

Background

The Association Forsvik Shipyard a non-profit organization was founded in 1995 with the aim of building the paddle steamer Eric Nordevall II.

The paddle steamer will be a replica of Eric Nordevall, which was built in 1836, wrecked and sank in Lake Vättern 20 years later 1856, where she stands at the bottom of the lake at a depth of 45 meters and is still in good condition.



Eric Nordevall was one of five paddle steamships specially built to operate on the Göta Canal. To be able to pass the locks in the canal, Eric Nordevall was built in the form of a so-called *fiddle boat*, with indented hull sides and paddle wheels. Along with her sister ships, Eric Nordevall revolutionized Swedish transport making it possible to travel for the very first time from Gothenburg to Stockholm accordingly to a set timetable.

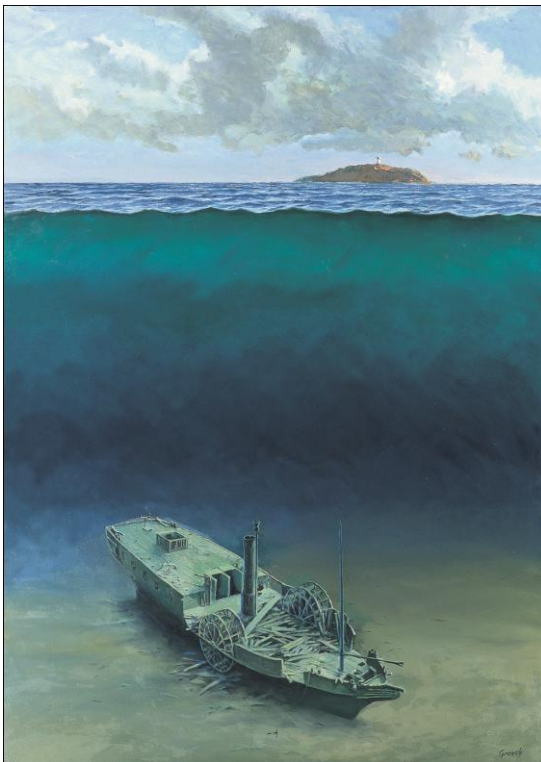
The paddle steamer Eric Nordevall II represents the transition from traditional travel by horse and carriage to the new mechanical powered means of transportation, at the same time reflecting the major advances in Swedish industry and foundry technology.

Eric Nordevall II is being built as closely to the original Eric Nordevall as possible, which was built according to concept from England and Scotland. Certain modifications have been made to the ship to fulfill the demands of today made by the Swedish Maritime Association; for example, safety equipment.

We now build the paddle steamer Eric Nordevall II in order to resume the maritime craftsmanship and give possibility to paddle steamer communication on the Göta Canal. One of the reasons building the canal was that for passenger traffic and among other ships also paddle steamers.



The locating of the wreck of the paddle steamer Eric Nordevall in 1980, and the developments concerning its preservation and visualization has been ongoing since then.



The wreck of the paddle steamer Eric Nordevall was found at the bottom of the Lake Vättern outside the town Vadstena north of the island Jungfrun. The paddle steamer Eric Nordevall was built at Hammarsten shipyard in the town of Norrköping in 1836-1837. She was built for traffic on the Göta Canal between Gothenburg and Stockholm. The canal had been opened in its full route length just five years earlier.

The paddle steamer Eric Nordevall represents the first generation of steam ships in Europe in general use. This ship type was originally developed in Scotland for traffic on rivers and river estuaries in the 1820th.

Daniel Frazer, a Scottish engineer, who was the technical leader of Motala Works at the time, designed the two side lever steam engines for the ship. Motala Works was one of the first mechanical workshops in Sweden, and of dominant importance for the development of marine steam engines and shipbuilding of the 19th century. The steam boiler was also designed and built at Motala Works in Motala.

The Eric Nordevall was designed by one of the most well known ship designers in Sweden at the time, a naval officer called Johan Gustaf von Sydow. The Eric Nordevall was commissioned 1833 by a shipping company named *Ångfrakbolaget Stockholm-Göteborg*. Eric Nordevall was shortly in operation as mail-boat between Ystad and Stralsund, before she was put in regular service on the Göta Canal.

The ship was named after the engineer Erik Nordvall (1753-1835). He was one of the technicians in canal and lock building in Sweden in the 18th and early 19th centuries.



Who was *Eric Nordevall*?

Erik Nordvall, which he was originally called, was born in 1753 in Överkalix parish in Norrbotten Sweden. His father Jonas Nordvall was Pastor.

Eric Nordevall died in Stockholm 1835.

Erik Nordvall studied in Uppsala from 1770 and was educated as a mining and water construction engineer. Between 1774 -1784 he was the first builder of Hjälmare canal locks and then Strömsholm canal.

He was employed in Eskilstuna Fristad and was appointed as Director in 1779.

Erik Nordvall married 1785 to Frederica Branting (whose later day's relative was named Hjalmar Branting being prime minister of Sweden).

Erik Nordvall planned and started in 1788 porphyry works in Älvdalen Sweden.

He also revised the drawings to the Berg Canal in Trollhättan and at the opening in August 19th 1790 was one of the locks given his name.

Erik Nordvall directed in February 1796 the saving of the Dannemora mine from an impending flood. He planned 1798-99 the work to strengthen the bridge Norrbron in Stockholm. The bridge had collapsed in 1780.

Erik Nordvall was in 1801 appointed as Major Mekanikus Mechanical corps in the Swedish navy.

He bought 1802 Nyby farm and rebuilt it according to own drawings.

Erik Nordvall managed the works at Södertälje Canal between the years 1806 and 1809, when the Södertälje Canal received a lock and was navigable all the way from Lake Mälaren to the Baltic Sea.

Erik Nordvall was ennobled in 1816 and became the nobleman *Eric Nordevall*.

He was appointed in 1819 to Lieutenant Colonel Mekanikus Mechanical corps in the Swedish navy.

Eric Nordevall was also a member of the Academy of Sciences, Academy of Agriculture and Academy of Arts.

Eric Nordevall also participated in the construction of the Göta Canal.

This was also the reason that one of the very first power driven steamships, which was built for traffic according to a time schedule on the canal, was named *Eric Nordevall* one year after his death 1835.

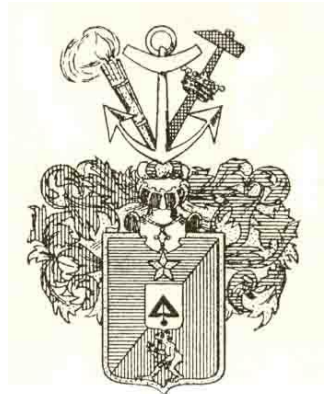
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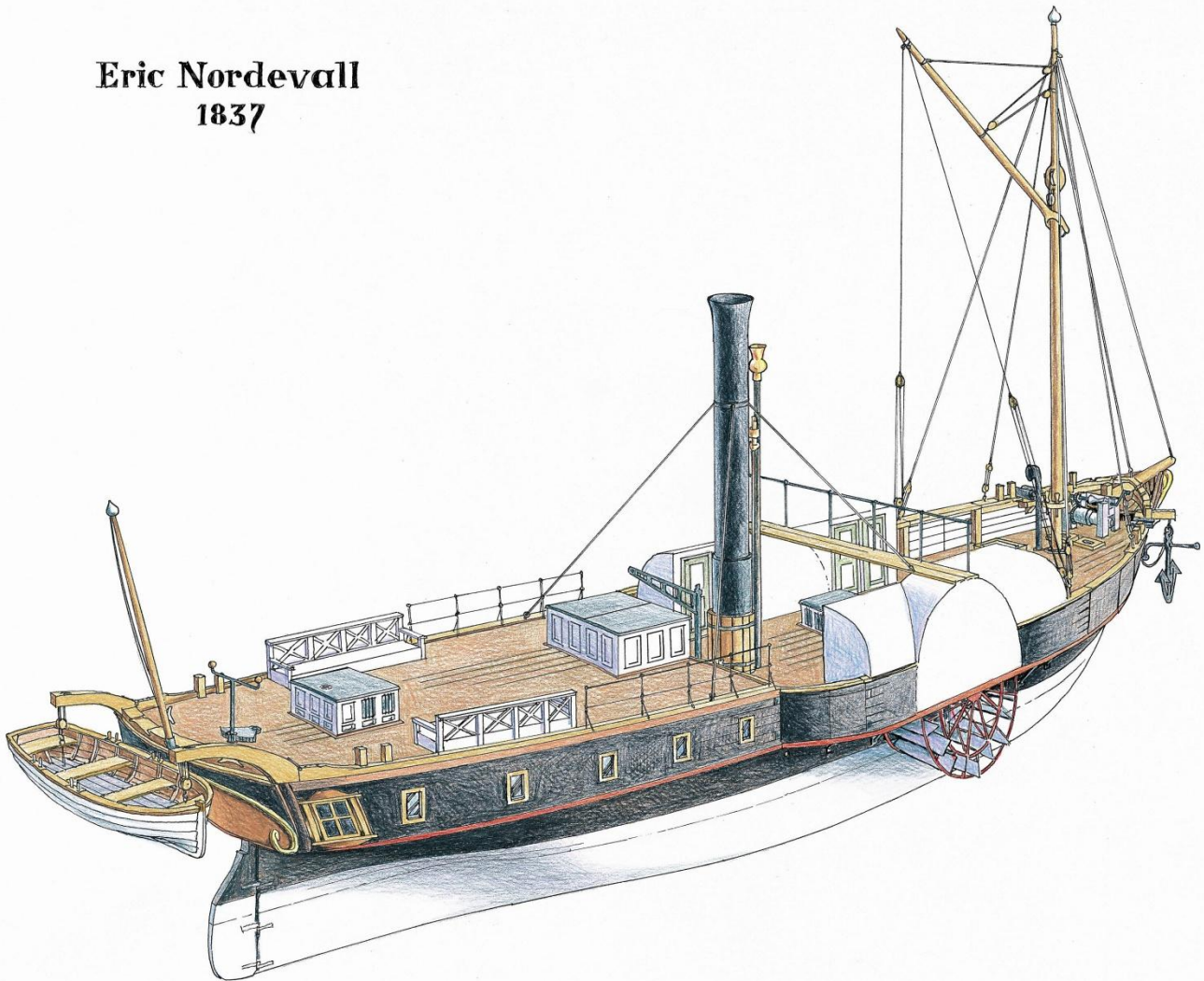
No unique spelling of ship's name was obviously not applied during the 19th century. The paddle steamer name was in fact spelled in several ways in the Swedish Ship List;

Nordwall 1837, Eric Nordewall in 1839, Erik Nordvall 1846 and Erik Nordvall 1854.

On the salvaged ship's bell the name is **Erick Nordwall** and on the ships name board **E. Nordevall**.

John Ericsson, another famous Swedish inventor and engineer lived 1803—1889.



Eric Nordevall
1837

The paddle steamer Eric Nordevall was and still is uniquely well preserved on the bottom of the lake Vättern. When the ship was located the main part of the exterior was still intact and state of preservation as it was when the ship sank about 150 years earlier. The situation is due to the favorable preservation conditions in fresh oxygen-deficient water environment.

During the 1980th Eric Nordevall was subject to extensive investigation and recording. The Swedish national Maritime museum performed extensive photographic and film documentation on the site at the depth of 45 meters during the years 1985 – 1989. This was done in co-operation with several other parties. Such as the Göta Canal Company of today, the unit of Diving Technique at Chalmers University of Technology in Gothenburg, the Östergötland County Administration and the Central Office of National Antiquities in Stockholm.

The Östergötland County Administration protects by dive ban the wreck of the Eric Nordevall, because the wreck is more than one hundred years and of great national and international interest.

The association paddle steamer Eric Nordevall salvage was established in May 2000 and is an independent branch to Motala Museum and Historical Association's industrial history department. The association's mission is to promote the recovery and preservation of the paddle steamer Eric Nordevall, and the ship

subsequently installed in an industrial history museum in Motala, tentatively in Motala Works old premises. The project plan has been reported to the authorities concerned with multiple stakeholders who have been willing to salvage, but requires full funding of the entire project before the salvage operation could begin.

Facts about Eric Nordevall II

Type: Paddle Steamer (violin type, indented paddlewheels)

Number of ribs: 58 oak pledge

Length: 28, 6 meters

Displacement: 150 tons

Breadth: 6, 95 meters

Breadth at wheels: 4, 3 meters

In-depth: 1, 9 meters

Engines: Two side lever balance steam machines each 17 hp

Cruising speed: approximately 7 knots

Passengers: approximately 80

Classification: According to Swedish Söfartsverket rules for coastal

Planking: Oak on oak



The Passenger Ship Eric Nordevall II

Just like its predecessor from 1836, the paddle steamer Eric Nordevall II will navigate the Göta Canal between Gothenburg and Stockholm. Beginning in 2011, it will be possible to charter Eric Nordevall II as well as travel on regular trips. The timetable and price list will be available at a later date.

A trip with Eric Nordevall II will be much more than a trip on the Göta Canal. It will be an above the average, authentic experience of how people travelled at the beginning of the 19th century. The two 17 hp steam engines will drive the great paddle wheels at 28 rpm to give the ship its cruising speed of 7 knots. The crew will wear clothing from the period, meals will be made on the wood stove in the galley, the steam boiler fired by wood collected from wood piles arranged along the Göta Canal. It will be possible to buy a role – for example as a stoker or crewman – for each stretch.

In keeping with its authentic character, the paddle steamer Eric Nordevall II will have to be pulled through certain difficult passages along the Göta Canal as locks and sharp bends.



How is the project managed?

In 1995 the project was started building the paddle steamer Eric Nordevall II and up to date have approximately 200 persons worked on the boat. Education in maritime craftsmanship has been carried out along with among others Trätekniskt Centrum TTC in Tibro, Hantverkscentrum and the employment office Arbetsförmedlingen.

The financing is done with the aid of main sponsors, sponsors, contributors and members. So far, the project has cost and become financed to 73 million SEK (7.5 million Euros). Total cost will be approximately 75 million SEK (7.7 million Euros).

The ship is built in premises of Forsvik Shipyard within the area of Forsviks Bruk in Forsvik. The steam boiler has been produced in Karlskrona at Kockum Shipyard and the steam engines have been completed and assembled at Motala Works in Motala.

All interested is offered the possibility to contribute in this unique project through possibility to buy certain parts of the ship or to buy shares.

Be a Shareholder in Eric Nordevall II!

By buying shares in the paddle steamer Eric Nordevall II, you will be supporting the completion of the ship, receive a beautifully decorated shareholder certificate and enjoy being a shareholder in a Swedish paddle steamer.

For your participation, please contact the Forsvik Shipyard. Tel: 0505-41250. E-mail varvet@nordevall.com



The Launching, Power Train and Baptism Trip

The paddle steamer Eric Nordevall II was launched on Sweden National Day, the 6th of June 2009 and was then moored at the jetty at Forsvik Shipyard. The day was filled with activities. Historical boats were riding at anchor and demonstrations were made by the Lifeboat Association. More than 10,000 visitors enjoyed the great day.

On the 14th June, 2009, the paddle steamer Eric Nordevall II was first pulled to Karlsborg and then, on the 16th of June, she was towed over Lake Vättern to Motala and the old Motala Works. Just like the original Eric Nordevall, the successor has been endowed with a boiler and engines of the same model as those from 1836. An historic occasion, as it was Motala Works which constructed, manufactured and installed the steam boiler and the steam engines for the original, 170 years ago.

The paddle steamer Eric Nordevall II returned on the 28th June 2009 to its home harbor in Forsvik. There she will be completed and fitted out during 2010 and at the beginning of 2011.

The paddle steamer Eric Nordevall II will in June 2011 make its baptism trip on Göta Canal from Forsvik to Riddarfjärden in Stockholm, where she will be baptized and begin her official maiden voyage, just as her predecessor once did in 1837.



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