

## **Pre-war Swedish boat designers had their favorite boatyards .**

### **Here you will know which .....**

So are you standing there with a newly purchased mahogany boat . \_ On the contract it says the » boat of the Pettersson model « built any time before the second World War . It was all the seller knew and could send you as information. But you want to know more . And when you are of the more stubborn type with a large curiosity gives you out on search bar . With a binge newly printed digital photos from the truck delivery you asked from the Maritime History Museum for you to search the data. After hours in front of the microfilm machine, you achieve results and with newly printed drawing copies under your arm you steer the cuddly home again . Now you know that the boat was drawn by a well-known designer . In addition it may have been build many years earlier than what the seller had guessed it.

So far all well . But who could have built the beauty ? The number of yards that built recreational boats were in the good old times like the pimples in the teenager's face . The wants say many . And how on earth are you going to find from which yard your boat came? Fact is to even the old ones the masters had theirs favorite yard after many years cooperation with a lot of mutual understanding and respect . Turn like them with Joy served with new customers . And that they could trust on to close one hundred percent.

For to give you an easy picture of where Israelsson , Pettersson and Östlund (and I ) put their orders, I have compiled a summary to you . With the help of this, you can quickly put yourself and your boat in relation to the shipyards and the designers . And maybe also find one or other clue for you as history seeker .

## **STOCKHOLM MOTOR BOAT YARD**

The yard was based at Hornstull in Stockholm and its existence was short but explosive . Founded in 1915 but closed in the post-war recession during already in 1920. The basic idea was to serial build boats after CG Petterssons drawings to keep the boat prices down and further increase the interest for these motorboats . For each order it was included that quality was assured whereby C.G. Pettersson himself followed each build and also did the final inspection . How the matched with the basic idea to build in series is not entirely understandable. But the fact is that many of the boats that left the yard were bigger boats of ten meters or more . Not very likely that these were built in series...  
Often associated with : CG Pettersson

## **SJÖEXPRESS BOATYARD**

This Lidingö-based yard started as Motoraktiebolaget Sjöexpress with some mixed activities such as car and motorboat sales . In 1907 the yard changed management and the company was purchased up by Henning Forslund with companions . They blew new life in the company. During the following ten years most Sjöexpress boats were built after drawings of CG Pettersson . Among them the magnificent 19 meters long saloon yacht Togi , which was built in 1916 for a Danish client . The boat became the yard largest delivery ever , and the drawings were of course by CGP. After 1916 Henning's younger brother Gideon takes care getting more orders . Gideon was a young graduate engineer with speedboat interest , which increasingly reflected itself in the yard's deliveries. Among others, it was Gideon who in 1920 designed the very successful racing boat NNIII. In 1923, Henning employed the skilled Carl Albert Fagerman as foreman and designer . Fagerman had a very skillful eye for lines and quickly created a dedicated Sjöexpress style. After

Fagerman's dismissal in 1936, brother Gideon designed and constructed Sjöexpress boats , which he did until Henning Forslund sold the business in 1946.

Often associated with : CG Pettersson , CA Fagerman , Gideon Forslund .

<https://www.sjoexpress.se/>

## **GUSTAFSSON & ANDERSSON**

The yard was started by the brothers Gustafsson and Andersson on the shore of Klara Sjö in Stockholm. With very good relationships to designers CG Pettersson and Viktor Israelsson the yard grew quickly , and soon they grew out of the premises in the central city . The solution was to move the company already in 1913 out to Skärsåtra on Lidingö , where a new modern architect designed shipyard building was erected . Many people came here celebrate boats to being built during the years , among others the greats Sea Song, Stella Marina, Penta XI, Gri-Gri and Match II. In the mid -1930s sons Anders and Tage took over more and more of the construction of the yard orders . They introduced also one of Sweden's first rational attempt to mass production of larger motor boats . In 1939 son Tage took over the operation of the yard and after that it was he who stood for every new constructions . The yard lives on than today during the name Boghammar Marine <https://www.boghammar.se/Anda/Historia.html>

Often associated with : CG Pettersson , Viktor Israelsson , Ruben Östlund , Tage Bow hammers .

## **ROSÄTTRA BOATYARD**

One of Sweden's oldest boatyards with ancestry back until the 1880s became, during the 1910s, a diligent supplier of the classic Pettersson boats . The yard put its mark on the boats it build by molding the yard name into the deck fitting around the heart block . This simplifies substantially the hunt for Rosättra boats today . The boats built in small series , which was extraordinary unusual in Sweden as early as the 1910s. What further \_ amplifies of the yard build quality is that CG Pettersson's choice to build his own Wiking X on Rosättra 1925. The boat became ,because of its trip around Scandinavia a good advertising platform for every supplier - also for the yard . The yard was also an important boatbuilding school . Many future boat builders started their career in Rosättra's boat building hall in Vätösund , north of Stockholm.

Often associated with : CG Pettersson , Jac M Iversen .

[https://sv.wikipedia.org/wiki/Ros%C3%A4ttra\\_B%C3%A5tvarv](https://sv.wikipedia.org/wiki/Ros%C3%A4ttra_B%C3%A5tvarv)

## **THE BROTHERS LARSON**

In Kristinehamn was one of the most diligent CGP yards . CG Pettersson himself was a very good friend with shipyard owners Richard and Hugo Larsson , which definitely improved the flow of orders . Here were many of the CGPs beautiful large saloon boats build , but also quantities of ordinary " Pettersson boats " as well many more fast moving motor boats of all types and models. The yard began already during early 1930s to experiment with a small serie's production of the classic » Pettersson boat «, the choice worked well. In the middle on the same decade , CGP helped out the yard run by son Lars Larsson and his constructions (which in many and many bar CGPs lines and execution ). Last of the wooden leisure boat was built in 1949, after which of the yard business was completely transferred to professional boats of steel and aluminum.

Often associated with : CG Pettersson .

[https://sv.wikipedia.org/wiki/Br%C3%B6derna\\_Larssons\\_varv\\_och\\_mekaniska\\_verkstad](https://sv.wikipedia.org/wiki/Br%C3%B6derna_Larssons_varv_och_mekaniska_verkstad)

## **FRÖBERG'S BOATYARD**

At the far end of Kyrkviken on Lidingö lay the yard that was loved by all constructors . This yard was run by the boat builder Karl Fröberg , who besides to be a very skilled boat builder , was pedantic to the tips of his fingers . The boats that left his yard, were closer to high class art than to boat building . When one boat building was outsourced Fröberg's was needed Never a few inspections , said CG Pettersson . And we, who today have seen one of the many still existing boats from Fröberg's " atelier ", still can wonder over the hull beauty and the original grace of the beautifully varnished yellow tones. The delivery rate was not high at Fröbergs . The quality was set always in the center before the quantity . Because of this only 114 boats were built under Karl Fröberg's management . Many still exist today and in a very good condition . Often associated with : CG Pettersson and Ruben Östlund .

[https://sv.wikipedia.org/wiki/Fr%C3%B6bergs\\_varv](https://sv.wikipedia.org/wiki/Fr%C3%B6bergs_varv)

## FISKSÄTRA BOATYARD

The yard started at the end in the 1910s by the skilled carpenter F Axel Larsson on a headland in Fisksätra , north of Stockholm. This became over time a big small boat industry . Here were many boats built based on CG Petterssons drawings - anyway until 1936 when Axel's son Torild graduated as educated boat designer . Fisksätra boatyard were open for all possible boat types and clients . Among others, the navy and the customs office were constantly returning as customers for all kinds of buoyant vehicles , everything from landing craft , collapsible lifeboats to minesweepers for both Sweden and Germany . Under Torild's management after the war, the yard was known as a pioneer with the new material fiberglass and the first to build a recreational boat in fiberglass in series, called the Svalan in 1954. Often associated with : CG Pettersson and Torild Larsson . <http://www.parant25.se/artiklar/varvshistoria/historia.html>

## HÄSTHOLMS BOATYARD

The yard started at the end in the 19th century as a barge yard , but was transformed during 1906 quickly into one of Sweden's largest motor boat yards . The location was current Kvarnholmen in Stockholm. The man who brought about this change was the recently graduated structural engineer Knut Ljungberg. Under his closest supervision, the years showed him to be a particularly competent boatbuilder as can be seen from the very beautiful line of motor cruisers . The boats Ljungberg drew were pretty much all being built on Hästhalm yard till Ljungberg's departure from yard in 1923. At the end of the 1930s the yard was bought by constructor Knud H Reimers who employed Harry Becker as site manager . During the following the years quite a number of boats were built after these gentlemen's drawings before the yard closed its doors in the early 1950s

Often associated with : Knut Ljungberg and Knud H Reimers.

## FORSLUND'S BOATYARD

Gideon Forslund started his first job at the Essinge yard 1915 having just returned home after a period of study in England. The yard switched later name to Forslund's Yard . On the yard at Marieberg in Stockholm a large number of boats were built , pretty much every one designed by him. Anything from » Pettersson boats «, rowing boats , racing boats and completely ordinary boats had their keel stretched on the floor of the yard . »No one knows which boat model will be launched tomorrow from the yard «, wrote a famous boat columnist in the middle in the 1930s. A statement that contained a lot of truth . Gideon and later the son Owe were some of the industry's absolute freethinkers . They hunted constantly for improvements and were not afraid to try ideas at a real scale . So, to say what a typical boat from Forslund's yard looks like, is in fact nearly impossible . [https://sv.wikipedia.org/wiki/Gideon\\_Forslund](https://sv.wikipedia.org/wiki/Gideon_Forslund)

Often associated with : Gideon Forslund