



✕ Storebro Royal Cruiser 380 Biscay/Sportfisherman



Storebro Royal Cruiser 380 Biscay



Storebro Royal Cruiser 380 Sportfisherman

Specifikationer

Årsmodell	1991-1999 - Biscay 1991-1992 - Sportfisherman
L.ö.a. (m)	11,43
Bredd (m)	3,77
Djupgång (m)	1,00
Höjd över vattenlinjen (m)	4,50
Fribord för (m)	1,28
Fribord akter (m)	1,08
Deplacement (t)	7,0 - 9,0
Bränsle (l)	2 x 500
Vatten (l)	2 x 200
Skrov	Plast
Antal byggda båtar	74 - Biscay 6 - Sportfisherman
Designer	J. Björklund (Skrov) Winfried H. Wilke (Design)

Snabblänkar

- [Kommentarer](#)
- [Foton och bilder](#)
- [Motorer](#)
- [Statistik](#)
- [Teknisk utveckling](#)
- [Broschyrer, flygblad](#)
- [Lista över serienummer på kända båtar \(80\)](#)

↑ Kommentarer

The Storebro Royal Cruiser 380 was the successor of the [SRC 340 Biscay](#). The project originally started under the name SRC 340. While planning the project they grew to SRC

Gearbox

During the first two years of production of the SRC 380 the K4MD 42 were delivered with

The exterior design was slightly enhanced and established a new logo with creation of the "Gullwing"-mast. The layout was nearly unchanged. Significant change was the installation of a separate shower on the port side of the owner's cabin.



However, completely new was the hull construction. After Volvo Penta informed their long-time major customer Storebro and announced the development of new, more powerful engines, Storebro decided to develop new hulls. The new engines would have been too strong for the recent hulls and their cruising characteristics. The newly developed hull differed at first glance by the modified stern with integrated bathing platform. Underwater, however, he offered a completely new design with V-hull and propeller tunnels instead of the previous round bilge construction.

The new "380 Sportfisherman" was especially designed for the Asian and American market. It had different a flybridge-layout for a better surround-view which based on a shortened standard-flybridge. The cockpit was lowered about 15 cm because of the missing hand rails. Additionally, the cockpit was equipped with an ice-box and a basin for live baits. It was a boat for the ambitious fisherman.

Direct successor model was the [SRC 395 Biscay](#).

Engines

For the 380, there were Volvo Penta engines with 230-370 hp (flywheel power). With the cheaper KAMD 42s, however, the ship was latently underpowered. The KAMD 42s had both a turbocharger and a compressor, which was intended to provide rapid acceleration and shut down again at higher revs.

This engine would probably have been more suited to the old hulls. The new hulls, designed for higher speeds, needed a little more speed to run well. The use of the trim tabs was essential with the smaller engine. In addition, the noise level of the KAMD 42 was unpleasant in certain speed regions, as the compressor kept switching on and off.

A total of 18 ships were equipped with KAMD42A and KAMD42P-A. The rest were delivered with TAMD6x.

The situation was different with the TAMD 6x, which made the boat run much better. The last stage of expansion was the TAMD 63P, which easily accelerated the boat, which often weighed up to 10t, to almost 30 knots and simply looked sovereign. Even when manoeuvring, due to the high thrust, it is often sufficient to engage or disengage the gearbox. Additional throttle thrusts are rarely necessary.

Only the last ship with serial number 3761 was delivered with Yanmar 6LYA-STE and 350 hp.

shaft. Later from S/N 3583 the yard delivered the KAMD 42 with the hydraulic HS1A-gearboxes, which had the handicap to have a second's silence after switching. Not every skipper liked that in every situation. The power at the shaft was reduced to 216 hk.

The TAMD 6x were always delivered with hydraulic gearboxes. The TAMD 6x were equipped with the ZF MPM 220A-gearbox.

The first boats with KAMD 42 were built with 2-lever-switching. Later the yard changed to 4-lever-switching which was already used on earlier boats. In 1996, a series of about 4 ships was equipped with the Morse two-lever switches.

Hull

In the course of production, it was found that the hull with a full load of the aft stowage compartment did not offer enough upwelling. In the spring of 1993, Storebro tested a boat with a modified hull. The existing hull at the stern underwater was enlarged. Various tests were also performed with changed shaft lengths. Finally, Storebro developed an attachment that extended the hull in the underwater area. This option was also retrofitted to older boats. Details under "[teknisk utveckling](#)".



SRC 380 hull modification

The last four ships (>S/N 3757) were delivered in 1998/1999 with the extended bathing platform of the SRC 395 Biscay.

Trim tabs

The boats with the first hull-version were equipped with the ELTRIM-System. This system showed to be quite error-prone. Either the Cylinders were leaky or the control panel was broken when using the automatic-trim-system. Both could have the effect of driving tilted to port or starboard side.

The 96-model then got the hydraulic system of QL (Volvo Penta). The automatic-trim-system was dropped.

Interior

Storebro offered their ships in the classic satin varnished mahogany wood. As an option, some ships were built with a bright ash- or darker walnut-interior in 1991/1992. These options were, however, not very popular. The light wooden interior has been taken up again only with the [J32/S32](#), this time in birch wood.

Miscellaneous

Nobody is perfect: Again, and again, small errors appear in the brochures. In some brochures the graphic had filed the original layout of the toilet compartment on the owner's bed and then draw the new reduced layout. This has been corrected later.

2021-05-24



Storebro Royal Cruiser 380 Biscay



Storebro Royal Cruiser 380 Sportfisherman



Layouts



Pictures of the interior



Images of the production in Storebro



Fler bilder



↑ Motorer

Motor	Volvo Penta TAMD61A	Volvo Penta KAMD42A	Volvo Penta TAMD62A	Volvo Penta KAMD42P-A	Volvo Penta TAMD63P-A	Volvo Penta KAMD44P	Yanmar 6LYA-STE
Produktion tid	1986-1995	1991-1993	1992-1994	1994-1997	1994-2005	1996-2004*	1997-2001
Bränsle	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel	Diesel

Diameter (mm)	98.43	92.00	98.43	92.00	98.40	92.00	100.00
Slaglängd (mm)	120	90	120	90	120	90	110
Kompression	15.0:1	17.8:1	15.0:1	17.8:1	15.0:1	16.5:1	0.0:1
Cylindervolym (l)	5.48	3.59	5.48	3.59	5.50	3.60	5.18
Motoreffekt (kw/(hk))	218/(296)	157/(213)	235/(320)	157/(213)	265 - 272/ (360 - 370)	179/(243)***	257/(350)
Varvtal (1/min)	2800	3800-3900	2800	3800-3900	2800	3700-3900	3300

* All variants of this engine

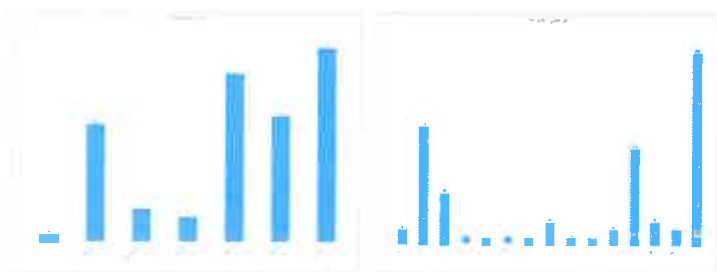
Attention:

The values given in the motor diagrams below are measured values of individually equipped ships. The measured values can vary depending on the equipment as well as the wind and temperature conditions. These values do not indicate a binding property, but can only serve as indications.



Som bekräftad registrerad ägare har du, beroende på båttyp, tillgång till ytterligare diagram om förbrukning, räckvidd och ljudnivå.









↑ Statistik








Som bekräftad registrerad ägare har du tillgång till ytterligare diagram, beroende på båttyp, om layoutvarianter, vilken typ av träslag som används och produktion per år.

↑ Teknisk utveckling



	'91	'92	'93	'94	'95	'96	'97	'98	'99	
Motoralternativ Volvo Penta TAMD61A.	•	•								
Motoralternativ Volvo Penta KAMD42A (213 hk).	•	•	•	•	•					
Higher flybridge glazing. Windscreen extends the instrument panel.	•	•	•	•	•	•	•	•	•	
Reduction of the toilet compartment with improved access.		•	•	•	•	•	•	•	•	
Sidofönster däckhus med rundat horn. Den nedre ramen går framifrån i en enda krökt ram till baksidan.		•	•	•	•	•	•	•	•	
Additional tinted plexiglass cover over the flybridge console gauges. For this, the shape of the instrument panel was changed for a flush cover. Modifications for 4-lever gearshift.			•	•	•	•	•			
Changed doors of the side storage compartments in the cockpit. The new design replaces the previous design with inset frame. The new doors have ventilation slots.			•	•	•	•	•			
A recess at the stern for the swim ladder creates more space on the bathing swim platform.		•	•	•	•	•	•	•	•	
Cab made of a single wooden board instead of artificial leather. Ventilation slots in wood instead of the separate gray plastic box (The gray plastic box known from the SRC 340 could be replaced by a shipyard made wooden plate).			•	•	•	•	•	•	•	
Motoralternativ Volvo Penta TAMD62A (320 hk).		•	•	•						
Gearbox HS1A instead of MS5B for KAMD42 engines.		•	•	•	•	•	•	•	•	
Single seat for the driver instead of double bench after straightening the fitted cupboards on the port side.					•	•	•	•	•	
A voluminous attachment was added to the aft part of the hull. It provides more lift for the aft. This attachment has also been retrofitted in older boats. This also changed the conduction of the stern...					•	•	•	•	•	

	'91	'92	'93	'94	'95	'96	'97	'98	'99	
Motoralternativ Volvo Penta TAMD63P-A (355 hk).					•	•	•	•	•	
Motoralternativ Volvo Penta KAMD42P-A (213 hk).						•	•			
New steering console on the flying bridge with more space for the installation of large-scale navigation screens (known from the SRC 430 Biscay).								•	•	
Renewed modification of the GRP doors to side storages on aft deck. Using the doors of the SRC 420/430 Biscay.								•	•	
Stainless steel handrails on outsides of flying bridge.								•	•	
Pulpit with stanchions slanted forward. Elimination of the acryl-glasing around the cockpit.								•	•	
Mörkare dekorlistor och matchande mörkgrå rutramar...								•	•	
Samma rattmodell Tipo 6 som i SRC 430 Biscay.								•	•	
Modifierad rostfritt stål mast på Gullwing mast (som SRC 430 Biscay).								•	•	
Motoralternativ Volvo Penta KAMD44P EDC (243 hk).								•	•	
De fyra sista SRC 380 var redan utrustade med förlängningen av badplattformförlängningen på SRC 395 Biscay.									•	
New model of stainless steel cleats as a replacement for aluminum casted cleats (Pfeiffer Marine).									•	
Motoralternativ Yanmar 6LYA-STE (350 hk).									•	

Central panels of doors and lockers in mahogany root.



Som bekräftad registrerad ägare har du tillgång till mer detaljerade uppgifter beroende på båttyp.

Legend:

PDF-fil finns att ladda ner

PDF-fil kan inte laddas ner

PDF-fil endast tillgänglig för registrerade ägare

PDF-fil endast tillgänglig för SRCC-medlemmar

↑ Brochures, flyer

			Low	Hi
Storebro Royal Cruiser 380 Sportfischerman - Flyer	1991			
Storebro Royal Cruiser 380 Biscay - Broschyr	1991			
Storebro Royal Cruiser 380 Biscay - Broschyr	1991			
Storebro Royal Cruiser 380 Biscay - Broschyr	1991			
Storebro Royal Cruiser 380 Biscay - Broschyr	1995			
Storebro Royal Cruiser 380 Biscay - Broschyr	1995			
Storebro Royal Cruiser 380 Biscay - Specificationer	1999			

Prislistor

			Low	Hi
Storebro Royal Cruiser - Prislista	1993			
Storebro Royal Cruiser - Prislista	1994			
Storebro Royal Cruiser 380 Biscay - Prislista	1996			
Storebro Royal Cruiser 380 Biscay - Prislista	1997			

Övergripande Broschyren

			Low	Hi
Storebro Royal Cruiser - Övergripande Broschyr	1992			
Storebro Royal Cruiser - Övergripande Broschyr	1995			
Storebro Royal Cruiser - Övergripande Broschyr	1997			
Storebro Royal Cruiser - Övergripande Broschyr	1998			

Instruktionsböcker























Low Hi

Storebro - Tekniska dokument











			Low	Hi
SRC 380 Biscay - 12V Wiring Diagram	3-6008-0010	1991		
SRC 380 Biscay - kabel listan		1991		
SRC 380 Biscay - 220V Wiring Diagram	4-6008-0014	1992		
SRC 380 Biscay - KAMD 42 Eng. Wiring Diagram	p0i05300	1992		
SRC 380 Sportfisherman - 12V Wiring Diagram	q0i00800	1992		
SRC 380 Biscay - 12V Wiring Diagram (>S/N 3639)	3-6008-0026	1994		
SRC 380 Biscay - TAMD 63 Eng. Wiring Diagram	p8j06600	1994		
SRC 380 Biscay - 12V Wiring Diagram (>S/N 3684)	3-6008-0027	1996		
SRC 380 - Transportunderlag	p0a50200	1998		
SRC 380 Biscay - Bränsletank - teknisk ritning	p4132791	1998		

Storebro - Test Reports

			Low	Hi
SRC 380 Biscay - Test Report Volvo Penta KAMD 42		1992		
SRC 380 Biscay - Test Report Volvo Penta TAMD 61		1992		
SRC 380 Biscay - Test Report Volvo Penta KAMD 42 (S/N 3581 - Ext. Hull)		1995		
SRC 380 Biscay - Test Report TAMD 63		1995		
SRC 380 Biscay - Test Report TAMD 63 (S/N 3645)		1995		
SRC 380 Biscay - Test Report Volvo Penta TAMD 63 (S/N 3688)		1996		
SRC 380 Biscay - Test Report Volvo Penta TAMD 63		1998		
SRC 380 Biscay - Test Report Yanmar 6LYA-STE		1999		

Volvo Penta KAMD42A - Instruktionsbok		
Volvo Penta KAMD42A - Instruktionsbok		
Volvo Penta KAMD42P-A/TAMD42A/WJ - Instruktionsbok		
Volvo Penta KAMD42P-A/TAMD42A/WJ - Instruktionsbok		
Volvo Penta KAMD44P EDC/HS1E - Instruktionsbok		
Volvo Penta TAMD61/62/63/71/72 - Instruktionsbok		
Volvo Penta TAMD61/62/63/71/72 - Instruktionsbok		
Volvo Penta TAMD61/62/63/71/72 - Verkstadshandbok		
Volvo Penta TAMD63L/P - Instruktionsbok		
Yanmar 6LYA-STE - Bruksanvisning		
Yanmar 6LYA-STE - Bruksanvisning		

Tekniska Broschyrer

		Low	Hi
Volvo Penta KAMD 42A - Produktbroschyr			
Volvo Penta KAMD 44P - Produktbroschyr			
Volvo Penta TAMD 61A - Produktbroschyr			
Volvo Penta TAMD 62A - Produktbroschyr			
Volvo Penta TAMD 63P - Produktbroschyr			

Båttest

		Low	Hi
MBM - SRC 380 Biscay - Båttest	1992 		
Nautica 6/94 - SRC 380 Biscay - Båttest	1994 		
Skipper 7/95 - SRC 380 Biscay/ SRC 420 Baltic - Båttest	1995 		
Nautica 8/99 - SRC 380 Biscay - Båttest	1999 		
Neptune 12/99 - SRC 380 Biscay - Båttest	1999 		

Multimedia Dokument

		Low	Hi
Storebro Royal Cruiser 380 Biscay			
Storebro Royal Cruiser 380 Biscay	2021		