

Ein kurzes Interview, das Stefan Anderson mit zweien der drei Söhne von Edward Neiström führte, den Erbauern von S 60

Stefan Anderson ein großes Dankeschön für die große Hilfe beim Recherchieren der Geschichte von S 60!

"We were all together 3 persons building the boat, my father Edward Neistöm and his sons Allan and Algot (third son took small part in building). Our father had been building several yachts before as early as 1908-1909. 1922-23 he built a 40 sq to the 1920 years rule, Gung S 48, design K-E Sjögren. It was built in Grdeby, close to Eskililstuna where at same time around 10 others square metres were built by theirs owners (in swedish -amateurbuilders) With this boat he was very successful and won a lot of prices. It was sold in 1926. After this he had a 22sq to the -25 years rule, design Estlander. With this one he took part in the Kiel regatta.

Now had times changed and he had capital enough to buy a premises in Eskilstuna for his small company (Edward Neiström razor knives). To be left without boat was to difficult for him so together with Allan and Algot (also in same business) he built a shed 15 m long outside the workshop. 1931 in autumn we started to build Isol a 40sq after 25-years rule, design K-E Sjögren. The wood for the hull we bought from Kungsör (Schelins) and laid for drying in the workshop. During winter we set up the keel and stems and all the iron frames for in spring start with the hull planking. It was completed during summer.

Electrial tools we had none, the only thing was a "plunger" [drilling machine?] to make whole in the frames. All planks were hand sawn and finished by hand. We where very careful with fitting the planks together (seams) and left no visible scvarv [cleavage].

Our father took care of the riveting and we sons of carving out the planks and fit them together.

After this the whole boat was soaked with linseed oil + turpentine. The oak frames were fitted and riveted by cupper rivets. We bought cupper wire at the scrap yard and made rivets of that.

Deck beams were fitted and we started to lay the deck. Between the planks we made a small v-shape nudge and filled with "maringlue", unfortunately this never dried completely so the whole first summer oer white after race dresses were tanned black with maringlue. Second year we put a new caulking in! The model of the keel was made and sent away and the boat transported down to the club yard where the keel was delivered to late September 1933. The mast, the only woodwork we did not do was made by Schelins in Kungsör and sails was made by Örtengren in Stockholm, cost 1500 swedish krona (150 €). Boat was launched and was finally measured and approved by rule in may 1934.

We sons grew older and wanted to have our own yachts so in 1936-38 we built 3 mälär 22 (one design 22 sq to lake Mälaren rule) one each. In 1939 our father sold Isol to Västervik for 5500 swedish krona (550 €) "