

# The Schooner Ingomar





# INGOMAR

THE RECREATION OF THE  
LEGENDAIRY 1903 NATHANAEL  
HERRESHOFF  
RACING SCHOONER





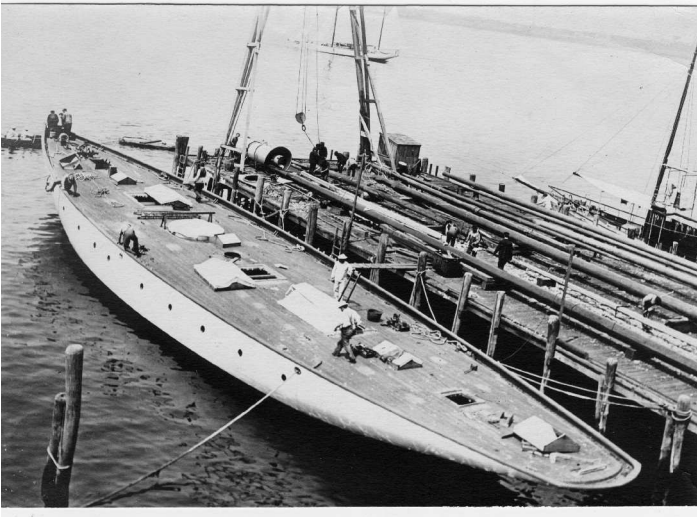
Text by John Lammerts van Bueren - 2012

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The Netherlands





The Schooner Ingomar (1903)

The Racing Schooner Ingomar is being recreated !

When it comes to recreating the most famous schooners of the past, Ed Kastelein is seemingly unstoppable. Having owned a seemingly endless string of great yachts such as Thendara, Borkumriff, Aile Blance and the Maxi Ondine, he fell for schooners in a way the few have been able to match. First came his own creation Zaca a te Moana, then came Eleonora, a faithful recreation of the Herreshoff schooner Westward, followed by the award winning recreation of the quintessential 3 mast schooner Atlantic. If anyone thought that she would be the end than have a look at his latest project; Ingomar !



*The schooner Eleonora (Launch 2001)*

Somehow Ed Kastelein seems to always pick the boats that have been sailed to victory by Captain Charlie Barr, unquestionably the greatest big boat captain of all time. As a three time winning defender of the America's Cup, Barr would never dream of jeopardising his hard earned reputation and would only command yachts which he knew would safeguard his legacy. So if a yacht would be good enough for Captain Barr than that leaves very little to argue for anyone on the ship.



mes robinson taylor







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The Schooner Ingomar Sailing Ingomar - 1904



**Eleonora at Antigua 2003**

**Extract from:**

**All Hands on the  
Mainsheet**

**Major Heckstall-Smith**

It was a nearly glass calm sea, but enough wind to move Ingomar fast, 7, 8 or 9 knots, which, with every stitch of canvas set, she would very soon attain in a light breeze. Suddenly it came on a very hard thunder squall; the sky darkened and the wind came whirling, hissing and then shrieking through the wires aloft. I was at the wheel. Ingomar put her 11-inch bull walks deep under water. We eased the mainsheet a bit and my word! How did she go – 13 knots, and perhaps a little more, with everything along the lee deck sending fountains in the air and a white track behind

he like the wake of a paddle steamer. The air was hot and dry, the lightning played about us, and the thunder was short and sharp with it, like musketry fire. The sea perfectly smooth – so smooth we might have been reaching through the black waters of a Scottish lake. So with all canvas set, jackyard top-sail, fore top-sail, but no main stay-sail or topmast mainsail, we went ploughing through it for half an hour. In such conditions it is an ideal moment of steering to be at the wheel of a schooner, and a real good “un, stiff and staunch, with strong gear and spars, and to be able to give her the weight of it. Down came the rain. A man brought me my oilskins and I still kept at the wheel. The boat was a real beauty, a pleasure to handle, but in five minutes the wind was gone.

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## - THE SCHOONER INGOMAR -

### GENERAL SPECIFICATION

Yacht type : Two-masted topsail gaff schooner  
Flag : Dutch  
Builder : Graafship BV – The Netherlands  
Delivery : 2013  
Classification : Vessel built to Class Bureau  
Veritas. Notation 1 1  
charteryacht/s.mach1 +  
Prepared for full MCA  
compliance\

Design : Nathanael G. Herreshoff  
Design year : 1903  
Consulting naval architect ; Wester Naval Architects  
Eindhoven, The Netherlands  
Plans provided by: MIT Museum, Boston M.A.  
Historical research: John Lammerts van Bueren

#### General Dimensions

Length over all : 53,88 metre  
Length over deck : 36,78 metre  
Waterline length (LWL) : 26,16 metre  
Beam : 7,37 metre  
Draft : 5,06 metre

Height from deck to  
topmast head : 38,43 metr

Sail area to windward : 1.071 m2GENERAL

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- THE SCHOONER INGOMAR -

GENERAL SPECIFICATION

Hull material	:	Welded steel
Tanks		
Diesel bunker tanks	:	Integrated, 7400 L
Fresh water tanks	:	Integrated, 3800 L
Black water tanks	:	Integrated, 1600 L
Grey water tanks	:	Integrated, 3160 L Plus 2 integrated grey water sump tanks, 960 L.
Machinery		
Main engine	:	T.B.A. – Recommended approx 400hp
Accommodation	:	Up to 8 guests in 4 cabins plus quarters for 8 Crew on full service.
Superstructure	:	Quarter sawn Mahogany (recommended)
Deck:	:	Teak
Recommended working sails		
	:	Mainsail, Fore main, Staysail, Jib, Jib top, Fore topsail, Main club topsail, main jackyard topsail, Queen, Fisherman, Balloon Jib, Golly Wobler.

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## - THE SCHOONER INGOMAR -

### GENERAL SPECIFICATION

All spars (recommended)

Material	:	High Grade Sitka Spruce
Construction	:	Hollow laminated to original Herreshoff method
Spar builder	:	Ventis – Brasker, Enkhuizen, NL
Adhesive	:	Dynea MUF 4535
Standing rigging	:	7x7 galvanised steel (recommended)
Blocks:	:	Wood
Sails:	:	Dacron
Windlass	:	Custom (recommended)
Recommended anchors:		2 off 300kG custom traditional style anchors, 2 x 120metre 19 mm chain and stoppers.
Recommended deck hardware	:	All custom manufactured to original plans by N.G. Herreshoff. Manufacturer: Absolute Projects, Lisbon, Portugal



*Custom cast bronze deck hardware and fittings*



*High Grade Sitka spruce spars*



S. KILG & SONS  
PHOTO, BOSTON





The Schooner Ingomar

Historical Collections of the Great Lakes  
Michigan State University



*Venetia, the steamship commissioned as mothership for Ingomar.*

campaigning with more success. Ingomar was built side by side with Reliance, the greatest of all America's Cup yachts. With Lipton's 1903 Challenge to lift the Cup, the pace of construction for Reliance prevailed but Ingomar surely benefitted from the incredible development and refinement of this quintessential racing yacht. Her fittings were light, elegant yet immensely strong, her deck lay-out and set up of the rig reflected all that was learned from the past Cup yachts and much admired.

## The Story of the Racing Schooner Ingomar

It all started back in 1903 when railway magnate Morton Plant called Nathanael Herreshoff with a simple order brief for a winning Class B schooner to race & cruise American waters and head over to Europe to win the much coveted Cape May Cup. Until that time all Herreshoff designed racing yachts had been single mast and with Ingomar the Wizard of Bristol turned out the first of nine extraordinary successful schooners. In his notes Herreshoff calls Ingomar “a wonderfully good schooner that easily proved to be the fastest of her type”. He wrote that he sailed her a few times and was well pleased. Charlie Barr, by then 3 time America’s Cup winner, became Ingomar’s captain and he too was well pleased. After crossing the Atlantic in 15 days he wrote to Herreshoff; “Ingomar is as good as cruising yacht as you will find anywhere”. Little did he know then because when he started racing Ingomar that extraordinary cruising yacht brought home 17 trophies in a single season. Only the legendary schooner America has ever

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The Schooner Ingomar

Such was her perfection that Ingomar's rig served as model for all Herreshoff schooners to follow. Ingomar's first outing in 1903 proved to be a sign of thing to come and with great dominance she won the Astor Cup for Schooners and from there on she took the schooner world by storm winning every yacht club run in her first season. Morton Plant had a mission to race the big class in Europe and win back the Cap May Cup which the English yacht Genesta won in 1885. Since then this



*The Cape May Challenge Cup*



*The Astor Cup*

prestigious trophy was raced for and held in English hands. The trophy was last won by King Edward's Britannia in 1893 however to embarrassment of the trophy was lost. Winsor castle was ransacked to no avail until the trophy was found at the Royal Sandringham estate, but by then it was to late and with profound apologies it was returned to the New York Yacht Club. Apologies were naturally excepted in the best spirit and later that year the Cup was raced for in American waters and won by the 3-Masted schooner Atlantic.



*The schooner Atlantic, winner of the Cape May Challenge Cup*

The Schooner Ingomar



*The schooner Ingomar in American waters*





*Ingomar at anchor*

Ingomar raced both British and German waters and was met by the best schooners and cutters of her time. Her performance was so dominant that she received an arbitrary handicap allowing other yachts some silver too. Even under those circumstances she won 12 firsts, 4 seconds and one third. Had she been built under the Universal Rule then her racing career would have extended for many years but when the NYYC adopted that new rating rule her competitive days were over and she resumed her life as a fast & luxurious cruising yacht until 10 November 1931 Ingomar was lost on the shoals of the Frying Pan Reef.

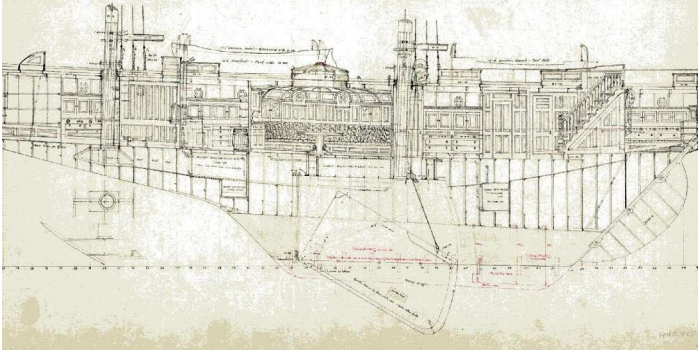
## Recreating Ingomar

*g*raaf Ship



Graafship is a small but unique quality Dutch shipyard based in Dordrecht just 20 miles east of Rotterdam. The groundbreaking Eleonora as well as the majestic Atlantic both rolled down their slipways, no other yard in Europe has more experience in recreating large steel racing schooner of the past. Owned by the innovative brothers Kees and Henk van der Graaf, the yard has developed unique skills earning them a reputation for building extraordinary fair hulls. A passion for steel and unforgiving eye for detail makes them stand out as supplier of steel structures and hull sections for the worlds most reputable yards including Feadship Group.

## Recreating Ingomar

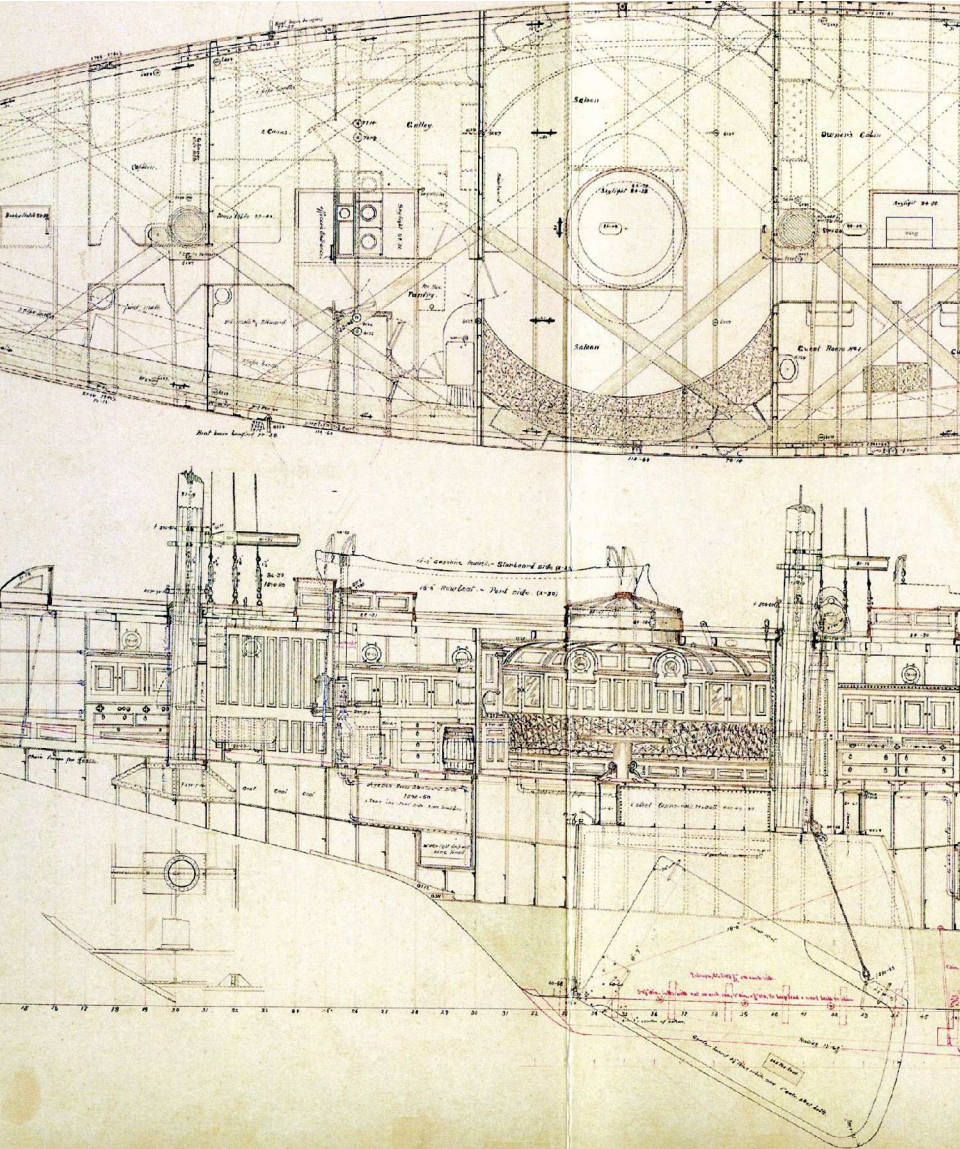


### *Ingomar - Design Nathaneal Green Herreshof - 1903*

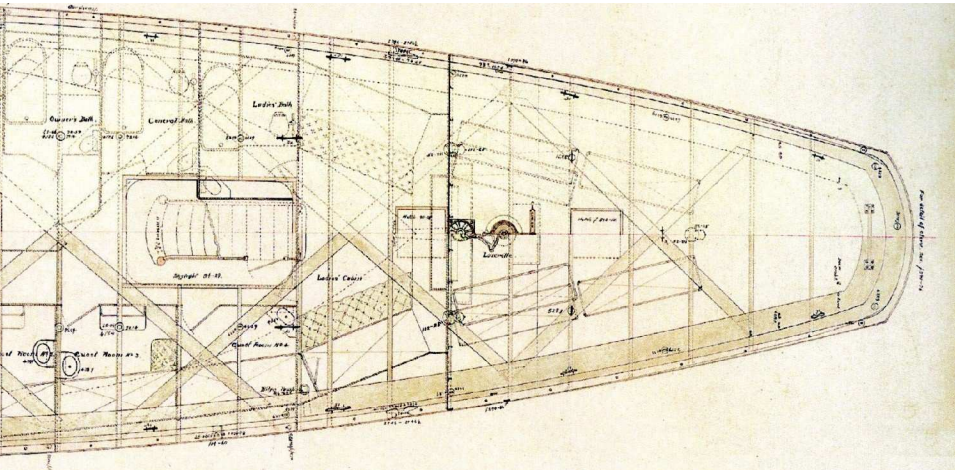
The process of authentically recreating a yacht from the past inevitably starts with researching archives for the plans. For Ingomar this task led us to the M.I.T. Museum in Boston, USA where curator Kurt Hasselbalch again embraced the project and located some 160 original design plans drawn for Ingomar. This gave us the unique opportunity to study every detail and guarantee a high degree of authenticity. Wester Naval Architecture in Nuenen, The Netherlands was commissioned to redraw the entire steel structure of the yacht based on these original offsets and plans.



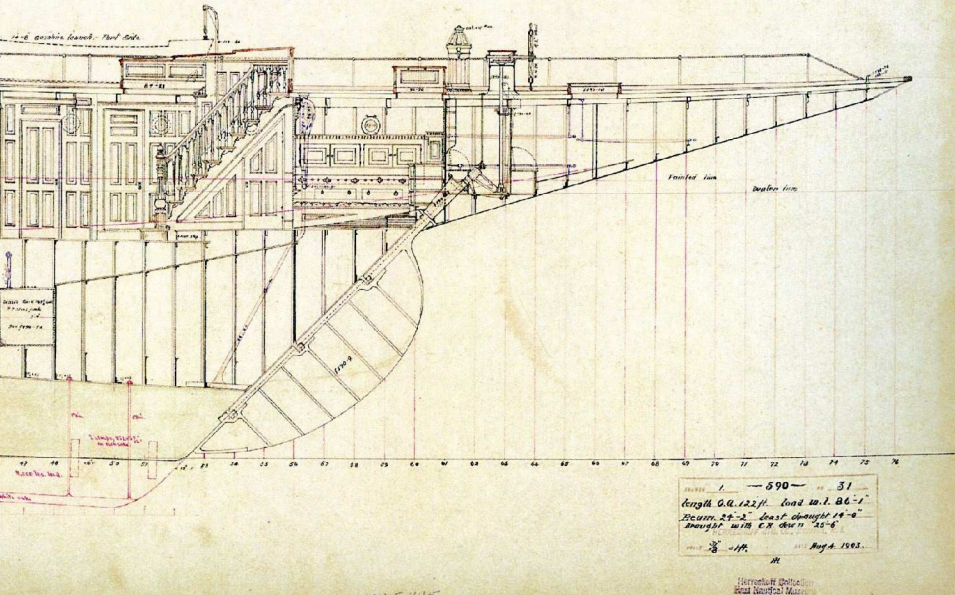
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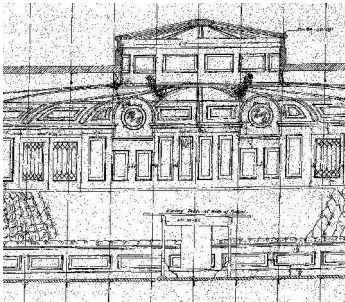
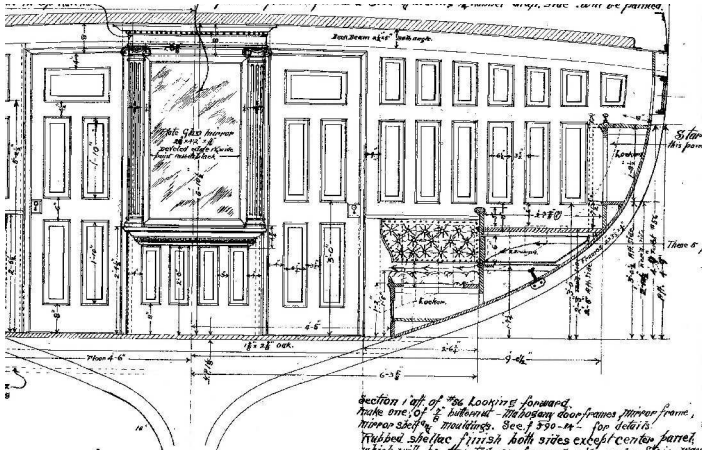
The Schooner Ingomar



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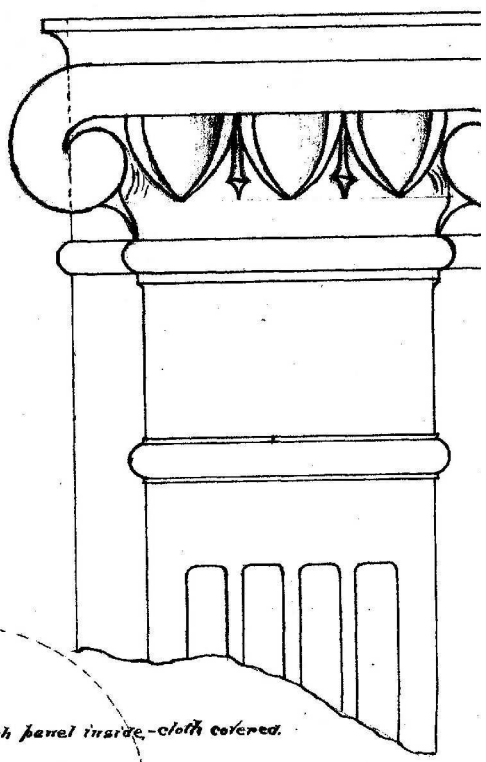
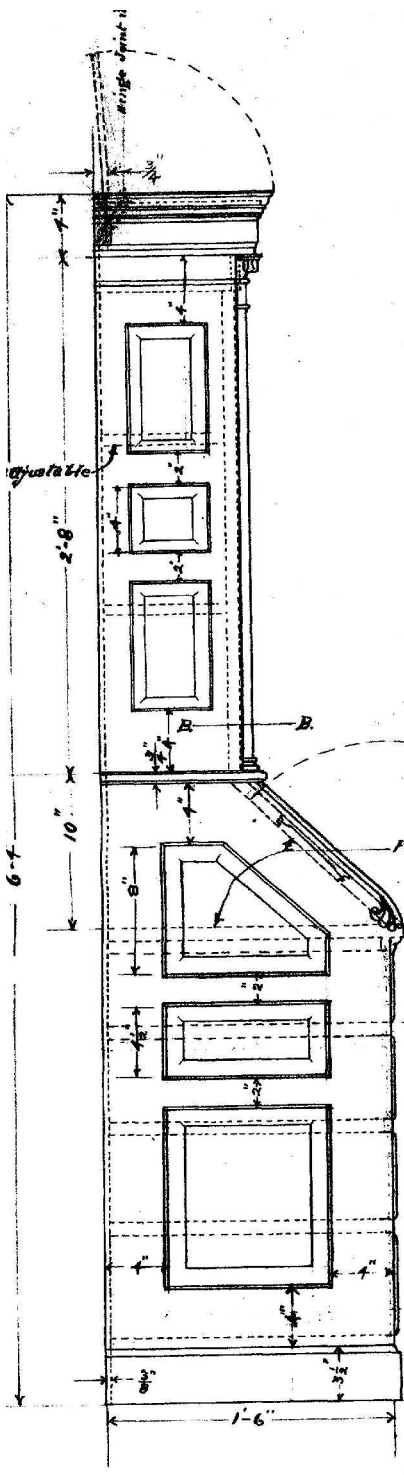
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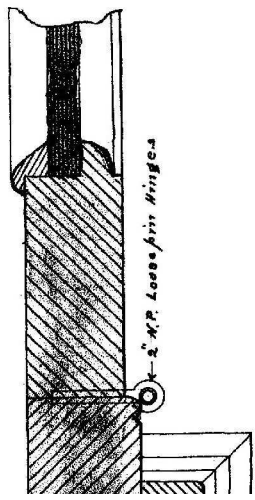
Hand drawn lines were translated to sophisticated CAD drawings enabling the steel to be computer cut.



Kurt Hasselbalch browsing through Ingomars plans at the M.I.T. Museum Archives in Boston, USA

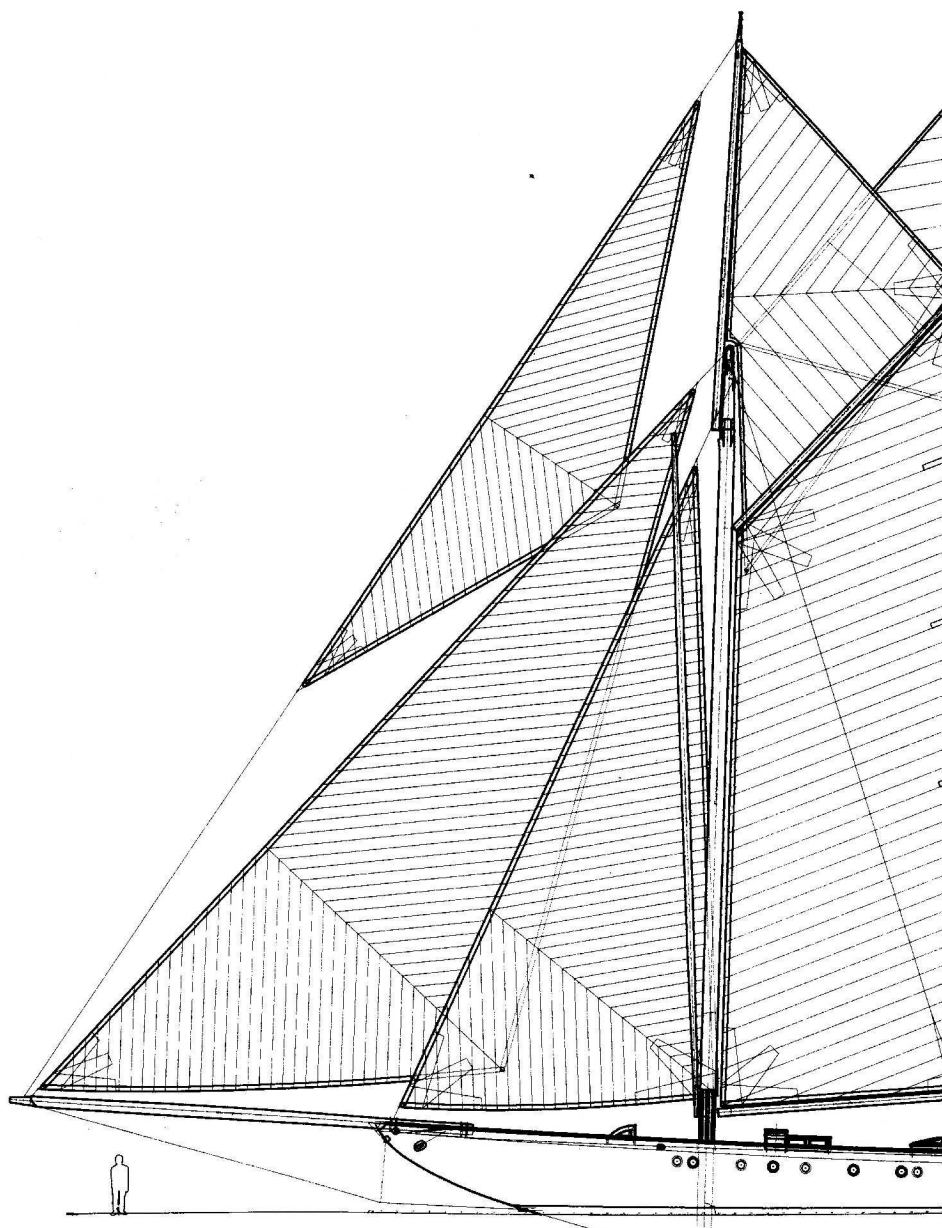


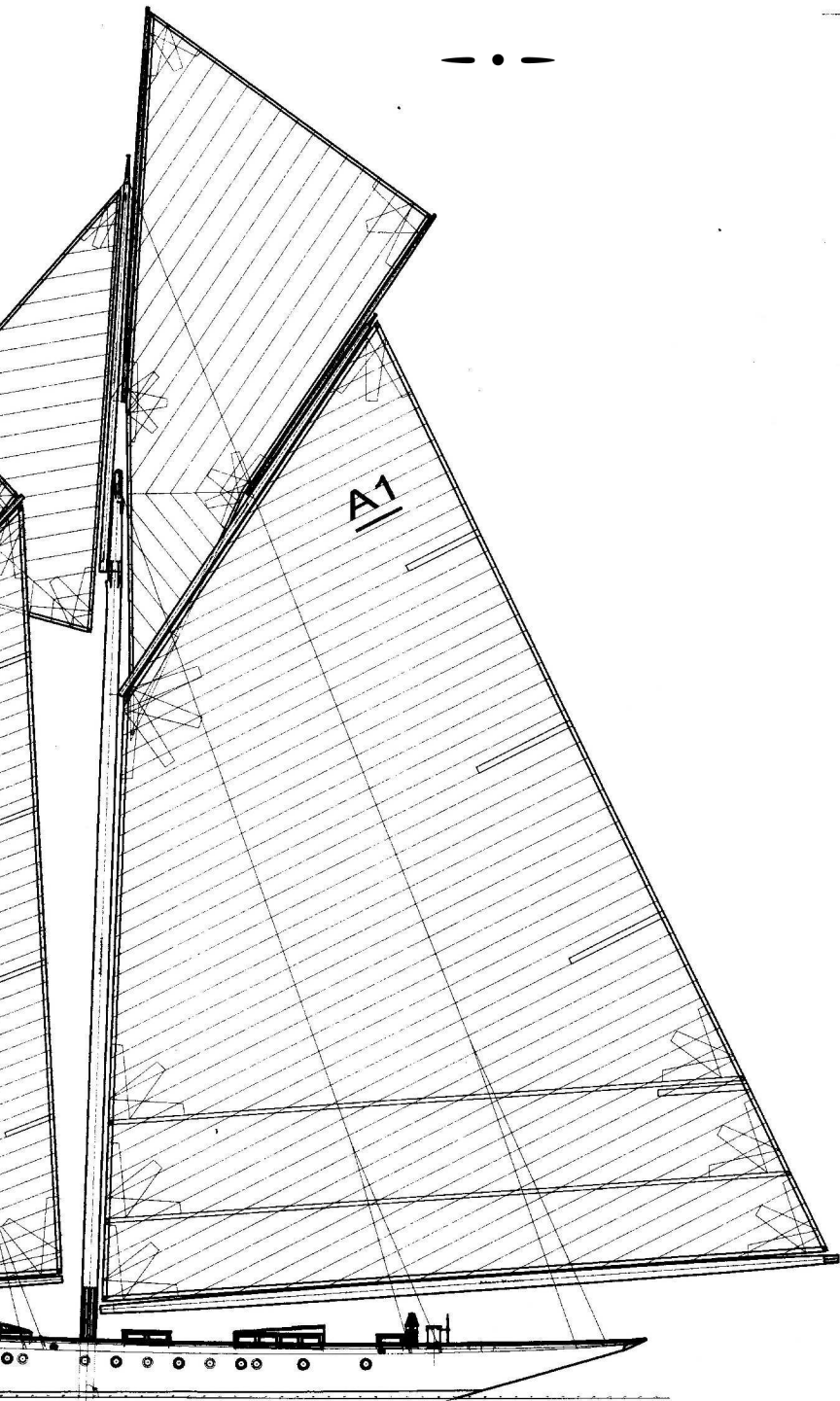
*Flush panel inside - cloth covered.*



*S. H. P. Locks & Hinges Co.*

*2-1/2"*





OMAR ★

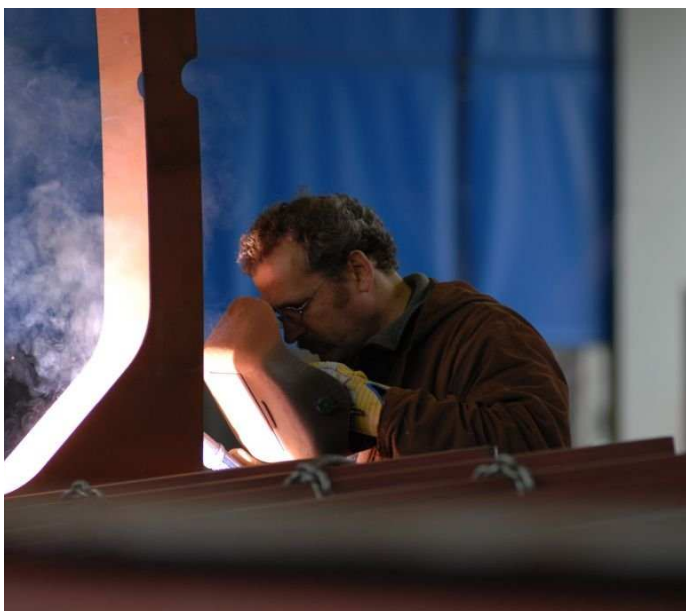
7. 2 Mast Racing Schooner, "INGOMAR", 1903

Arch. G. B. B. 1911

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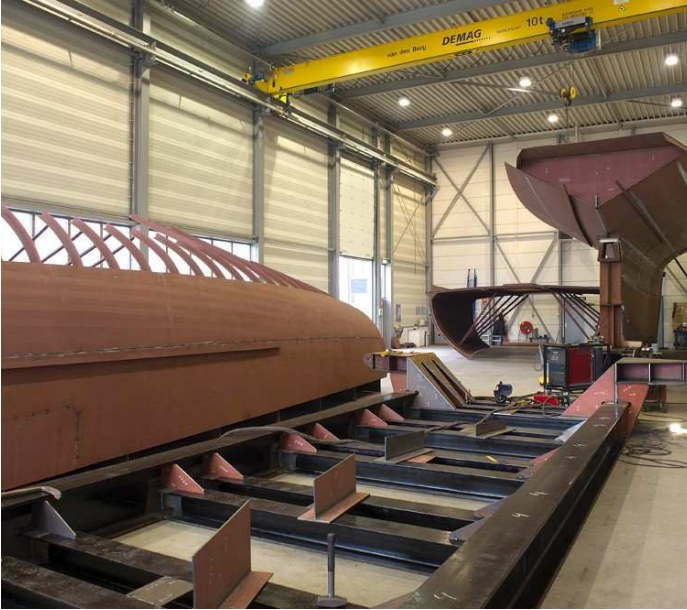
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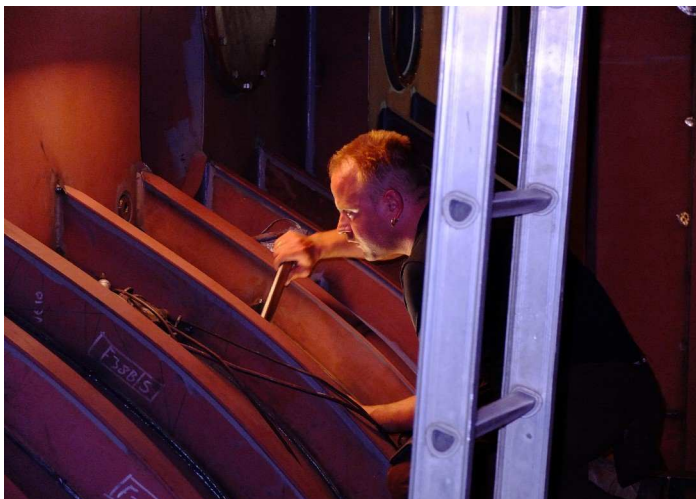






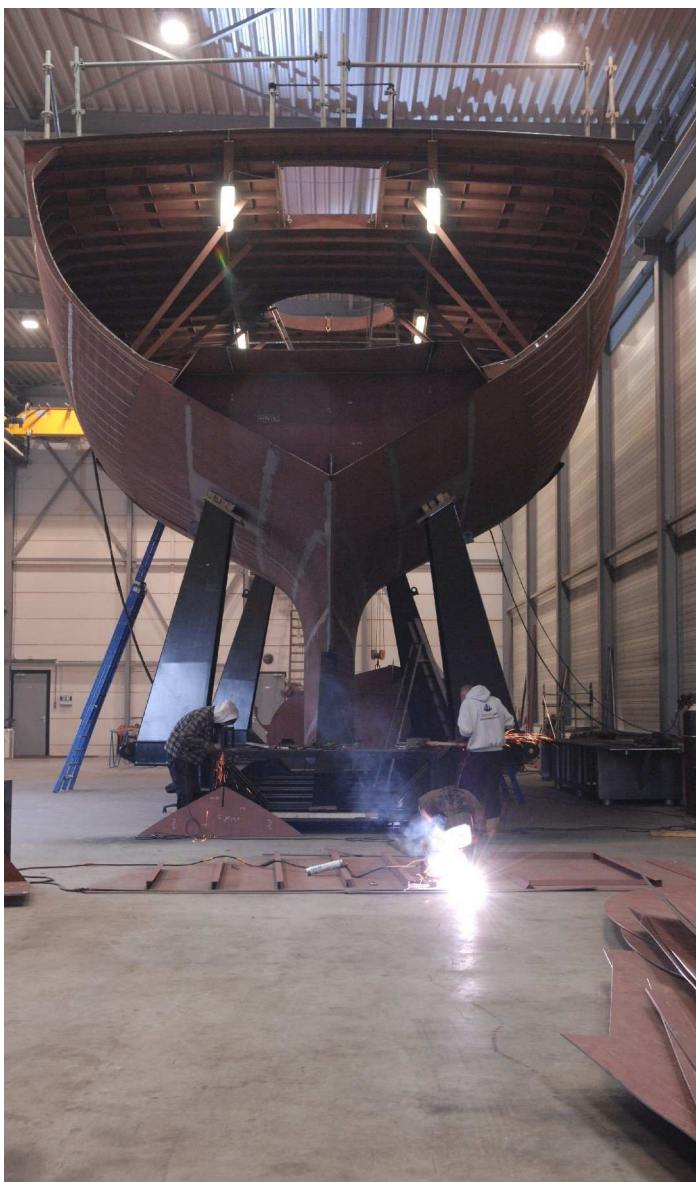
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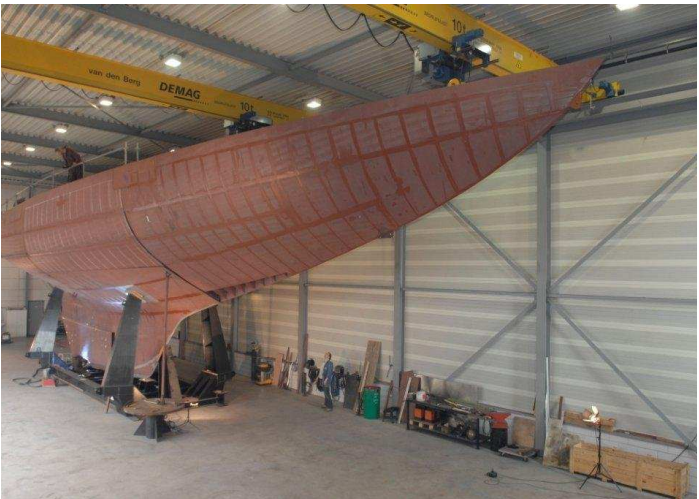




The Schooner Ingomar



The Schooner Ingomar







Rigged model of Ingomar  
made by David Spy - Helensburgh, Scotland



★ **INGOMAR** ★

Recreation of the N.G.Herreshoff, 2 Mast Racing Schooner, "INGOMAR", 1903  
for Mr. Ed Kuehler - 2011



naval architecture







