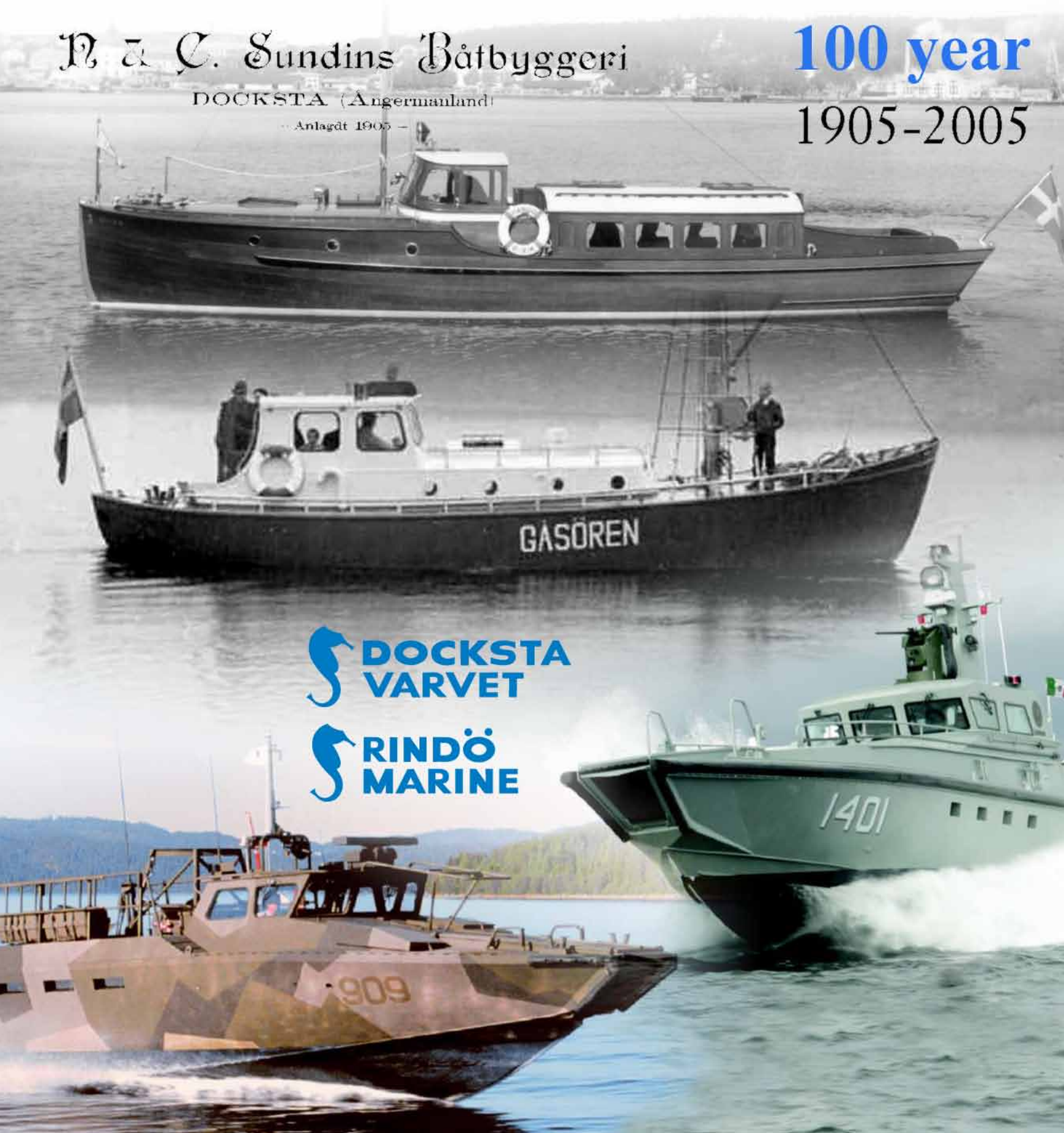

N. A. C. Sundins Båtbyggeri
DOCKSTA (Ångermanland)
Anlagdt 1905
100 year
1905-2005
GÄSÖREN
DOCKSTA VARVET
RINDÖ MARINE
1401
909

Kassa

1905

Okt 26 An Behållning af samma m. Kontant H. 4:5 kr. 1000 " C:S - 1000 — 2000 —

Nov 22 " Upptaget ett ammoteringslån af Kungliga Hushållningssällskapet — 1200 — 1200 —

Nils Sundin
One of the founders of N & C Sundin´s boatyard
Ledger showing the initial start capital

Cover, three generation of boats from Dockstavarvet

Photo above: *"HÅNGO", built 1937.*

Photo midle: *"GÅSÖREN", built 1957.*

Photo belove: ***(To the left)*** *"Combat Boat 909".*
(To the right.) *IC 16 M for Mexican Navy delivered 2005.*

N. & C. Sundins Båtbyggeri
Docksta
— — anlagdt 1905 — —

1905 - 1960

When Nils Sundin, together with his cousin Carl, founded the Docksta Boatyard in 1905, Nils was already an experienced boatbuilder. Experience gained partly from his father Olof Sundin, a crofter and fisherman who built boats in a barn during the winter; and partly from working two years for August Plym at the Neglinge boatyard in Saltsjöbaden, a suburb of Stockholm, a legendary and innovative creator of wooden boat construction methods in Sweden at the time. Both cousins invested the sum of 1000 kronor each, and borrowed a further 1200 kronor from the Housekeeping Association in Härnösand as working capital. A site was acquired at Prästbordet and the start capital was used to build a workshop, that was subsequently enlarged and improved upon; which remained until 1960. A warehouse was also acquired. The first order for the yard was for the construction of a fishing boat for E.J. Dalstädt in Häggdånger. Within a few years, another 20 tenders had been build and delivered. Catalogues and correspondence from this period indicate ambitious plans to establish a thriving industry for the Norrland region. However, during the depression of 1908-1909, Carl Sundin sold off his share of the business to Nils Sundin and emigrated to America.

N. Sundin
(Docksta Båtvarv)

Business at the yard continued however, with orders mainly for sailing boats.
The first cutter was delivered in 1916, and by 1958 as many as 20, wooden-hulled cutters had been delivered, nearly all wich were of own design and which became famous for there seaworthiness. At one time, series production of lifeboats for the Merchant Navy was carried out. Another unusual order completed by the yard was for the for the delivery of "knock-down" ferry kits for the national road network, which were "assembled" at each ferry crossing.
Prestige orders include a 12.8m long Petterson-designed, pleasure launch, built in 1937 and a 55m2 caostal cruiser, the "Aina". Surprisingly, many of these old wooden-hulled vessels are still in good condition and "going strong" today (cont`d page 6).

1904, Nils Sundin, second left middle row, Neglinge boatyard.

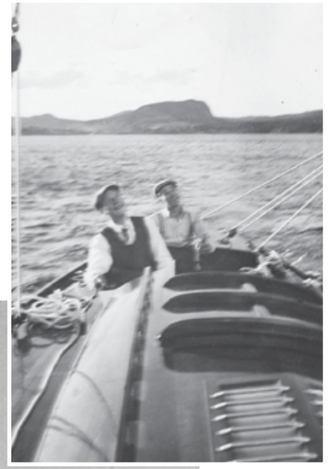
Bylund's "Solumshamn", tender 1908. Now on view at Härnösand museum.
Photo from Stig Norberg.

Harry Sjöblom's "Skeppsmalen", a tender/salmon fishing boat with aft "bunkhouse". Built 1942. Photo from Bengt Sjöblom.

HND 14, salmon fishing boat, built 1949 for line fishing in the Gulf of Bothnia.
Sold to the Stockholm Archipelago Association 1955.
Photo from Gösta Nordlander.

The "Indra", 22m^2 archipelago cruiser at Ulvöhamn. Built 1926 .
Photo from Gunnar Harju.

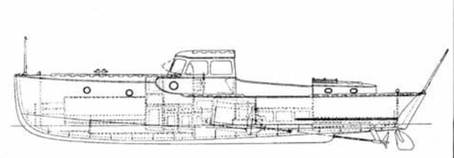
(Below) Helmer Viberg and Kalle Sundin, both aged 20, conducting sea trials of the "Aina" in Docksta bay. Helmer, employed from 1935-1980 (ret.) claimed this was the best vessel ever built at Docksta, with the possible exception of the "Tengfeldts boat".



Fritz Ramström's "Ulla" , delivered 1942, under sail from home in Härnösand. Photo: Herman Ramström.

"Aina" built 1938 under sail in the 80s´.
(See drawing, centrefold).

Motorboats, complete with "punch veranda".
"Jan" and "Lugnet". All built at Docksta circa 1920.
Photo from Michael Kusoffsky.



(Above) Motor launch "Astrid", built 1936 for . In perfect, original condition, this vessel is unusual example of a V-hull shaped Petterson boat. Original engine, 40hp Penta Hesselman, followed by 8 cyl. Chrysler and now a 96hp Ford diesel. Photo from P.G. Hägglund.

"Nita" built 1955. Designed by Knud H. Reimer and the last example of a "thoroughbred" mahogany motor launch built by Docksta. Photo: Lennart Borg.

"Hångo", a 12,8 m long pleasure craft, C.G. Petterson design, delivered Midsummer Eve, 1937. Rediscovered at Styrsö in 1993 in terrible condition after having been beached for 10 years without cover.
Returned to the boatyard as a possible "renovation" project.

Nils Sundin achieved his goal of establishing a fundamental reputation as a quality boat builder. The turnover of the company however, was a disappointment. His work force consisted of a mere five employees and profitability was poor on many occasions.
During the 1920s, the company became heavily involved in the timber trade and the exportation of "planks_" and "props". This came to an abrupt and economically painful end during the depression of 1931. Nils's wife Hulda, somewhat sceptical of big business ambitions, began to actively contribute to her husband's financial problem by reverting to her old profession of midwifery.
Their oldest son, Olle, trained to become a qualified engineer; and for most of his working life he was employed by Hägglunds. In his spare time however, he designed many leisure craft that were eventually built at the yard. His brother Kalle (born 1918) left school and began to work in the yard.
He was given responsibility for all the machinery at the yard, and ultimately put in charge of all steel and aluminium production, that began at the end of the 1940s and early -50s.
Under his leadership, Kalle expanded the company to include major repairwork and virtual, full time specialisation in the construction of professional vessels.
The first new construction in steel, an 11.5m long pilot cutter for Ursviken, was delivered in 1957. In 1958, the lifting capacity of the yard's slipway was increased to 100 tonnes, and south of the slipway a breakwater was formed by sinking a barge from Gotland, filled with stone ballast. (See picture on page 9).
After the death of Hulda Sundin in 1962, Kalle Sundin officially took over the running of the company. His father Nisse, then 82 years old, still worked more or less full time until 1966 or 1967, when failing eyesight eventually stopped him. Nisse passed away in 1971, nearly 92 years old.

"Utställarn", built 1928 for the Sundsvall Boat Show. Design blueprint bought from C.G.Petterson. Boat fitted with an A4-type, 18hp Penta and operated as a joint work/pleasure craft.
At the outbreak of WWII, commandeered for military service. Here shown at Grumnan on the southern tip of Ulvön, where Olof Sundin's steam shed and boathouse are still owned by the family.
Photo: Viktor Lundgren, Härnösand.

"Gengasarn" built by the yard for own use at the start of WWII. Fuelled by wood-gas and fitted with a well astern of the cabin, this vessel, primarily intended for fishing, was also used for many years as a towing tug hauling logs for "Forsbolaget". Towing logs or barges was a "sideline" that Nisse Sundin willingly continued until well into his eighties, without trying to hide his enjoyment of the work. "Gengasarn" was replaced with "Rita" , a second-hand Petterson boat, subsequently renamed "Gamrita", when "Rita II" was built in 1952.

"Rita II" Nils Sundin's favourite, by Olle Sundin, made it first trip to Grumnan New Year's Day, 1952. The year began with an exceptionally mild and ice-free winter. Fitted with a Hesselman 60 hp Penta, "Rita II " was somehow kept in service until 1971. Renovated and owned 1973- 1980 by his grandson Mats Bergström; until 1987 by Anders Ludvigsson his brother-in-law, and finally Staffan Edlund, all of whom stem from Örnsköldsvik.

(Below) The boatyard, viewed from the lakeside in the early 1950s. A wreck has been beached for testing the Army's "tugboat type 1", a work boat for engineer troops. Behind the gable window of the workshop, is where Hulda and Nisse Sundin had their original living quarters, until they had a house built close to the main road in 1912. To the right of the house is a barn which housed two cows and often a pig, for many years. Household self-sufficiency was supplemented by a kitchen garden south of the long wall of the workshop.

(Above) Ferry builders in Småland. Assembly at Sommen from kits made to knock-down order at home at Docksta.

Old "Skagsbåten" entering the shoals at Haraskär. Built 1916 and in service until 1953. Replaced by a new wooden-hulled cutter from Docksta.

"Ulvö I" delivered 1926 to Ulvö pilot station. In service until 1964. Rebuilt as a pleasure craft by Richard Sundström at Docksta.
Photo from Tommy Hägglund.

(Above) "Malören II" or usually called "Elfwen" moored in the harbour at Malören prior to a storm warning. A legendary workhorse at the Kalix pilot station. Delivered 1938 . In use for many years in the home waters of Djurögfladen. Totally destroyed by fire around 1990. Photo from Per Blombäck.

"Ratabåten" heading through Ratasundet at full speed.
Built 1937, fitted with a 40hp Elfwe engine: Rebuilt 1957 with a 55hp, MD-47 type engine.
Photo: Sture Lundberg.

(Below) The new "Skagskuttern" moored alongside the pilot's landing stage at Stora Haraskär. Fitted with a 70hp Säffle engine and grossly over-dimensioned according to Swedish Pilotage Authority specifications. A practical vessel but also a frightening "roller coaster". Delivered 1953 and resold 1968. Photo: Sune Öberg

(Left) A cutter for Arholma being built in the old workshop, 1956. Note the solid ribs and the engine, a 4-cyl Albin diesel, subsequently replaced with a 90hp, Penta MD-67 in 1962.
The cutter was eventually resold and refitted as a pleasure craft, allegedly having set sail for the West India. Magnus Briland, owner 1995, planning his round-the-world voyage.


SVENSK LOTS- & FYRTIDNING 181

JÄSOREN

"GÅSÖREN"

On July 15, a new pilot cutter was delivered to the pilot station at Ursviken, by Sundin's Boatyard at Docksta. The cutter has been christened "Gäsören".
After the Board of Shipping granted a loan to the boatyard from a loan fund, and a contract had been signed with Sundin's Boatyard, work on construction of the new vessel could begin.
The cutter is of similar design to the pilot boat at Järna pilotage station.
Specifications
Length: 11,5 m
Breadth: 3,90 m
Draught 1,80 m
All welded steel hull, reinforced for ice breaking.
Light alloy superstructure. Wheelhouse interior lined with Perstorp tiles, fitted with engine controls and all fittings for electrical and navigational equipment. Wheelhouse front windows have built-in Thermo glass panes (electrically heated), warm air defrosters front and to the side windows. The steering well, aft of the wheelhouse, houses the steering gear and engine controls. The engine room houses a 2-cyl, 70hp Seffle engine, which at 500 rpm, offers a service speed of 8 knots. The engine room also has a Webasto hot air heater to provide interior warmth even in extremely cold weather.
Ample electrical equipment, conforming to the highest standards, has also been supplied. Conducted sea trials gave the following performance criteria: Service speed 8 knots, yawying test 360 degree turn 33 secs, radius circa 15 m, reverse to stop from full speed ahead 13 secs, braking distance circa 18m.
The crew of the Gäsören are naturally delighted and grateful for the new vessel. We would ther fore like to extend a big vote of thanks to the Board of Shipping who granted us the loan for this acquisition. We would also like to offer our thanks to Mr. Lagerwall, the Director of the Pilotage Service, for his assistance and efforts in helping this splendid craft materialise. Finally, a warm round of applause for the Docksta Boatyard for making such a fine vessel.
Gäsören hasn't yet been put through rough weather or high sea trials. Even so, we hope and believe that even these trials will result in total satisfaction. We therefore look forward to the autumn gales and winter ice challenges with every confidence.
Ursviken pilot station, August 4, 1957
Pontus Wikström
Chief Pilot

(Article above) Pontus Wikström's hopes came to an abrupt and tragic end, when he fell overboard and drowned, shortly after the vessel entered service.

(Left) The ferry to Holmsjön, Medelpad 1958.

The tiny pilot boat "Lungö", delivered 1958, the last pilot vessel built for many years. Also the last wooden hulled cutter of its type built and ordered by the pilots themselves. After the close-down of the Härnösand pilot station in 1967, "113" moved to Sävsundet and finally to the main depot at Rosenvik, Djurgården.

The entire work force, spring thaw 1960. Four men with a total of 150 years professional boat-building experience and one beginner, Åke Olsson, who is now nestor at the yard. The steps lead upstairs to a combined template attic, living quarters and staff kitchen.

N. SUNDIN
(DOCKSTA BÅTVARV)
Telefon 6

Roadworks carried out to the "Rikstretton" highway during 1960-61 had a major effect on the yard itself. A new embankment demanded so much space, the yard's old workshop had to be moved and downgraded to a "shed". A new brick building with a free height of 5.25m was erected more or less parallel with the bottom of the embankment slopes.
This intrusion ultimately caused an unexpected landslide which took with it the slipway, a breakwater and other yard installations into the depths.
The regional road authorities built a new slipway in 1960-61 and a jetty of blasted rock. Trollies and cradles, originally dimensioned for lifts up to 150 tonnes, were gradually upgraded to permit lifts of up to 300 and eventually 400 tonnes.

View of the yard from the water, 1958. Even though yard tonnage has begun to increase, the yard itself has hardly changed for many years. The rescue vessel "Grängesberg" moored at the boathouse jetty.

The "Rikstretton" highway under construction 1961. The old workshop stands halfway down the embankment slope, as erection of the new construction hall continues.

Reconstruction of the boatyard recently completed 1961. The "Grängesberg" docked on the new slipway.

Nordgren's "Malmön", the early -70s, on the slipway. The old workshop has been moved and is now being used as a warehouse. The "Aramis" from Sundsvall, heading for the quayside. The breakwater before the huge landslide. Kalle Sundin waiting on the jetty. Photo: Peder Olsson.

The breakwater before the massive landslide 1960. Photo from Peder Olsson.

(Above) A fully loaded slipway, June,1970. The "Nostra" on the slip for hull plate refit. Swedish Maritime Administration's patrol vessel "No.45 Skag" queuing for emergency repairs. At the quayside, "No.145 Sundsvall", former patrol vessel "No.43 Bredskär" undergoing refit for Umeå University and "Ammy av Husum". On the quay, one of the Swedish Customs and Excise small, fast patrol boats.

(Left) Extension of the jetty 1973. On the south side, hydrographic survey frame "No.8" being fitted out; on the ridge Customs and Excise vessel "Tv104" temporarily moored alongside the Husum Works "Bure 1". Also shown, the yard's newly purchased "Ljusne". The later two vessels sister ships built at Mohög, 1955 and 1952 respectively..

SOLITUDE

The biggest vessel ever built at the yard.

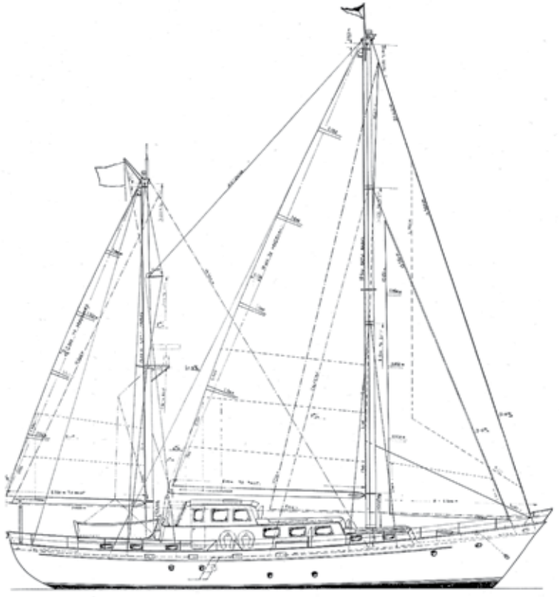
(1966) Working under the stern of the yard's biggest new commission.

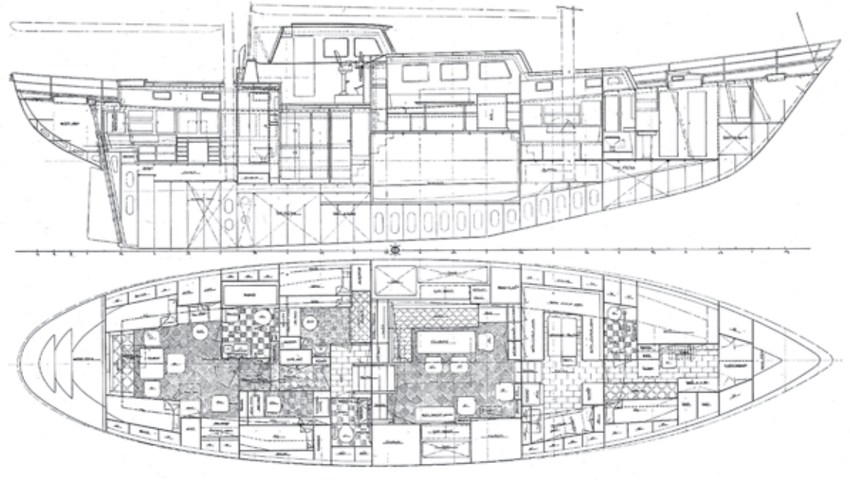
(Early -70s) Customs vessels undergoing spring refurbishing.

The "Solitude", the largest ketch-rigged motor sailer built for a private owner in Sweden for many years, delivered 1967. Apart from her size, elegance and finish, this vessel also contained many new features, not least a 230/380V fresh water/sewage system and other important electrical installations. The yard's increased need for machining expertise to replace or repair numerous bent prop shafts and damaged propellers, was eventually fulfilled by moving to Häggvik.

Knud H. Reimers 22.2m all-steel motor yacht

Large boatyards on the continent have built many motor yachts over the years, based on designs by prominent naval architects. These vessels, usually made of steel, were designed for use in all waters. They were often ordered by older, experienced sailors who didn't want to renounce the pleasures of sailing entirely by changing to a motor yacht; but rather to satisfy a need for increased engine power contra that available in a sailing vessel, fewer sails and less canvas and thus the need for smaller crews.
Whatever their reasons, vessels of this type are a delight to study with regard to their sea-worthiness and attention to detail.
The boating magazine "Till Rors" can now reveal the plans for a modern motor yacht, currently under construction at Karl Sundin's boatyard at Docksta. Designed by Knud H. Reimers, this vessel, which is being built to the highest standards and classification by Lloyds and in accordance with Swedish ship surveyor specifications, is intended for charter, etc. The steel work on the hull and superstructure being carried out by the yard, conforms to the highest standards available anywhere in the world.
Specifications:
Length 22.2m,
max.beam 5.65m,
draught 2.40m.



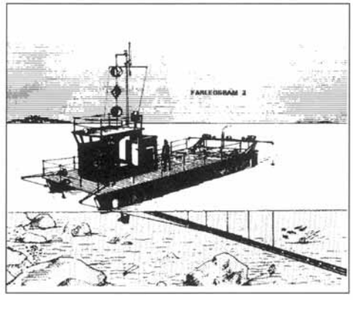


Drawing from the magazine "Till Rors", Edition 5, 1967.

1960 - 1975

Lightweight, aluminium boats in the Swedish coastguard fleet have been "regulars" for repairs at the yard for many years. This in turn has placed new demands on yard know-how and expertise in MIG and more modern welding techniques, which form the basis for the yard's present specialisation in aluminium vessels. Between 1965-1967, the largest vessel ever built in Sweden, a 22m steel-hulled sailing yacht, was completed for a private owner.
During the following year, the yard delivered their first aluminium vessel; a 10.5m high speed Customs and Excise patrol boat. The yard subsequently and rapidly concentrated on new constructions in aluminium.
A strategically important order was won in 1974, for the construction of a prototype, high speed pilot boat for the Swedish Maritime Organisation.
Upgrading of the yard also enabled it to increase major repairwork. Logging tugs and herring trawlers provided the yard with plenty of work for annual overhauls and maintenance, major refits and numerous engine replacements. At times, repairwork accounted for 100% of the yard's business.
The yard's work force gradually increased to about 15 men. Following the death of Kalle Sundin in 1975, his two oldest sons, Karl-Anders and Torsten, had already acquired several years practical experience in the family business. Pelle, the youngest brother, joined the firm after qualifying as an engineer in 1979.

(Bellow) Hydrographic survey vessel "No.7". A special purpose vessel for navigational charting alongside quays and in traffic lanes with the aid of a "bottom log", suspended on cables, hung over the stern. The charting frame could be dismantled, loaded on to a trailer behind a car and transported to different charting areas. Two additional hydrographic frames were delivered in 1973 and 1978; the latter for use in deeper waters and not for disassembly.



*Customs vessel "234" in for a refit, 1961. Removal of the noisy smoke stack from the upper bridge. Replaced with a "wet" exhaust pipe through the stern counter.
Photo: K.E. Öberg.*

*Launching the first high speed, aluminium pilot launch for the Swedish Maritime Organisation, December 1974.
The first delivery of a pilot vessel since 1958 and the start of a long series of new constructions that were also exported abroad.
Foreground: The old Jones crane under maximum load.
Background: Two Customs vessels, type "236", alongside the quay.*

*The "Manuia" launched 1975, on the slipway for inspection of the sea valves,etc, due to water seepage.
Photo: John Renlund.*

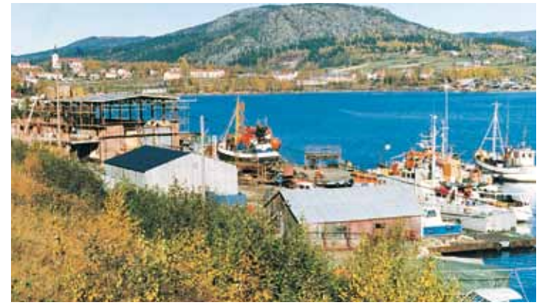
1975 - 1995

N. SUNDIN
DOCKSTAVARVET AB

In conjunction with a rapid generation change,the family firm was reformed into a limited company. The new company already had orders for delivery of three, 11.5m high speed pilot launches for Sjöfartsverket (Swedish Maritime Organisation). Between then and 1986, some twenty aluminium vessels were delivered to Sjöfartsverket. This increase in new constructions ultimately placed new demands on more advanced production equipment and larger premises. Between 1975-1976, new office, personnel facilities and storage space were obtained through the purchase of alternative premises. Following expansion and roof raising of the existing construction hall, in 1978 the yard achieved a more rational facility for new constructions. During the 1980s the yard not only built pilot vessels but also several different types of high speed workboats, including waterjet propelled taxi boats, all of own design. The amount of repairwork at the yard gradually increased through the addition of new slipway carriages, jetties and larger cranes,etc. Major refits were carried out on the Navy's "Ring", "Urd" and "Mul 14", as well as on Customs vessel "03". The workforce at the yard successively increased to about 25, thus outgrowing existing office and personnel facilities. In 1988, new facilities were arranged on a pontoon anchored outside the main construction hall, which also extended the length of the jetty by about 75m.

The entire workforce assembled in front of pilot boat "707", prior to launching, June 1977. (Photo: John Renlund).

*Hectic days, spring 1978. On the slip a Finnish trawler and Pilot Cutter "No.5". At the jetty "Milord", Pilot Cutter "No.30", "Old Ulvön" and Customs vessel "TV 104". Expansion and roof raising in the construction hall rapidly progressing.
Photo: John Renlund.*



The yard's "new look" 1979. Alongside the jetty, "Fix" av Nordmaling, "Oden" av Rundvik, Customs vessel "TV 104" and pilot boats "734,732,731 and 713". On the slip, "Tor av Gävle" for sale to Kokkola and "Köpmanholmen". Photo: John Renlund.

Pilot boat "732" a "14.5 m" for Luleå pilot station.

(Right) Pilot boat "734", Workboat 1 off Brighton in 1979. This vessel attracted greated interest, including in particular the extremely low noise level of its inboard engine. Participation at the Brighton Workboat Show resulted in many new contacts for the yard and subsequent new orders and commissions.

Four "11.5 m" on sea trials in Docksta bay. Photo: John Renlund.

A pilot boat for the Turkish Maritime Bank in the paint shop...

(Above) Delivery of Sjöartsverket rescue vessel 932 in 1988 Photo: OA, Kugelberg.

...Subsequent sea trials in the Bosporus strait, 1981.

"Full up at the yard", autumn 1988. "Customs vessels 051, 245, 277 and 045": Fishery Board vessel "Thesis" and Navy vessel "701". On the slip "Mud 14".

Photo: Beken of Cowes.

The "Robina Fisk" delivered to Bristol, UK 1988. A typical Murray Cormack design with many interesting features and low engine noise level....

...including dual wheelhouse controls.

TWINS FOR DENMARK...

Pilot launch/es MC 15M "Aldebaran" and "Canopus".

Pilot launch/es MC 13M "Comet" and "Pollux".

Pilot launch/es AP 14000S "Stella Polaris" and "Sirius".

Pilot launch/es AP 14000F "Mercur" and "Pluto". Photo: Borg.

FOUR SETS OF TWINS IN 2.5 YEARS!

A new fishing boat, the first since 1949. The "Bothnia" delivered 1980. Sister boat delivered 1984.

The mini-tug "Björn", built in 1980 for log shifting at a pulp and paper factory. Robust, grossly over-dimensioned and totally unprofitable for the yard (due to inaccurate initial estimates). Log shifting of this type finally ceased the following year and the tug has more or less been idle since.

Repairs, spring 1991. At the jetty "Ebba Viktor", "ferry 310" and Customs vessel "TV 277". On the slip, the trawler "Rönnskär". The new hull construction hall and upper deck of the pontoon just after completion.

Final inspection before launching new construction "323".

Workboat "Pontus", an all-purpose transport vessel, type 12300. Delivered to the port of Luleå 1984. Sister boats built for Lidingö Fire Brigade and the State Power Board.

"Vindbådan" (2), the yard's first waterjet propelled new construction, delivered 1988. Used as a reference during tender invites for MOD combat vessel 90H. All Photos: John Renlund.

On 30 November 1988, an order was signed which was to prove decisive for further development and expansion of the yard. FMV, or the Swedish Defence Materiel ordered two prototypes of combat boat 90H, the main component in the Marine's Amphibious battalion organisation. The prototypes were delivered in October and December 1989 respectively, and already by June 1990, options were placed for an additional initial series of 12 units. This order enabled long-standing plans for expansion of the yard to be realised during 1990-1991. A new construction hall, measuring 42 x 13m, was fitted out to accomodate hull construction of the new combat vessels.

Fitting of the vessels, as previously, was to continue in the old workshop, which had now been supplemented with a new heating and ventilation system. The rate of delivery was agreed upon one boat every 6th week, in other words, 8 vessels per year. This order, apart from placing heavy demands on the yard's existing resources, also entailed substantial expansion of resources among sub-suppliers. Bids for construction of the majority of the new combat boat 90 system, Series 2, with a bulk order for 63 boats (final delivery May, 1996 = 1 boat every 2.5 weeks) took place in the early autumn of 1991. The Dockstavarvet and the Gotlands Båtvarv submitted a joint tender (delivery of every second boat at a construction rate of one boat every 5 weeks from each yard), which was accepted on January 23, 1992. This order has subsequently been enlarged with an order for an additional 30 boats, for final delivery 1997, which in turn entails a construction rate of 1 boat every 4th week, or 12 per year from each yard.

Also, in April 1992, when the Docksta yard received another order for two 15m pilot launches for delivery to Denmark, this resulted in the need to expand the new construction hall a further 23m. Combat boat production could now proceed in a straight line and "Hall No. 1" rerouted for fitting out pilot vessels. Subsequent orders from Denmark have included two 13m vessels, a prototype standard boat of 14m, plus a series of three units for the same type. The hulls for the first 4 boats were built by Härnö Marin. Subsequent hull construction occurred domestically and demanded even more floor space.

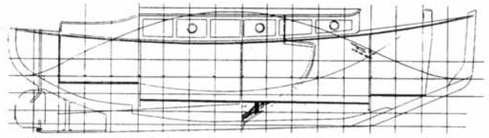
In 1994, the existing warehouse was demolished and replaced with a combined repair and welding workshop, measuring 24 x 14 metres. This investment soon proved worthwhile with orders in 1995 for an additional six vessels, scheduled for delivery November 1997. When Dockstavarvet celebrated its 90th anniversary in 1995, it represented a modern and well equipped boatyard with an order book filled to capacity, unique of its kind. With its staff of 35 employees, the yard looks forward to celebrating its Centenary at full speed ahead.

Members of the FMW acquisition group and Yard management testing the result of one year's hard work.

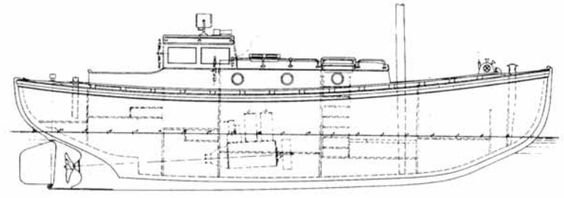
Combat boat prototype Strb 801 "Helge" undergoing sea trials 04-10-89. System trials eventually led to...

...a unique order in the industry for series production and delivery of 12 + 63 + 30 vessels between 1991 - 1996. An additional order of 16 vessels to Norway 1996 - 1998

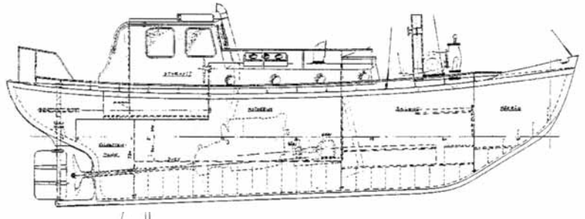
Development of pilot boats 1926-1995



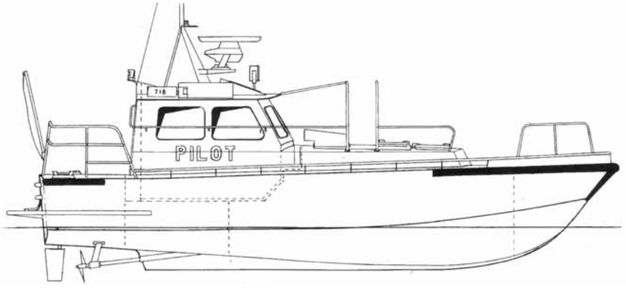
Ukö1, 1926, 9 x 2.9m long, 6 tonnes with 20hp Bolinder hot bulb engine. The prototype for about ten wooden-hull cutters built before the start of WWII 1939. Ordered and owned by pilots and pilot stations respectively. Design clearly influenced by modern tugs of the period with robust, out-turned bow and sides, reinforced bow for ice-breaking. Note the lack of a wheelhouse.



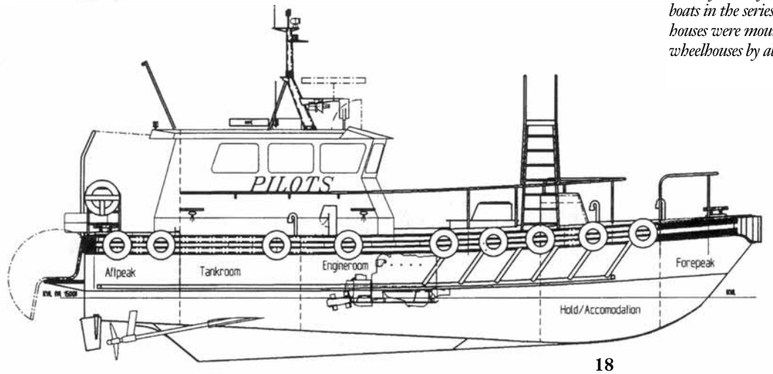
Malören II, 1938, 10.8 x 3.35m long, 8 tonnes with 40 hp Elve semi-diesel engine. Same hull shape but substantially larger, with steering position duplicated in the stern well and wheelhouse. Fitted with a coke-fired boiler and waterborne heating system. Electrical fittings included a generator and battery compartment, navigational lights, compass illumination and internal lighting.



Gåsören, 1957, 11.55 x 3.9m, 15 tonnes with 70hp Seffle semi-diesel engine. Nearly all the cutters in the old fleet had hot bulb engines replaced with modern diesels, as well as upgraded electrical systems, boilers with oil burners and VHF radios. Gåsören was built to Swedish Maritime Board standard specifications for "11 1/2m steel-hulled cutters" (line drawing C.G. Petterson 1947), but modified at the yard with a more "elegant" deckhouse. Ursvik pilots stipulated that the specified Penta diesel should be replaced with a traditional "dunk dunk dunk"-type engine, and that a low pressure hydraulic winch for setting markers be replaced with an external steering pulpit, two electrically heated windows and remote-controlled spotlights fixed to the mast, at less cost. Up until 1964, a large number of all-steel cutters were built in Sweden, when demand more or less ceased for about10 years.



Pilot boat 718, built 1980. 11.7 x 9m, 10 tonnes with a 341hp Volvo-Penta TAMD 120-type engine. Top speed 18 knots. Between 1974-86, the Swedish Shipping and Navigation Administration acquired 37 high speed, aluminium boats, 20 of which were supplied by Docksta. 27 "11 1/2s" were built, 15 at Docksta. The boats were normally delivered in series of threes for each order. As the GA drawing opposite shows, early boats in the series were slightly smaller and faster. As from NB 713, deckhouses were mounted on rubber shock absorbers to decrease the noise level in wheelhouses by about 5 dB(A).



Merkur, 1995: 13.9 x 4.6m, 18 tonnes with two 450hp Scania DSI 14 diesel engines. Top speed 23 knots. A "standard" vessel for the Pilotage foundation in Denmark, built in collaboration with Murry Cormack (South) GB. The vessel's top speed was raised, the wheelhouse on deck enlarged and made roomier, electronic equipment upgraded and air conditioning installed. Basically, still a service vessel for transporting pilots to and from work. Note that the basic design of this vessel has changed little over the years, with the forepeak/hold fore, the engine room midships and the steering gear/ wheelhouse astern.

1995

AERIAL VIEW...

Combat boat "KBV 227" moored at the jetty. Two combat boats ready for delivery. Also shown, "Ljusne" and "Rita III". On the slip "Silva". Photo: Lennart Borg.

...AND THE STAFF

Back row:
Alf Söderström, Magnus Eriksson, Bo Öberg, Sven-Anders Sundin, Anders Wallén, Christer Åberg
Göran Olsson, Michael Nilsson, Håkan Brännmark, Peder Olsson, Göran Wiberg, Stefan Brännmark
Hans-Göran Lindström, Per Viberg and Thomas Westin.

Centre:
Martin Sundström, Jan Selander, Håkan Wedin, Kent Westin, Mats Ärlevall, Åke Olsson (nestor with 40 years employment), Per Öberg, Torsten Sundin , Per Sundin , Marie-Anne och Karl-Anders Sundin, Robert Byström
Inge Nyberg, Kenneth Högberg, Mats Vigren, Martin Sjölander and Anders Bergström.

Front row (sub-contractors)
Leif Edlund, Roger Sundström, Patrik Sjölander, Anders Viberg. From Docksta Elteknik: Per Anders Westin Martin Wiklund, Harald Nyberg, Kent Bubr, Per-Olof Köhn. From Docksta Bygg: Anders Böhlenius and
Lars Hansson. Photo: Lennart Borg.

As early as March 1995 the Danish Pilotage Authority ordered another six boats, the last one to be delivered in November 1997. The first unit in this order was a 14.7-metre waterjet-propelled launch with a service speed of 30 knots for the Little Belt pilot station. The shape of the hull was based on the lines of the Combat boat, modified with double bilges and a much wider deck. One of the other five vessels was also changed to the waterjet type while the remaining four were a continuation of the 14-metre series. This was extended in 2002-2003 with orders for a further 2 plus 6 units, which means that by the time the final vessel was delivered in May 2006, DOCKSTAVARVET had built 23 out of a total of 30 pilot launches in Denmark.

NB 409, P.V. "STARKAD", delivered on 3 January 1996 to the Danish Pilotage Service for the Little Belt pilot station in Fredericia.

NB 537, P.V. "POSEIDON", delivered on 6 July 2005 to the Danish Pilotage Service for the Sundet pilot station in Helsingör.

Combat boat production and the Swedish Amphibious System also attracted other countries' interest and as early as 1996, the Norwegian Navy ordered 4 boats which were quickly followed by orders for another 16 units that were delivered between 1997 and 1999. Norway's requirements involved relatively extensive changes, with more equipment on board, including a 7 kW 230 V diesel generator.

Then followed in quick succession 3 boats for the Hellenic Coast Guard in 1998, 4 boats for the Royal Malaysian Navy in 1999, 40 for the Armada De Mexico in 1999-2001 and, also in 2001, another 12 for the Royal Malaysian Navy.

Another 8 boats were subsequently built under licence in Mexico with deliveries of all materials from and under the supervision of DOCKSTAVARVET. Mots of these export orders emanated out of acute security problems of a policing – rather than a military – nature and were able to be delivered at extremely short notice thanks to the willingness of the Swedish Defence Forces to postpone agreed deliveries, partly because they needed to stretch the so-called payment time line for budgetary reasons and partly to contribute to a strong export support effort.
The technical content of the export versions of the Combat boat have gradually been developed, principally in three areas: protection from small-calibre weapons, speed and tropicalisation. From a fairly simply equipped boat for troop transport, at +30 knots and with landings in the Scandinavian climate, DOCKSTAVARVET, in collaboration with the buyers, developed several variants with air-conditioned transport or crew areas, newly developed communications, navigation and weapon systems, and top speeds of over +45 knots. Not only boats have been exported but also complete systems with full documentation, containers of spares, and training of both crews and maintenance personnel.

Both the manufacture of the hardware, the boats, and production of the software, the support systems, required more resources and premises and a new personnel and office building was built on a larger concrete pontoon, replacing the pontoon from 1998. Rindö Marine started up in 2000 and operations there are described more fully under a heading of its own.

When production for the Swedish Amphibious Corps resumed in 2002, 27 units of the 2C Series remained to be delivered. The Defence Forces' change of direction meant that these would be upgraded for international operations. The changes comprised a number of modules that could be taken directly from the export versions, including freshwater systems, toilets, diesel generators and air-conditioning, and also protection of the entire boat aft of the forepeak bulkhead. The new version was designated Series 2D and the final boat was delivered in 2003.

In addition to the series boat deliveries, DOCKSTAVARVET has built command boats, police launches, test rigs for the AMOS and LEMUR weapon systems, a commander's boat, an ambulance boat and a diving safety boat, and also a fire-fighting boat for the Stockholm Fire Brigade, all on the Combat boat platform. In summary, the original project that was designed for the Swedish Defence Materiel Administration in 1988 has proved to hold for considerable further development and systematic feedback from the export markets has been very successfully incorporated into the Swedish system.
The total experience base in 2005 was founded on a total of 240 vessels with an accumulated total of 400,000 operating hours in Sweden and at least as many abroad. With a conservatively estimated average speed of 30 knots, this would nonetheless be equivalent to 24 million nautical miles or 1,100 times around the world.

From its modest beginnings in 1905, there is hardly a square metre of land that has not changed but the yard is still sandwiched between the E4 and the fiord. Comparing with the photos on pages 6 and 9, the old slip entered the water roughly at the foot of the tower crane at the inner end of the jetty. Photo: Norrskens Foto AB, Skellefteå.

A Combat boat 914 fitted out for testing with the SSG 120 12-centimetre grenade launcher system.

A Combat boat 914 modified as an ambulance boat.

NB 459, "AIRPORT RESCUE". The hull is based on the Combat boat but has been modified and has no bow ramp and the boat has been dimensioned and built according to Lloyd's Register's "Special Service Craft Rules" for Area G3, i.e. up to 150 NM from port and speeds of up to 50 knots.

We were able to see early on that some of our export customers mainly operated on open coastlines and did not really need the landing function. The idea arose of developing a patrol boat version with largely the same system solutions but with the wheelhouse moved aft, accommodation for a 3-6 man crew and a top speed of 50 knots.
The hull design was used for a rescue boat built for Copenhagen Airport in 2001 and the patrol boat prototype ENFORCER II was built at our own expense and tested during 2002. 4 type IC 16 M boats were subsequently built under licence at Sarawak Slipways for the Royal Malaysian Customs and one has been delivered to Russia and one to the Armada De Mexico. The project in Mexico is continuing with licensed manufacture at the navy's own yard in Coatzacualcos, ASTIMAR No 3.

After completion, the NB 460 "ENFORCER II" was used for extensive tests and trials and then leased to the German Border Police in Rostock.

NB 534, delivered to Russia in 2004. With 2 x 1,100 horsepower, sustained speeds during trials of up to 50 knots were achieved for the first time

The time has gone when all yards built all kinds of vessels and principally for a domestic market. The result of 100 years of development is that DOCKSTAVARVET is still a small company but well established in the world market and heavily focused on production and support of a small number of highly specialised and tried and tested types of vessel.

Photo Borg

A modern maintenance yard develops on Rindö in the Stockholm archipelago.

Over the years from 2002 to 2005 a fully equipped modern maintenance yard has developed at ”Rindö Västra Udde”.

The works area is almost 100 years old. At the beginning of the last century the newly established Coastal Artillery began developing the defence of the archipelago. Much has happened over the years that the yard has existed here and the milestones along the way are quite naturally linked to the two world wars. Expansion during World War II was particularly extensive.

This aerial photo from 1923 shows how the yard has grown up around the four sheds on this side of the large slip. Where the engineering workshops stand today there were earlier some small buildings that may have been the beginning of the yard's mechanical engineering operations. The mine workshop and a mine barge ice-locked just offshore can be seen at the top.

Aerial photos from 1923 show how the yard looked during its first years. The heart of the yard's operations is down by the water and originally consisted of four joined sheds. They were simple single-storey buildings, made of corrugated steel, and had earth floors, although it is possible that the shed closest to the slip had a wooden floor from the beginning. This was probably where the carpentry shop began. The other sheds were used for storing boats. At that time the boats would generally have been small and most of them made of wood.
Engineering work grew gradually as did work on engines. But there are a few buildings between the sheds and the storehouse from 1890 that could have fulfilled the same purpose. Wooden boats also need mechanical work on engines, rudders, axles and propellers. Stores were also certainly needed. Behind the sheds is a building that might have been a timber store. It has been used for storing timber until the present day.
It is also possible to see that the area was not only devoted to boatyard operations even at that time. There is a mine barge in the water and at the top, along the road and across the upper part of the stores is a building that on older drawings is called a mine workshop.
This place was obviously a suitable one for engineering work. There was land here and the area lay in a quiet environment out of the way of active military exercises. That operations began at the beginning of the century has partly to do with the formation of the Coastal Artillery as a service branch in its own right in 1902, giving it the possibility to develop its activities and equipment according to its own needs. At the same time the coastal defences began to focus more on the outer archipelago and the outbreak of World War I was the final trigger. Plans for a boatyard must already have existed for a while and it is likely that the yard began just before or during the first years of the war.
The structure that we see in 1923 subsequently remains fixed with boat-building halls and a slip at the centre. The yard has then developed gradually and in line with how ship materials have developed. Mechanical engineering activities have naturally been strengthened as ships came to be built more and more of steel and later of aluminium. Engine maintenance has also gradually expanded.

The first modern engineering shop was built west of the sheds, where some small buildings can be seen in the aerial photos. The engineering shop was built in line with the boat sheds and had two storeys. The ground floor was used for stores and changing rooms and the workshops were on the upper floor. This first expansion of the yard's engineering activities had already taken place by the 1930s. The next phase took place during World War II and the consequent rearmament of the Coastal Artillery. These were hectic days for the yard with expansion in every field of activity.

The engineering workshop was given another storey with a radio workshop, a precision-tool workshop and an electrical workshop. The expansion was completed in spring 1943 and during the construction period some of the work was done in the “canteen row” on the upper floor. Another section was added behind and joined to the existing workshop. This was an assembly hall with a high roof and a traverse crane. The new hall allowed many new types of work to be undertaken. Artillery pieces, large searchlights and also some boats were worked on here. After the war, a great many vehicles were taken in to be refitted and later sold.

The yard saw extensive rebuilding and new construction during World War II. The mechanical engineering workshop was given another storey and an assembly hall was added. This can be glimpsed behind the trees on the right of the picture. The carpentry shop had almost been completed when the picture was taken. The wall facing east has still not been completely finished. The quays are also being extended. “Storvass”, that for a time also acted as the workshop office, can be seen to the right in the foreground. Below are a timber store and the slipway winch. The slip had not yet been extended to the length it has today.

The doors of the assembly hall face towards the west and the open area outside. A smithy was later built on the other side of this open area with a pipe workshop and a sheet-metal workshop. It was completed in 1945. Capacity on the mechanical side had now more than caught up and would be sufficient for many years to come.

Two of the old sheds were demolished to make room for a modern – and larger – carpentry shop with plenty of space and equipment. The building had two floors with a carpentry shop and boat workshop on the ground floor and a saddlery, storage, and a timber drying room on the upper floor.

The engine workshop was built in 1946 where the now demolished mine workshop had been. The operations that had previously been carried on at Stenslätten were moved to the new premises. To begin with, both car and boat engines were serviced, even if the workshop had been designed as a garage with floors slightly sloping down towards the doors. The boat engines were serviced in several places. Most work was done on the engines in the boats. The engineering department looked after the ignition bulb engines while the diesel engines were serviced in the engine shop. As operations grew, with the arrival of the 200 series boats, the engine workshop became too cramped and the upper storeroom next door was converted into a boat engine shop.

A proper boat workshop where work could be done indoors had been lacking for a long time. One had been included in the planning and concept stages since the war but was not built until the late 1970s when the last remaining shed from the 1910s was demolished. The inside of the hall was added to with a paint shop in 1982 and a new timber store at the rear in 1983. The paint shop was also used for work with advanced composite materials reinforced with carbon fibre in newer boats.

The yard's oldest building is one of the storage buildings that were taken over from the Fortifications Corps. The building is still in use, as is the storage room above that was converted into a boat engine workshop in the 1970s.

The tent at the large slipway was erected at the end of the 1980s to make it easier to work on large vessels that had been winched up onto the slipway and also to be able to carry out work in winter. Work was mainly done on 200-series boats and surveillance boats.

Over the five years that have passed, Rindö Marine has switched its focus to more civilian production. The customers who are now coming to the yard in larger numbers are passenger traffic operators in the Stockholm archipelago such as Strömma, Waxholmsbolaget, and Hammarby Sjöstadsfärjorna. Authorities like the Swedish Maritime Administration and the the Swedish Transport Administration's ferry company are also using the yard more and more.

In 1999, the Government decided that the Rindö yard would be sold. Dockstavarvet's offer was accepted and on 6 December 1999 the contract was signed that would lead to Rindö Marine AB starting up operations in February 2000. 17 people came along with the purchase. Two years later Rindö Marine had 27 employees. Today 30 people work at the yard.

Among the major investments made in recent years can be mentioned new slip rails and a bed for the slip rails below the water, new slip wagons with hydraulic buffers, ramps for mobile boat cradles and a new hydraulics workshop. The slip has now been extended to accommodate vessels of about 50 m in length and a maximum bream of 8.5 m and the vessels' weight is limited to approximately 350 tons.

Production is today totally centred on repairs and conversions of ships and boats, The yard collaborates closely and has subcontracting agreements with engine suppliers and specialists in hydraulics and marine electronics. Rindö Marine has established itself as a strong supplier in the field as regards repairs, modifications, service and consultancy services for commercial shipping in the Stockholm archipelago.

N. & C. Sundins Båtbyggeri

DOCKSTA (Ångermanland)

— Anlagdt 1905 —

S. H. T.

Det ständigt växande behofvet af **motorbåtar** och sjödugliga fiskebåtar m. m. hafva gifvit oss anledning att efter flerårig praktik vid båtvarf anlägga ett **båtbyggeri i Norrland,** där moderna tillverkningsmetoder tillämpas och båtar af olika slag kunna byggas till billigt pris och inom kort tid efter det order ingått. Utom hvad nedanstående specifikation utvisar byggas äfven båtar af andra typer, såsom spelbåtar, jollar m. m., å hvilka ritningar på begäran tillhandahållas; äfvenså tillverkas åror, borrade rundholt m. m.

Montering af motorer i båtar verkställes mot billig taxa (t. ex. för motorer å 5, 7½ à 10 eff. hkr. till resp. 50, 60 à 75 kr.) och undervisning i deras skötsel lämnas.

Alla båtar levereras fritt i Hernösand eller i Örnsköldsvik (eller i Ulfö-hamn) efter köparens önskan och sedan full likvid erlagts.

Högaktningsfullt

N. & C. Sundins Båtbyggeri

Postadress: ***DOCKSTA.***

Specifikation.

A. ***Motorbåtar*** af trä, n:r 1, 2, 3 & 4. (Obs. Motoren ingår *ej* i prisberäkningen). Reling, sarg, stäfvar, spant och öfre bord af ek (till n:r 2 & 3 sarg af mahogny), motorunderlag af hårdt trä, resterande bordläggning af furu, omsorgsfullt fastnitade spant och stäfvar medelst prima kopparnitar. Sittbänkar. N:r 1 och 2 kravell- eller klinkbyggnad enligt önskan. N:r 3 är försedd med torpedobygd akter, men levereras med vanlig akterspegel till 50 kr. billigare pris än hvad prislistan utvisar.

Suntält, sufflett, salong eller kajuta erhålles till n:r 1, 2 & 3 mot prisförhöjning enligt öfverenskommelse.

Alla motor- och segelbåtar fernissas invändigt och målas eller fernissas utvändigt.

B. ***Segeljakter*** och s. k. ***Centerbordsbåtar*** tillverkas och ritningar samt kostnadsförslag tillhandahållas, då uppgift om ungefärliga storleken ingått.

C. ***Fiskebåtar.*** Dessa byggas mest på klink. Stäfvar och spant af ek, fastnitade med kopparnit; eljest användes galvaniserad spik. Roder och mast ingå ej i priset, men åror och roddklykor medfölja båten.

Större fiskebåtar. kostertyp, halfdäckade, längd från 26 till 32 fot tillverkas äfven till lägsta pris

Prislista

å **motorbåtar** — oberäknad motor — och å **fiskebåtar.**

Benämning	N:r	Längd fot	Bredd fot	Erfordras motor å eff. hkr.	Byggnadssätt	Pris Kr.
Skärgårdsbåt	1	20 – 25	5½ – 6½	2½ – 5	Klink	250 – 400
Dito	..	..	..	..	Kravell	300 – 450
Större dito	2	23 – 25	6 – 6½	3 – 5	Klink	325 – 425
Dito	..	..	..	..	Kravell	375 – 475
Dito		26 – 30	6¾ – 7½	5 – 7½	..	500 – 675
Motorbåt	3	25 – 30	6½ – 7½	..	..	500 – 725
Dito	..	32 – 35	8 – 8¾	7½ – 10	..	800 – 900
Transport- & bogserbåt	4	32 – 42	8 – 10	7½-10 à 15	..	800 – 1.350
D:o Med suntält & skans	..	..	..	..	..	1.100 – 1.850
Fiskebåt (»Skötbåt»)	5	20 – 26	5¾ – 7½	—	Klink	100 – 175

173

N. & C. SUNDINS
BÅTBYGGERI

Docksta, Ångermanland.

Tillverkar alla slags moderna

Segel- och
Motorbåtar,
Centerbordsbåtar,
Jullar och
Fiskebåtar
— med och utan maskin —
Åror och Rundholt,

borrade, om så önskas.

Prima material.

Båtar mottagas för reparation.

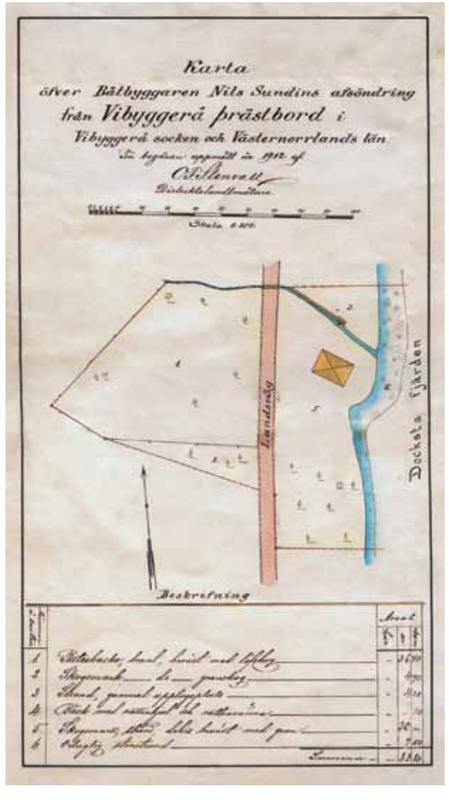
Försäljer

Benzin- och Fotogenmotorer,

allt till lägsta priser.

Annons i tidningen "Svenska Seglaren" 1908.

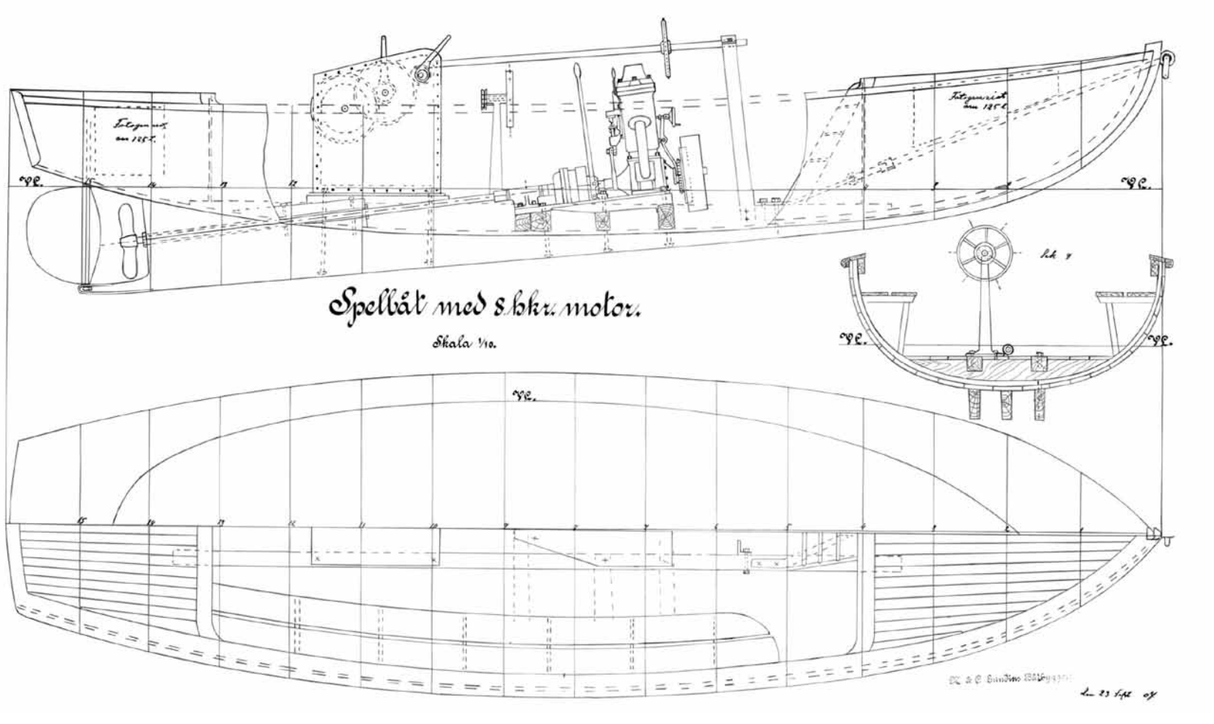
Nils Sundin, Dockstavarvet's founder with his wife Hulda.



The boatyard in the 1930s.

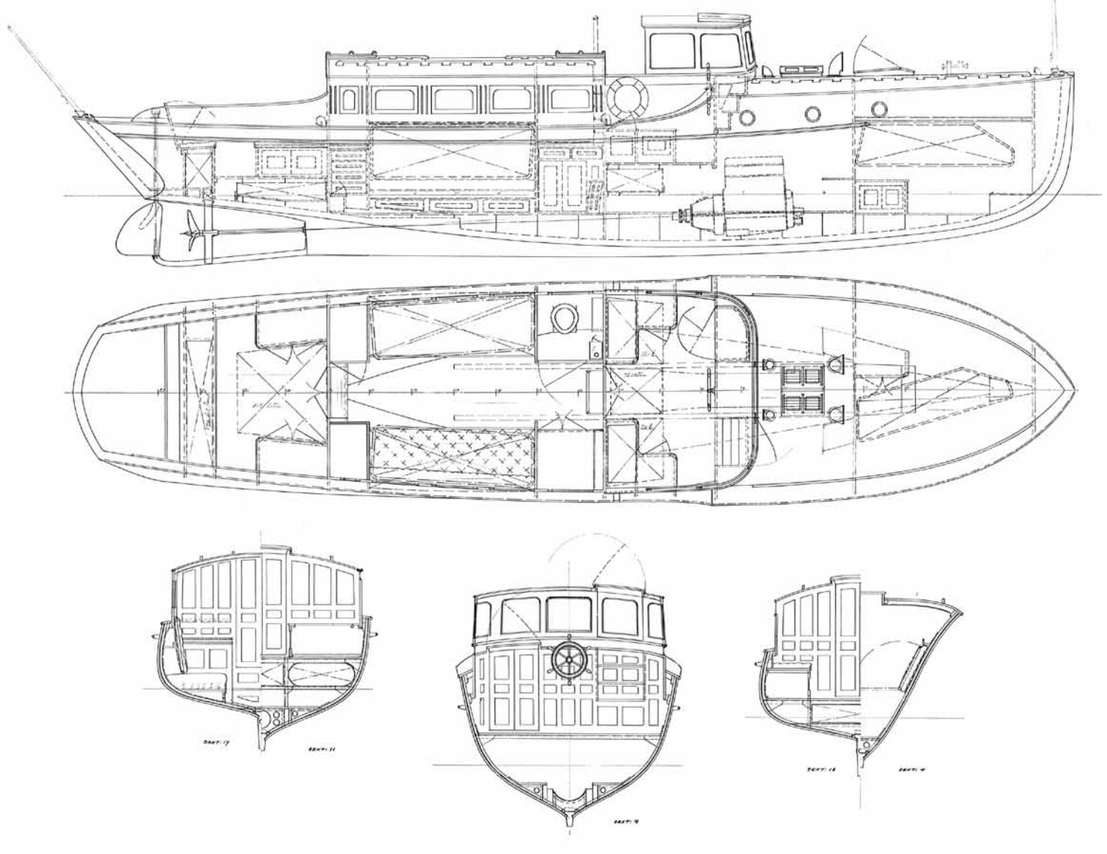
A motor boat built in the 1920s.

"THELMA", skerry cruiser, 30 m2, built in 1914. Designed by Karl-Einar Sjögren. Lottery boat for Härnösand Yacht Club.

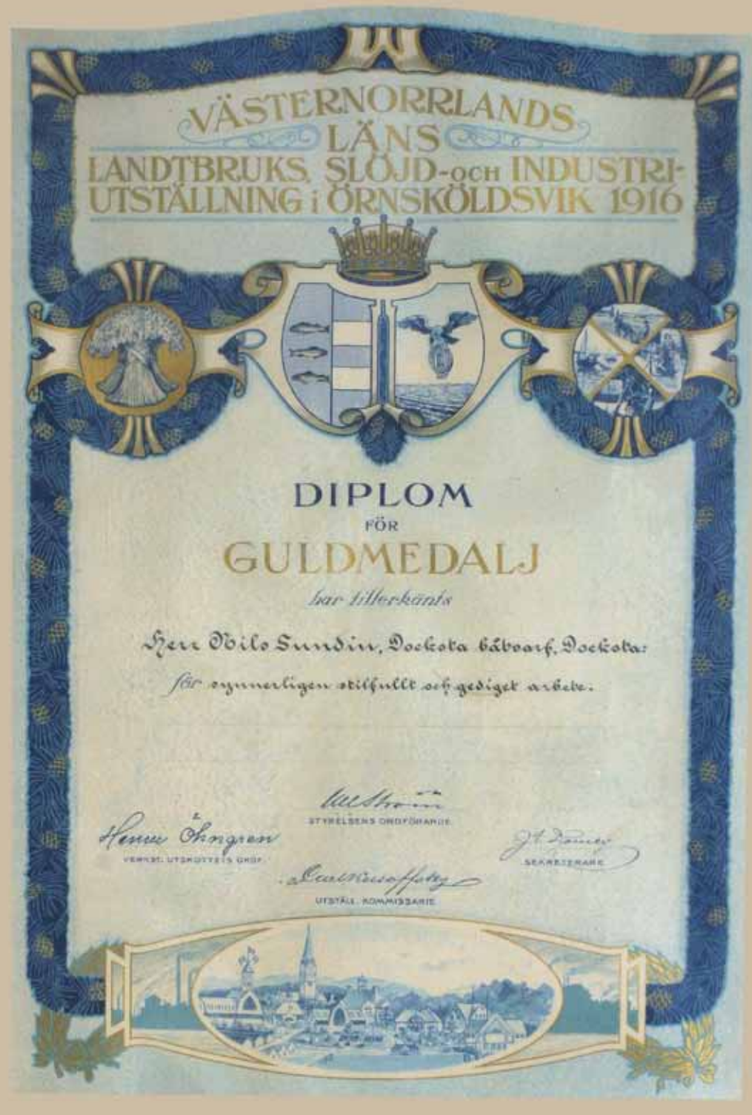


The boatyard in 1952.

Fishing boat built for Johan Wiberg in Sund in 1951.



"HÅNGO", built in 1937 for restaurateur Tengfeldt at Statt Hotel in Örnsköldsvik. Designed by C.G. Pettersson, drawing 943.


VÄSTERNORRLANDS
LÄNS
LANDTBRUKS, SLÖJD- OCH INDUSTRI-
UTSTÄLLNING I ÖRNSKÖLDSVIK 1916

DIPLOM
FÖR
GULDMEDALJ
har tillerkänts

Herr Oskar Sundin, Docksta båtvarf, Docksta:

för synnerligen stilfullt och gediget arbete.

STYRELSENS ORDFÖRANDE

SEKRETERARE

UTSTÄLL. KOMMISSARIE

"GÅSÖREN II", built in 1938 for the Ursviken pilots. Designed by N. Sundin.

"RATAN I", built in 1937.
Designed by N. Sundin.

N. & C. Sundins Båtbyggeri
Docksta
— — anlagdt 1905 — —

An unusual picture from 1946. Sundsvall's Yacht Club's lottery boat is being transported by truck from Docksta and in this picture is 49 metres above sea level. Gösta Nordin, who was responsible for transporting the boat, smiles alongside the driver. Photo courtesy of Sundsvalls YC.

Pilot launch delivered to Salmi pilot station in 1939.
(See centrefold drawing.)

Helmer Viberg, Sven (Storsven) Viberg and Karl Sundin at...

... the new ferry under construction in 1948.

"KUNIGUNDA", built in 1938 (the hull is a modified drift-net fishing boat). Photo: Pelle Lotén

"MALÖREN II", built in 1938 for the pilots at Malören pilot station.

The grand old boatbuilder himself, Nils Sundin, at the age of 76 working on the pilot launch Arholma.

"BREDSKÄR II", built in 1947. Designed by N. Sundin.

"ESCONA", built in 1939 for the artist Conrad Hedberg, Stockholm. Designed by C.G. Pettersson, drawing 999. (The boat remained idle throughout World War II due to fuel rationing.)

Karl Sundin, Helmer Viberg, Simon Nyberg and Nils Sundin delivering the pilot launch to the Salmi pilot station in 1939. (See centrefold drawing.)

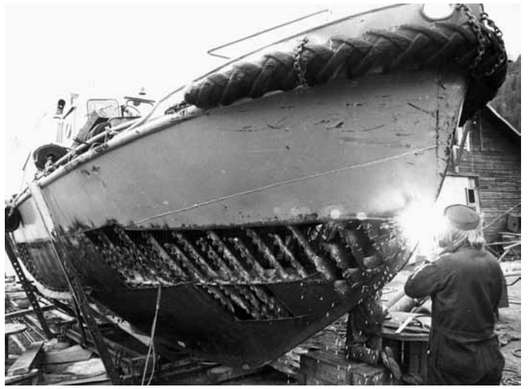
"Alternative production", a sports plane on the slip for a pontoon repair in the late 1950s.

(Above) Changing an engine through the side of "Tjb 25" Luleå in 1978. Hans Olof Böhlenius and Harry Edström. Photo courtesy of ÖA.

(Left) "SOLITUDE", alongside quay in 1967.

(Bottom left) The last new building in wood, "MARIA", built in 1967 (sister boat to "MONA") , designed by Jac M. Iversen, drawing 1033.

(Below) The first steel ship, "GÅSÖREN", built in 1957, hull designed by C.G. Pettersson. Olle Sundin and K.A. Sundin on deck.Sundin.



Hull plate replacement on a pilot launch in the 1970s. Photo courtesy of ÖA.

NB 317, "BOTHNIA", 1980. Photo courtesy of ÖA.

Olle Sundin, K.A. Sundin and Torsten Sundin in 1977. Photo courtesy of ÖA.

(Below) Extension of a hydrofoil on the hydrofoil boat "AQUA-VOLO" in 1970. John Renlund, Urban Bontelius (from the Swedish Maritime Administration) and Karl Sundin in the beret. Photo courtesy of ÖA.

(Above) Torsten and K.A. Sundin in the wheelhouse of a pilot launch. Photo courtesy of ÖA.

(Top right) NB 308, "Pilot Launch 732", Luleå pilot station. Delivered in 1978. Photo courtesy of ÖA.

(Right) Future Prime Minister Torbjörn Fälldin in conversation with K.A. Sundin just before the 1976 general election. Helmer Viberg works on tirelessly.
Photo courtesy of ÖA.

(Below) Christening and launch of "SOLITUDE" in 1967. Almost all of Docksta were there.

Yard founder Nils Sundin hale and hearty at the age of 85 in 1965

Kalle Sundin with his mandatory beret, on the tugboat "LJUSNE", at his summer house in Baggviken on Mjältön in 1974.

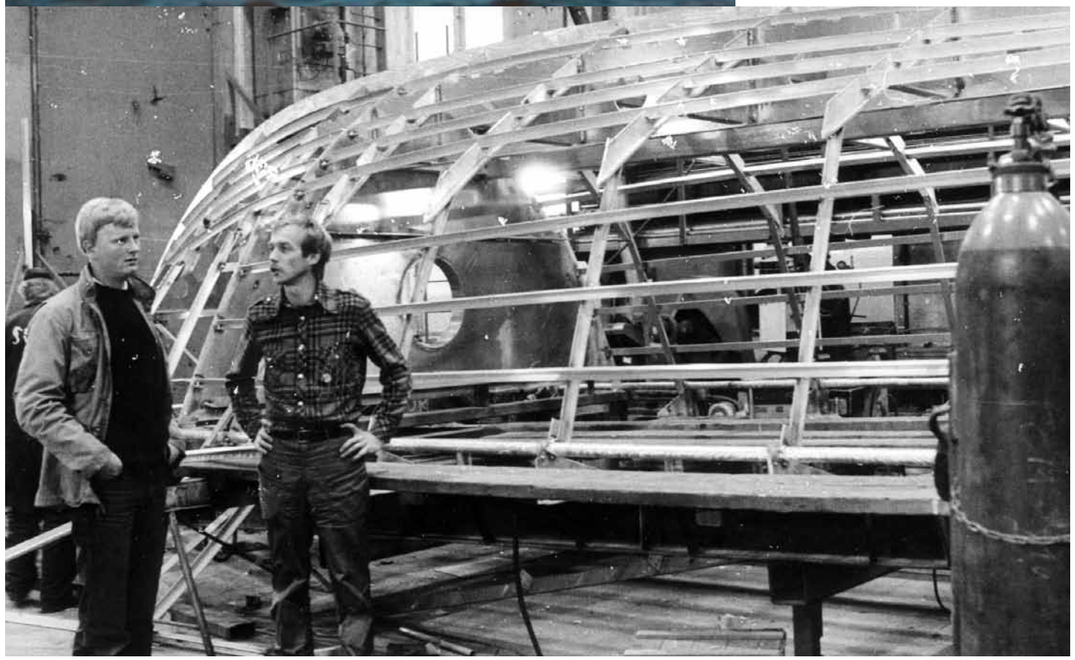
NB 301. "Pilot Launch 782", Gävle pilot station. Delivered in 1976.

"MÅSEN", built in 1939. Designed by N. Sundin.

"PUCK", built in 1946. Designed by Olle Sundin.

(Left) NB 325 ”ELIDA” built for Vattenfall in 1983.

(Below) Bengt Larsson, Dalarö and K.A. Sundin in conversation about NB 324 ”VINDBÅDAN I” in 1982.
Photo courtesy of ÖA.



”MERCUR”

Marine transportation

”NEPTUN”

”PILOT I”

”STARKAD”

Pilot launch deliveries.

”TV 03” on the slip for extension work in 1985.
The tug ”NESTOR” from Piteå, at the yard to have its wheelhouse enlarged can be seen in the background.

A hull section of ”TV 03”. Photo courtesy of ÖA.

The yard in 1995 (note the narrow strip of land between the E4 and Docksta fiord.
The Finnish trawler “SILVA” from Kaskö on the slip. Photo: Borg

(Above) The largest vessel ever repaired at the yard, ”TIN-TO”, owned by Nordgrens in Örnsköldsvik, 1995. ”KB 104” on the slip.

(Left) A Combat boat converted into a police launch.

(Below left) NB 338 ”SELÅNGER”, built in 1990.

(Below) NB 461 ”XENIX”, built in 1998 for Stockholm Fire Brigade.

NB 320 "ELDINOR", built in 1981 for Lidingö Fire Brigade.

NB 339 "RITA III", built in 1990, a passenger boat for the yard itself. Photo: Borg.

The Holmön ferry "HELENA ELISABETH" on the slip for overhaul and "KB 306" Luleå alongside quay for various jobs to be done.

Combat Boat 90 H

15 Combat boats loaded on the "USS TORTUGA" (Landing Ship Dock) during the Strong Resolve exercise in 2002.

27 June 1990. The prototype for the 90 H and Combat Boat Helge.

Top row from left: Håkan Brämmark, Mikael Nilsson, Inge Nyberg, Håkan Wedin, Inge Westin, Martin Wiklund, Kent Westin, Alf Söderström, Göran Olsson, och Anders Bergström.

Bottom row from left: Martin Sundström, Pelle Sundin, Marianne Sundin, K-A Sundin, Åke Olsson, Per Öberg, Torsten Sundin, Göran Wiberg, Arne Wiberg och Peder Olsson. Photo courtesy of ÖA

3 Combat boat hulls under construction in the new building hall in the late 1990s.

Alf Söderström checking the bottom construction.

P-A Westin, Docksta Elteknik laying cables.

The 90 H Combat boat at top speed.

Variants developed from the 90 H Combat Boat.

(Above left) NB 449 ”INTERCEPTORA 105” being fitted out in 1999.

(Above right) 3 sisters in Mexico.

(Above) Rindö Marine repair and service yard in the Stockholm archipelago for both the Amphibious Defence Corps and civilian customers.

(Right) Combat boats at Rindö Marine,

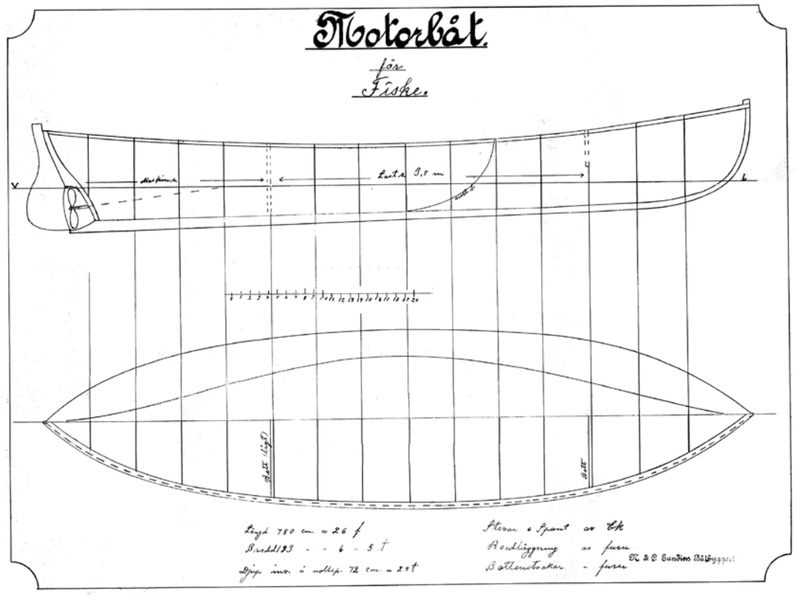
Combat boats converted for the Swedish Sea Rescue Society.

Testing a Combat boat before delivery to Norway. Photo: Lennart Borg.

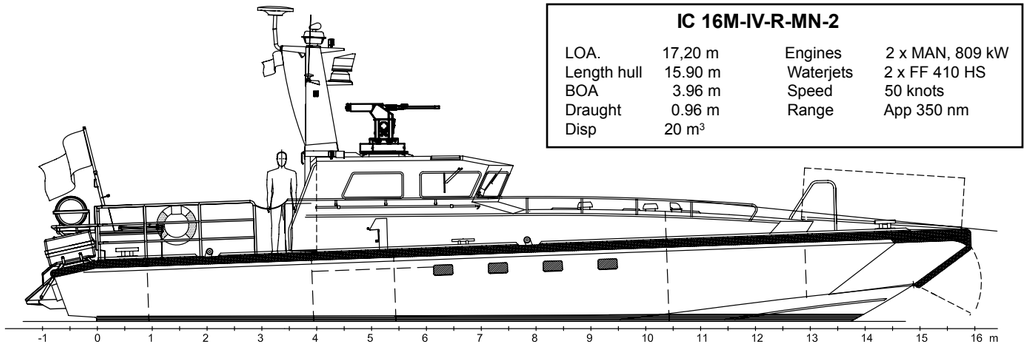
K. A. Sundin moving Combat boats at the quay in Docksta. Photo: Borg

Testing in Malaysia.

A collision of cultures between a family in a hollowed-out tree-trunk and a modern Combat boat.

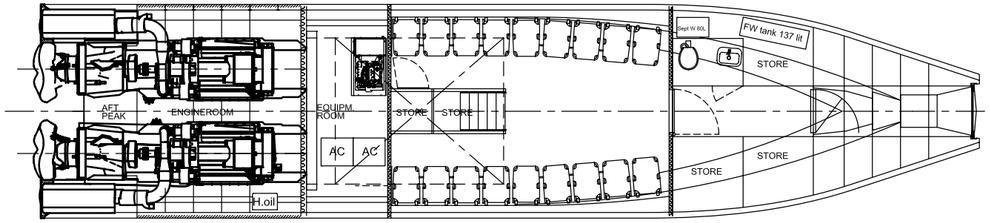


The oldest preserved drawing of a motorised fishing boat.



IC 16M-IV-R-MN-2

LOA.	17,20 m	Engines	2 x MAN, 809 kW
Length hull	15.90 m	Waterjets	2 x FF 410 HS
BOA	3.96 m	Speed	50 knots
Draught	0.96 m	Range	App 350 nm
Disp	20 m³		



The Dockstavarvet workforce in 2005

Standing from left: *Pär Viberg, Martin Sundström, Tomas Fange, Daniel Buhr, Kent Westin, Lage Sjögren, Anders Wallén, Per Öberg, Håkan Vedin, Roger Sundström, Sven-Anders Sundin, Karl-Anders Sundin, Jonas Hellström, Fredrik Bergström, Torsten Sundin, Thomas Hörnfeldt, Jan Sellgren, Pelle Sundin, Anders Bergström, Eje Sevelin, Alf Söderström, Anders Holmgren, Göran Viberg, Eivor Sidekrans, Magnus Sörensson, Torbjörn Larsson.*
Kneeling from left Subcontractors: *Leif Edlund, Anders Viberg, Hans-Olof Böblenius, Ragnar Fuberg, Martin Wiklund och Harald Nyberg, från Docksta Elteknik samt varvets transportansvariga, Roine Nordenmark och Bengt Olofsson.*
Photo: Borg

The Rindö Marine workforce in 2005

From left: *Thomas Lindberg, Thomas Wallinder, Truls Langendal, Inga-Lill Persson, Mats Ryde, TomTureborg, Sören Österberg, Robin Häggblom, Kalle Hedberg, Martin Johansson, Peter Holmqvist, Walter Berteussen, Hans Strindholm, Lars Woxlin, Johan Sjögren, Ulf Mansnérus, Niklas Johansson, Jack Björklund, Helen Salomonsson, Anders Dahlgren, Torbjörn Larsson, Rune Jansson, Peter Haglund (praktikant), Kalle Karlsson, Stig Ewerth, Henrik Larsson, Björn Johansson, Göran Ewerth.*
Not pictured: Robert Richardsson, Rado Pavlovic, Robert Modigh, Olle Karlsson and Stig Lindberg.

THE BOATBUILDERS OF DOCKSTA

Nils Sundin
1880 - 1971

Karl Sundin
1918 - 1975

Third Generation
Karl-Anders, Torsten and Per Sundin