

## FROM SHIPWRECK TO NEW EXPEDITIONS

12 September 1745: The Swedish East Indiaman Götheborg sinks at Hunnebådan in the harbour inlet to Göteborg. Some of the cargo is salvaged

1984: The Swedish East Indiaman Götheborg is rediscovered by divers from the Swedish Underwater Archaeology Society.

December 1993: SOIC AB is formed

1994-1995: An new shipyard, Terra Nova, is established. A forge and timber workshop are also built nearby.

11 June 1995: The keel is laid as a symbol of the start of building work on the full-scale replica of The Swedish Ship Götheborg.

June 2003: Launch and continued shipbuilding work.

September 2004: Naming ceremony conducted by Her Royal Highness the Queen of Sweden.

August 2005: Maiden voyage to Stockholm.

October 2005: The sails are hoisted for The Swedish Ship Götheborg's expedition to China.

July 2006: The Swedish Ship Götheborg reaches Guangzhou in China.

**June 2007:** Götheborg returns to her homeport in the presence of the Swedish royal family, the Chinese president, ministers, business leaders and 200 000 spectactors.

July 2007: The Swedish Ship Götheborg visits six ports along the Swedish west coast

May - September 2008: Götheborg sails in the Baltic Sea for four months. The ship visits 15 ports along Sweden's southern and eastern coasts, and in Finland and Estonia. 140 000 visitors takes the opportunity to go



Sail area Displacement 1250 ton

> Crew 80 people (50 volunteers)

Guns

Average speed 5-6 knots (max 11 knots)



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he original East Indiaman Götheborg was built in 1738 at Terra Nova ship yard in Stockholm. She made three lucrative voyages to China. The third one began on Monday the 14th March 1743. But 30 months later, on the 12th September 1745, everything came to an abrupt end.

After an unusually dramatic trip she was sighted in the seaapproach to Gothenburg harbour on the Swedish west coast. Right in front of expectant merchants and family members she ran aground on a notorious submerged rock called Hunnebådan Slowly but surely she sank. Remarkably, nobody was killed and a large part of the cargo was later rescued.

The shipwreck was a major scandal at the time. But today, some 250 years later, we have a slightly different opinion. Thanks to this accident, one of the world's most exciting full-scale ship reconstructions was able to take place: The Swedish Ship Götheborg was launched in summer 2003 and, two years later, on the 2nd October 2005, she started her long journey to China. A dream has come true and a vision has been realized.

Welcome aboard the flagship of Swedish industry and culture; a symbol for boundless friendship between people all around the world.

## **NEW SHIP - TRADITIONAL STYLE**

The Swedish Ship Götheborg has been built according to traditional methods and with the same raw materials that were used in the 18th century.

1000 oak logs and 50 kilometres of pine have been turned into a 58.5 metre long and 11 metre wide East Indiaman ship. The nails, blocks, sails, cordage and ropes have all been made by hand. It took 100 000 man hours just to build the rig.

No drawings from the past were found, so the main keys to success had to be innovation, skill and persistent research. Modern equipment for safety, navigation, cooking, heating, and hygiene has been carefully disguised onboard to preserve the traditional feel.



**TWO-TONGUED FLAG.** The ships of the old East India Company had the right to fly a two-tongued flag to give the impression of being a warship and thereby scare off any pirates. The Swedish Ship Götheborg also has the right to carry a two-tongued flag even if the effect is not what it used to be in the old days.



Yards are manufactured from spruce, a light wood with the right springiness.



**TRITON.** Wooden sculpture decorating the stern. Figurative art of Triton with his sea shell horn calling out for winds to carry the ship.

**SHIP'S NAILS.** Around 55 000 nails have been used to hold the hull together. A major part of them were hand forged at the ship yard.

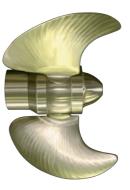
**SAILS.** 26 sails, together they measure nearly 2000 m<sup>2</sup>. Handmade out of English linen cloth marked with the Royal Navy's quality specification.

**ROPE.** Some 20 tons of handmade ropes and cables are onboard, all made out of pure hemp. All the rope-making was done at the old ropewalk in Älvängen, Sweden.



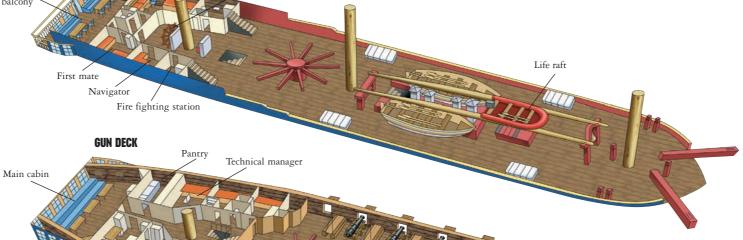
Cabin with

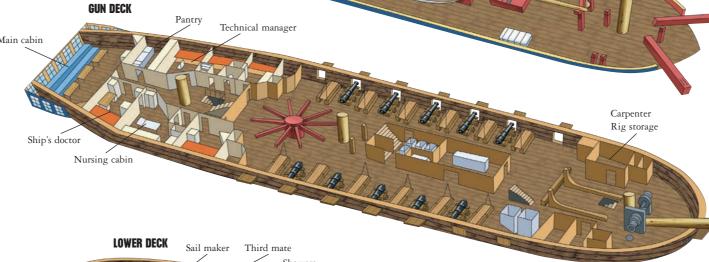
**PROPELLER.** The Swedish Ship Götheborg is sailing through much busier waters than back in the 18th century. For safety reasons the new ship is equipped with engines and propellers in order to manoeuvre her safely in narrow waters.

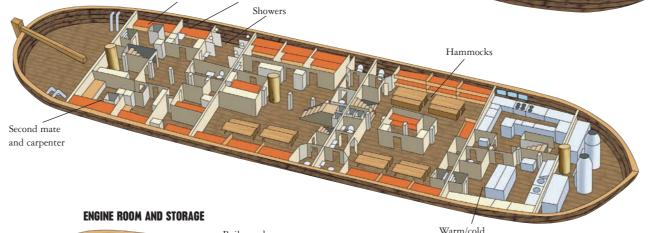


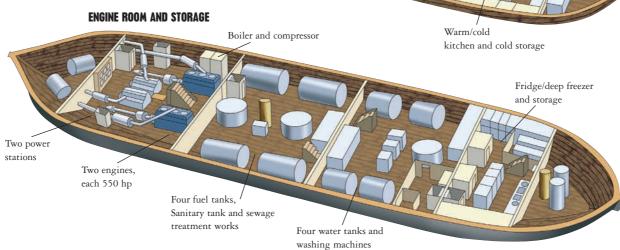


**GUN.** The East Indiamen ships were equipped with guns in order to defend themselves against pirates. The guns were primarily used for salutes when prominent visitors came onboard and when the captain and his supercargos stepped onboard on arrival to new ports.













**PIN RAIL.** Hallyard and ropes used to set and take in sails, then thightend down to the pin rail placed on deck.

**DEAD EYE.** The rig includes approx. 1000 wooden details such as blocks, dead eye and hearts. All handmade, out of elm, at the ship yard. The dead eyes is used to stretch the shroud in the rig.



**STEERING WHEEL.** The steering wheel has the same construction as the original model from the 18th century. No hydraulic steering machine, just simple mechanical transfer to the rudder. Sometimes, when the weather is rough, it takes up to four crew members to hold the wheel.