.

## ELECTRICAL

Swedish Navy, Marine Standard  
Navigation lights to international standards  
Two separate circuits, one for service and one for starter group  
Battery chargers (2), each 20 A  
Isolation transformer for shore connection  
Tudor Maxima 900, 50 Ah special starter batteries (2),  
Tudor 140 Ah-service (2). The two battery groups can be paralleled with an emergency switch  
24 volt DC as standard  
One hand-held search light  
Two large engine room ventilation fans

## NAVIGATION EQUIPMENT

Not included, can be quoted upon specification from purchaser.

## FIRE FIGHTING

Two hand fire extinguishers  
CO2 fire fighting system in the engine compartment

## SPARES

Not included, can be quoted upon specification from purchaser.

## PERFORMANCE

Speed: Maximum approx. 40 knots, standard equipped with



2 persons and full load of fuel

Range: Approx. 180 Nm at full speed on 90% of total fuel capacity

## THE DESIGN INCORPORATES THE FOLLOWING FEATURES:

The boat design is developed in co-operation with the Swedish Administration of Defence Material, Shipbuilding Division and the boat is built in accordance with the Royal Swedish Navy Standards.

The keel area and the chines are protected against impact and abrasion in order to withstand landing operations on rocky shorelines.

Good sea-keeping capabilities with 22° deep-V hull for maximum performance in rough weather conditions.

Extremely high level of comfort for helmsman and navigator in their special shock absorbing bolstered seats.

Well-proven ergonomically designed cockpit with optimised positioning of navigation equipment and engine controls.

Quiet and smooth ride as all cockpit consoles and the cabin are isolated from vibration transmission from the hull and deck and a lot of effort has been applied to noise reduction. Superb manoeuvrability. The boat design has



been dimensioned by SP. Technologies in England and is calculated to stand a force of 6 G. A lot of effort has been given to the engine room layout for best service access, fire protection and ventilation.

### PRINCIPAL DIMENSIONS

Length hull:	36' (10.80 m)
Length overall incl. platform:	40' (11.88 m)
Beam:	9'8" (2.90 m)
Draft at rest:	2'4" (0.70 m)
Weight standard equipped without fuel:	6.500 kg
Fuel tank capacity:	630 liters (166 US Gals.)

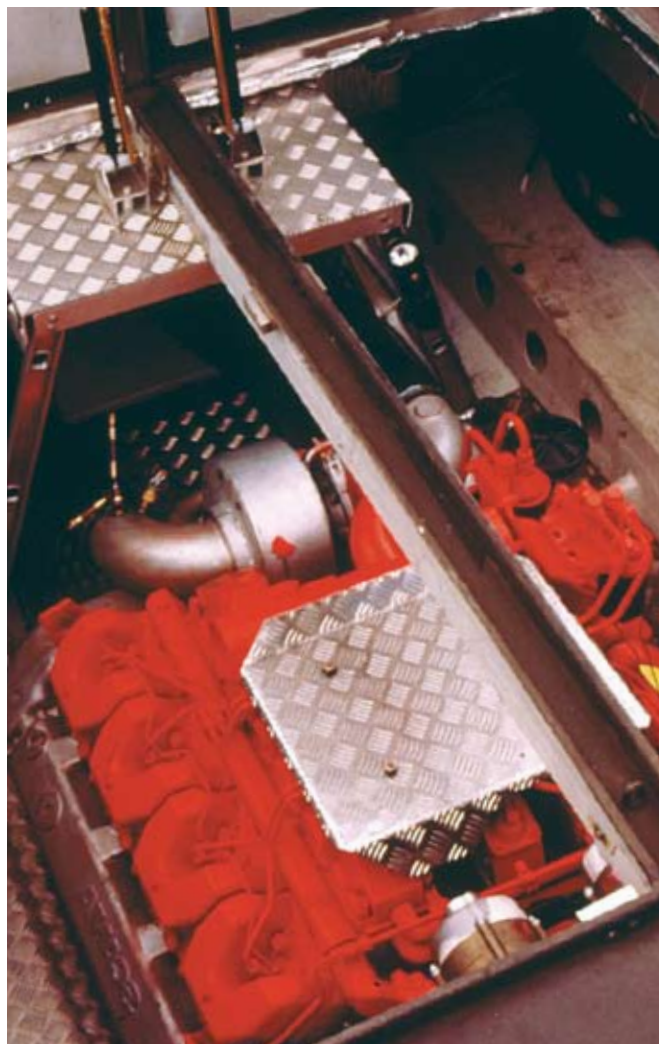
### CONSTRUCTION

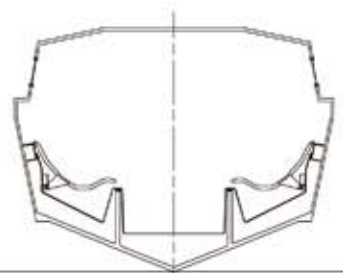
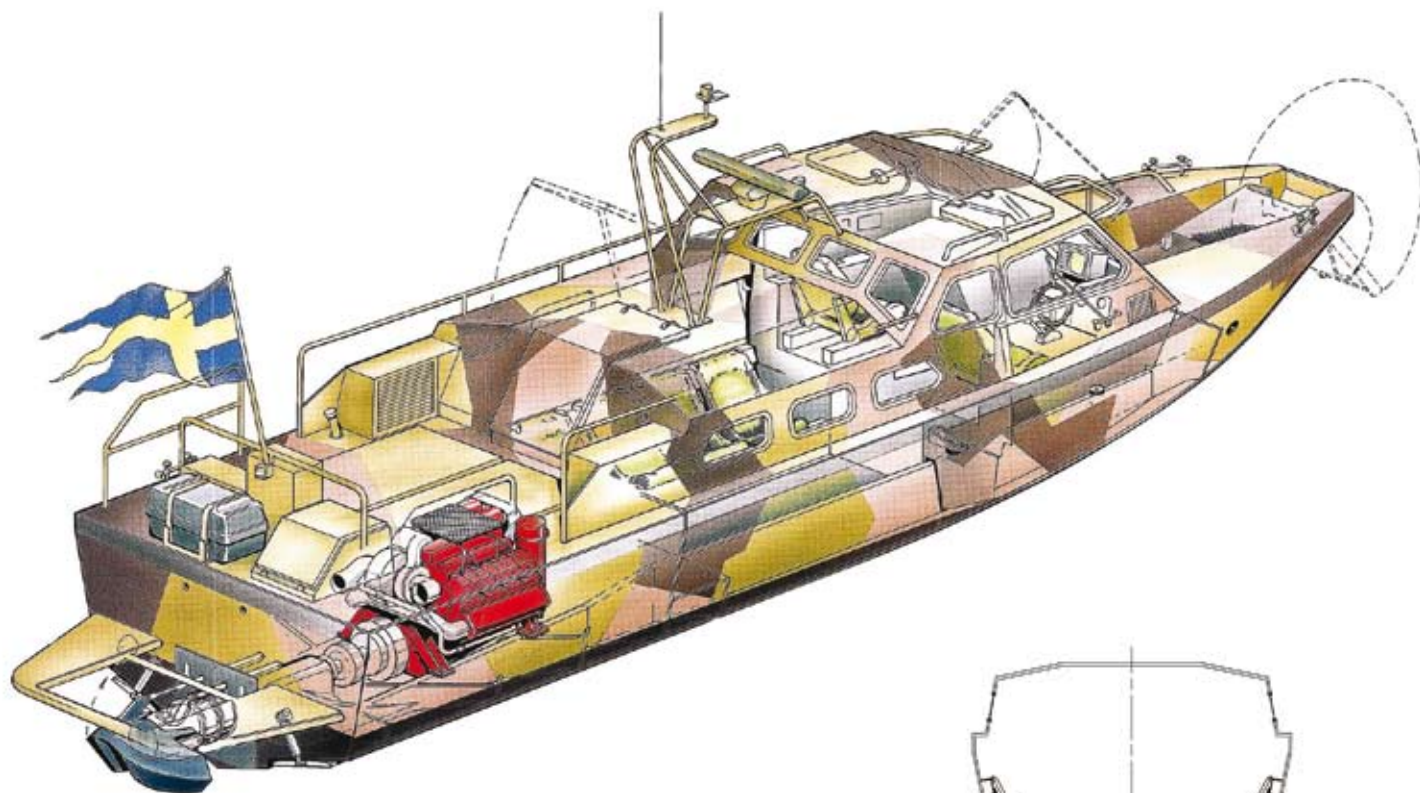
Hand laminated to the highest standards from glass and carbon fibre with vinylester resin. Foam core in hull, deck, bulkheads and longitudinals. Vacuum-bagging methods are used to assure the highest quality.

### PROPULSION

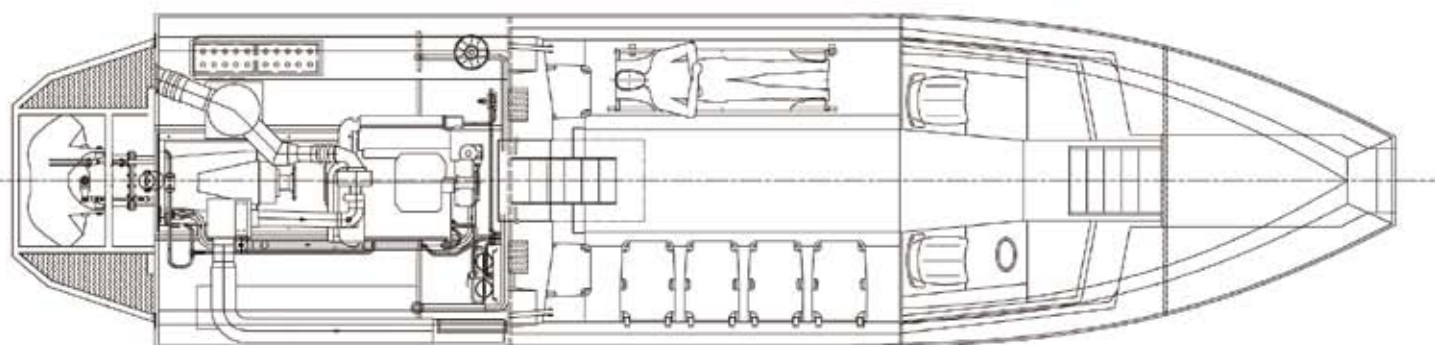
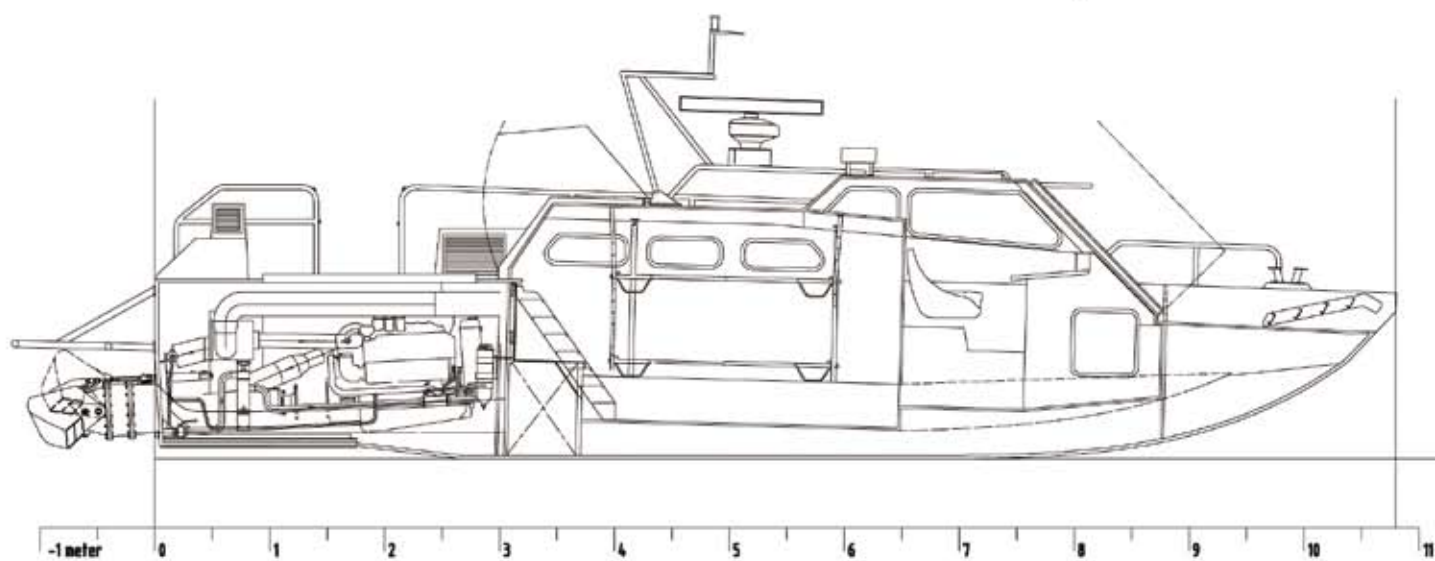
Engine: One SCANIA DI 16 V8-Diesel 650-800 hp  
Drive: FF-jet (KAMEWA) 410 Water-jet

Storebro Bruks AB reserve the right to make changes in this specification without prior notice.





Section @ 5000.







# STOREBRO

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