

HERRESHOFF 121 FT TWO MASTED TOPSAIL GAFF SCHOONER 1903 -2012 - PROJECT COMPLETION



Specification

INGOMAR

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Designer	Nathanael G Herreshoff	Length waterline	85 ft 10 in / 26.16 m	Engine	N/A
Builder	Graafship BV	Beam	24 ft 2 in / 7.37 m	Location	Netherlands
Date	2012	Draft	16 ft 7 in / 5.06 m		
Length overall	176 ft 9 in / 53.88 m	Displacement	177 Tonnes		
Length deck	120 ft 8 in / 36.78 m	Construction	Welded steel		

These details are provisional and may be amended

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BROKER'S COMMENTS

With the fleet of large classic yachts growing every year the scene for schooner racing is becoming one of the most attractive and exciting in the Mediterranean,. Here you will find MARIETTE, ELENA, ELEONORA, ORION and ALTAIR among others. INGOMAR was not designed to any rating rule and Herreshoff was therefore not restricted in hull shape or sail plan. The result was the quintessential hybrid between a winning racing schooner and a fast cruising yacht. Hence in today's classic fleet she fits right in; on deck slightly shorter than ELEONORA but her sparred length and sail area exceeding that of her bigger sister. Her relatively low displacement with large sail plan will undoubtedly make her the ultimate light air flyer of the fleet; light airs the prevailing wind condition in the Med. INGOMAR is no one dimensional racing yacht however; Charlie Barr himself having extolled her cruising virtues - and that is the concept on which Ed Kastelein has modelled this re creation. His fourth large schooner, he has put all and everything he knows went into this project. The hull is strong and among the fairest ever built. A wonderfully elegant and comfortable interior design for guests and crew includes a large galley to cater for them aboard as well as for shore side parties. She could embark on a successful charter career and with the traditional, authentic yet simple to operate rig, she can be manned with a deck crew of up to eight.



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VAT

VAT is unpaid on

this yacht

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PROJECT AND PRICE INFORMATION

INGOMAR is a project in a partial stage of construction and ready to be completed. According to the original design she will carry up to eight guests in four cabins, plus quarters for eight full time crew members. The price includes the specifications detailed herein completed so far. It does not include the works or equipment in the Specification Details Section itemised for guidance below and summarised as:

- Quarter sawn mahogany deck superstructure fitting – for which some elements have already been made
 - Sitka spruce spars to original rig detailed spec in consultation with purchaser
 - Galvanized steel standing rigging
 - Wood blocks and Dacron sails
 - Deck fittings from the original drawings which could be re created by Absolute Projects in Lisbon
 - The interior fit out
 - Main engine and systems
-

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HISTORICAL NOTES

In 1903, Morton F Plant, Commodore of the Larchmont Yacht Club, commissioned Nathanael G. Herreshoff to design INGOMAR with the intention of racing abroad. Plant was a prominent yachtsman who had made a large fortune in the management and ownership of railroads and steam lines.

In commissioning the yacht, Morton Plant had persuaded NGH that schooners, too had merit. In his notes, NGH calls INGOMAR a “wonderfully good schooner” that easily proved the fastest of her type. He wrote that he had sailed on her a few times himself and was well pleased.

INGOMAR was built by the Herreshoff Manufacturing Company Bristol at the same time as RELIANCE, the America’s Cup defender of 1903, and was to be the first of nine Herreshoff steel-hulled schooners. Prior to this all the big Herreshoff sailing yachts had been single masted and consisting mostly of the America’s Cup boats.

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. Such was her perfection that INGOMAR’s rig served as model for all Herreshoff schooners to follow.

Together with the first ELMINA, designed by Cary Smith, INGOMAR marked the beginning of a great line of famous large schooners that were to race under the New York Yacht Club burgee for over two decades. INGOMAR’s first outing in 1903 proved to be a sign of things 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 prestigious trophy was raced for and held in English hands - last won by Edward Prince of Wales’s BRITANNIA in 1893. Later

Meanwhile Captain Charlie Barr, who had sailed RELIANCE to victory in the summer of 1903 when both yachts made their debut, became INGOMAR’s skipper the following season. Writing to NGH, after a 1904 trans Atlantic crossing, he noted: INGOMAR is as good a cruising yacht as you will find anywhere”. It was in racing both British and German waters however, where she was met by the best schooners and cutters of her time. Her performance was so dominant that was given an arbitrary handicap to allow other yachts to win some silver too. Even under those circumstances out of 22 races, she won 12 firsts, 4 seconds and one third. Thus INGOMAR proved to be the most successful American yacht to race in foreign waters since the 1851 triumph of the schooner America. 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.

After this period, fewer records remain and due in part to the First World War, she was laid up for many years. In 1925, Spencer Borden bought and renovated her, cruising for several years before her sale to Albert F. Hoffman. She was sadly lost after running aground in the infamous Frying Pan Shoals in 1931.

that year the Cup was raced for in American waters and won by the three masted schooner ATLANTIC.

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CAPTAIN CHARLIE BARR

Charlie Barr built a reputation as a winning skipper both in England and the United States. In 1899 he was selected as captain of the Cup defender COLUMBIA, which defeated Sir Thomas Lipton's SHAMROCK in three straight races. He sailed COLUMBIA so well in the 1901 Cup trials that she was given the nod over the new CONSTITUTION, a much faster boat. COLUMBIA'S series against SHAMROCK II was the closest sailed for the Cup up to that time. COLUMBIA won the first race by 1 minute, 20 seconds - taking the second by more than three minutes. SHAMROCK II crossed the line two seconds ahead of COLUMBIA in the third race but had to allow the defender 43 seconds on handicap and lost the race by 41 seconds.

Captain Barr skippered RELIANCE in the 1903 Cup series against SHAMROCK III. RELIANCE defeated SHAMROCK III in three straight races, with Barr handling the 144 ft yacht like she was a small boat. In 1904, he raced the steel Herreshoff schooner INGOMAR in England and Germany, winning 19 of 22 races. The following year, he sailed the great three masted schooner ATLANTIC from Sandy Hook to the Lizard in England in 12 days, 4 hours, 1 minute, 19 seconds, a sailing record that stood for 75 years. Captain Barr had a reputation for driving himself as hard as he did the yachts that came under his command. He died of a heart attack in England at the age of 46. His sailing career is best summarized by W.P. Stephens in the following quote:

"He knew the rules and his rights under them, and he claimed all that was coming to him - and sometimes a little more. Handling COLUMBIA in her second season as a man would a bicycle, turning her as on a pivot, he took chances with her that would have been dangerous in the extreme for the average good skipper. He knew every one of his opponents as well as he knew his yacht. Such a combination aboard a tried yacht was hard to beat."

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CONSTRUCTION

So far Graafship has been building to class Bureau Veritas with full MCA compliance, based on the original Herreshoff drawings, and with naval architecture consultancy provided by Wester Naval Architects of Eindhoven.

- Sparred length of nearly 54 m and 37 m on deck
- Welded steel hull - according to the original design

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THE YARD AND BUILD INFORMATION

The Graaf Ship boatyard in Dordrecht has achieved an enviable reputation for constructing quality steel hulls for replicas of large classic schooners. The project manager there had already worked with Ed Kastelein in 1999 on ZACA A TE MOANA at another yard, so it was only natural that he should choose Graaf Ship then for ELEONORA, launched in 2000. Following the Mylne two masted gaff schooner NOËLANI, they built the hull of ATLANTIC, a magnificent three masted schooner. By degrees the yard has refined its techniques with some impressive in-house developments and can now rightly claim to be a World class specialist.

2012 marks the year that INGOMAR's hull was recreated in the best traditions of Dutch steel construction. She is shaped meticulously following the lines, keel shape and sail plan of that quintessential 1904 season. The workmanship of Graafship and her owners Kees and Henk van der Graaf is second to none. The attention to fairness and detail reflects what the team has learned in a lifetime of shipbuilding resulting in what has to be one of the finest steel schooner hulls of our time.

Long-time favourite of the 'Wizard of Bristol' INGOMAR's final section was successfully completed on March 29th, 2012. 81 years after being lost on the shoals of the Frying Pan of the Cape Fear coast of North Carolina, she's back and how impressive is the clean and graceful shape Nathanael

To source the original drawings, the team went to the M.I.T. Museum in Boston, where Kurt Hasselbalch, curator of the Hart Nautical Collections investigated the Haffenreffer-Herreshoff Collection to uncover the plans for the yacht. "There's so much detail in the Herreshoff designs... right down to the screws," Kastelein enthused. "There's an octagonal deck house in the middle and the saloon itself has a dome. It's an amazing design. Of course, you can't do an exact replica these days, so we're working out the modified design and production plans."

INGOMAR has gained from all the experience of the other recently recreated schooners. The thorough historical research has revealed some 160 original building and construction plans, all highly detailed and complete. Her beauty and success made her one of the best documented yachts of her time and many of the original images have survived and will help recreate this yacht to her original glory.

Herreshoff designed back in 1903. The van der Graaf brothers have done a great job recreating her, dedicated workmanship and clearly showing pride and passion for the project that was trusted to them.

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SPECIFICATION DETAILS FOR GUIDANCE BUT NOT INCLUDED

The proposed specifications detailed here could be embodied in the vessel so far built by Graafship BV - but by another yard at the Purchaser's discretion. Note that the information here does not include the rig or interior fit-out, both of which would be subject to the design wishes of the Purchaser.

HULL

- 32 x Portholes
- Teak 55 x 15mm deck planking faired
- Mahogany cap rail
- Awl Grip finish coat
- Antifouling
- Sacrificial anodes
- Lead ballast 35 tonnes

DECK EQUIPMENT

- 6 x 24V Electric winches bronze
- 8 x Manual winches bronze
- Fairleads and cleats
- Bollards
- Sockets
- Boom buffer
- Stanchions
- Flagpole
- Boom gallows
- Pin rails around masts
- Deck wash / fire hydrant
- Bowsprit tube & staysail chain plate
- Bowsprit tensioning studs
- Cap rail reinforcements
- Electric anchor windlass
- 2 x 120 m 19 mm anchor chain
- 2 x 300 Kg Fisherman anchors
- Chain brake
- Hawser pipes
- 6 x Scupper drains
- Anchor davit
- Tender davits

MECHANICAL ELECTRICAL AND TANKAGE

- Lugger 400 HP Diesel main engine
- Kohler 35 kVA generator

AC Power

- Marine cable, halogen free including shore power cable
- Electrical distribution board AC 230 / 400 V RCD & MCBs
- 230 V Lighting
- 1 x 25 kW Isolating transformer

DC Power

- 1 x 24 V 100 A from alternator
- Marine cable, halogen free

- Electrical distribution board (DC 24V - MCBs)
- Emergency lighting system
- Navigation lights
- Domestic, engine start and radio batteries
- Charger 80A
- Inverter 3 kW

Aircon and water systems

- Air conditioning system - piping, insulation, pumps, chiller, fan coils and controls
- Fresh water system including 24V & 400V pumps, pipe work, deck filler, vent, gauge
- 3 x 100 litre 400V electric water heaters
- RO water maker 200 lph
- Air compressor
- 5 x Tecma 24 V WCs
- Sewage System pumps and pipe work, including deck outlet, level gauge and vent
- Tanks integrated into hull; all finished with level gauges
- Diesel 1,955 gallons / 7,400 litres
- Fresh water 1,004 gallons / 3,800 litres
- Grey water 835 gallons / 3,160 litres
- Black water 423 gallons / 1,600 litres
- Sump grey water 2 x 254 gallons / 960 litres

NAVIGATION AND COMMUNICATIONS

- Simrad radar 24 inch and MFD
- Simrad GPS
- Simrad VHF
- Simrad Navtex
- Simrad AIS
- Simrad Wind instruments
- Simrad depth sounder
- Simrad log
- Magnetic steering compass
- Loud hailer
- Horn

SAFETY

- Life rafts
- EPIRB
- Flooding alarm
- Fire alarm
- Watertight doors
- Fixed fire extinguisher, FM 200 in engine room
- 6 x Portable 9 litre AB fire extinguishers
- Fire dampers in engine room

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PICTURES

- Pictures sailing and afloat are of the

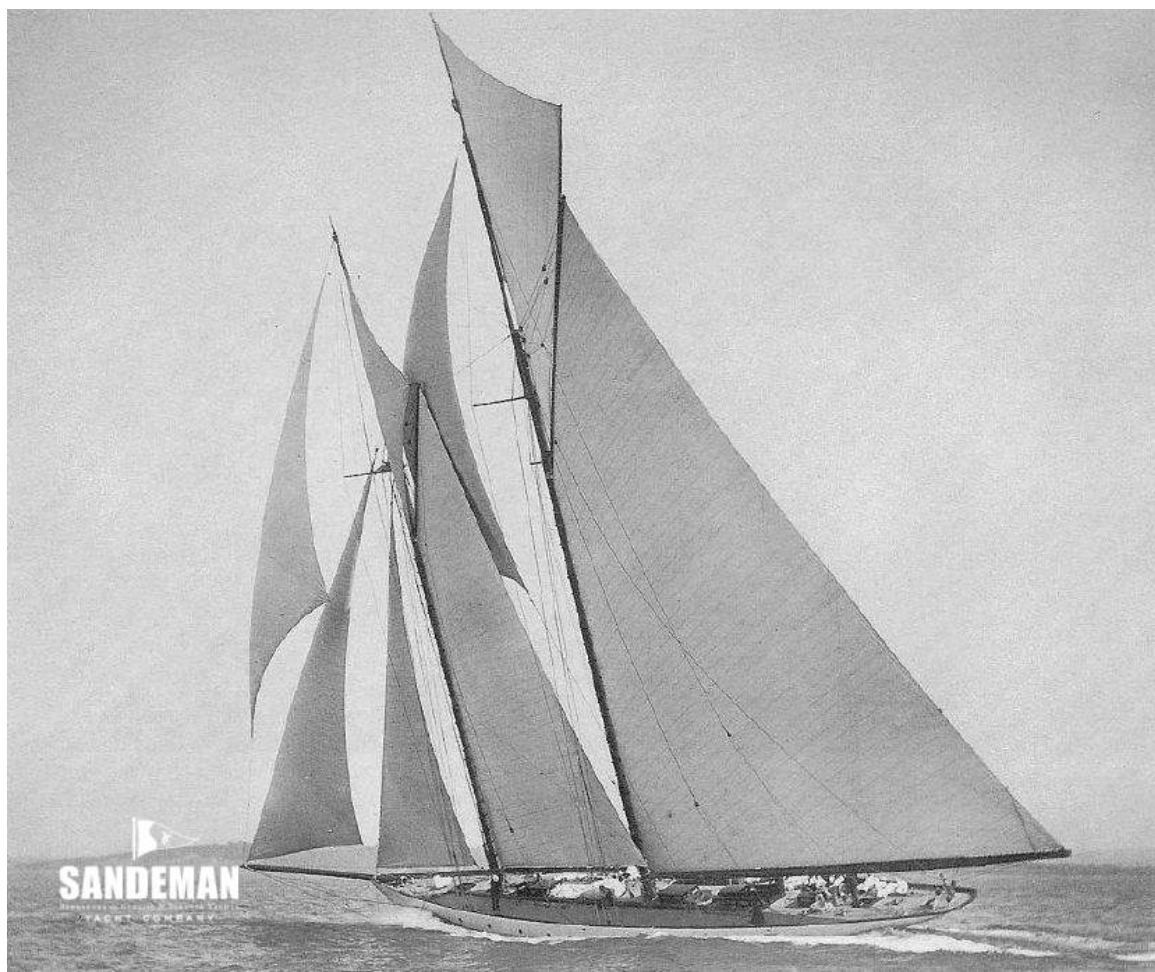
original INCOMAR launched in 1903

Disclaimer

These particulars have been prepared from information provided by the vendors and are intended as a general guide. The purchaser should confirm details of concern to them by survey or engineers inspection. The purchaser should also ensure that the purchase contract properly reflects their concerns and specifies details on which they wish to rely.

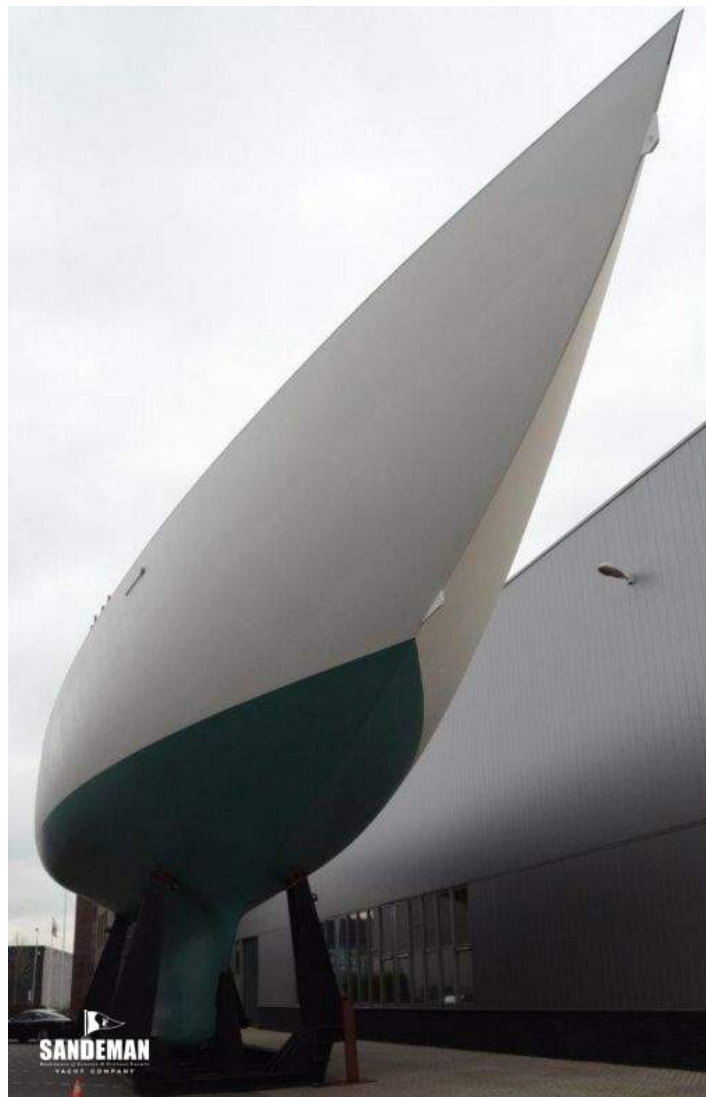
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Specification
GALLERY













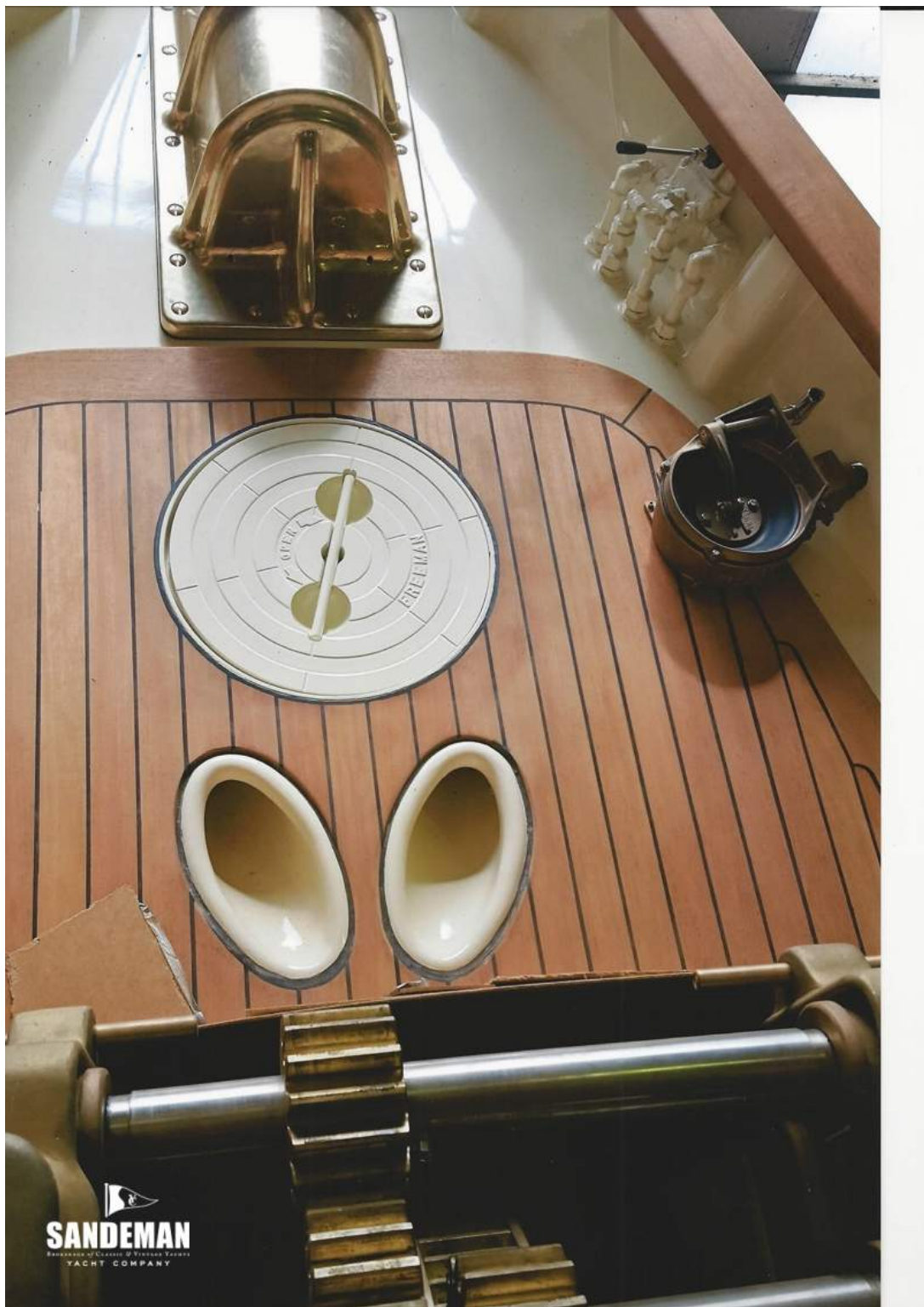




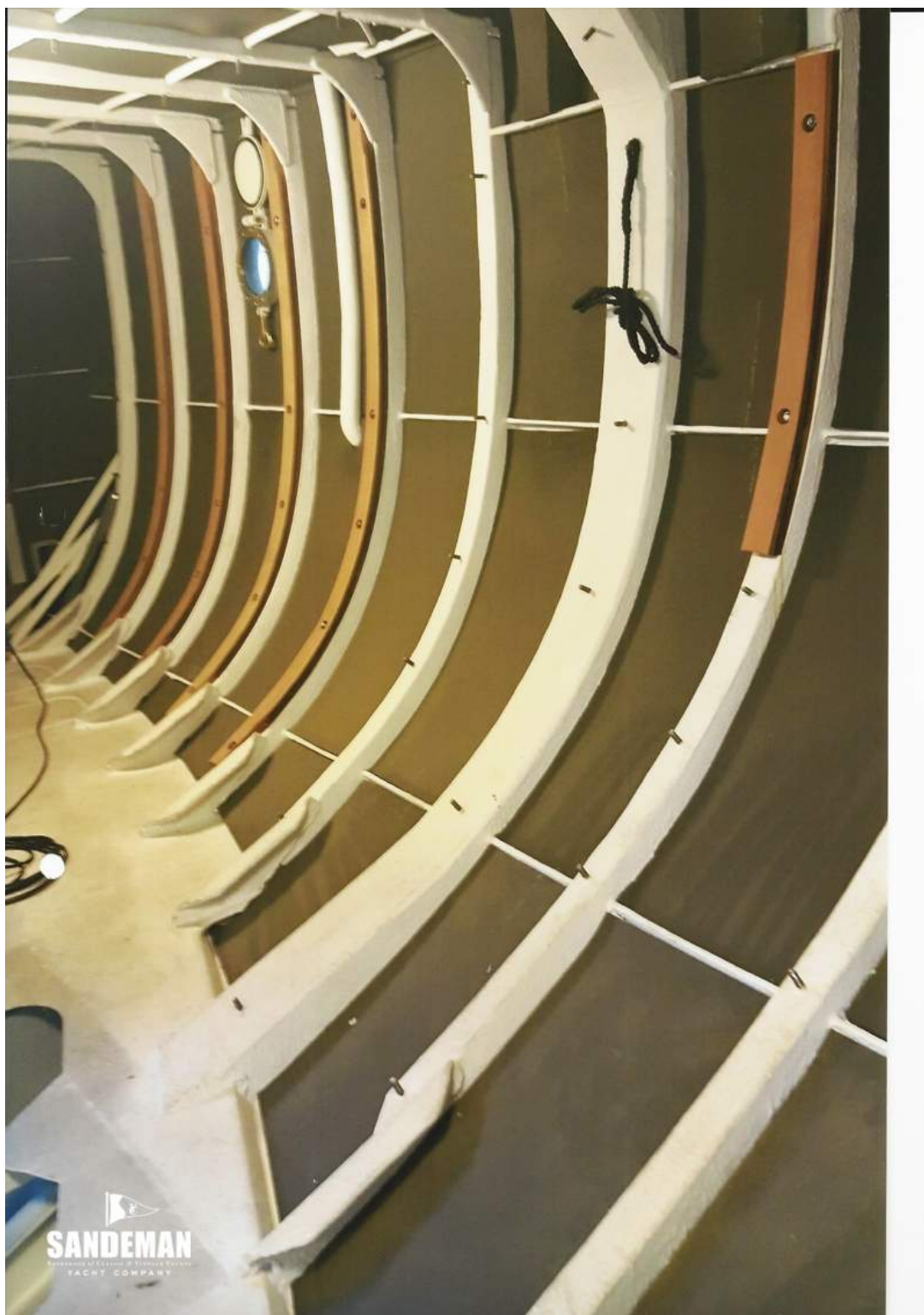

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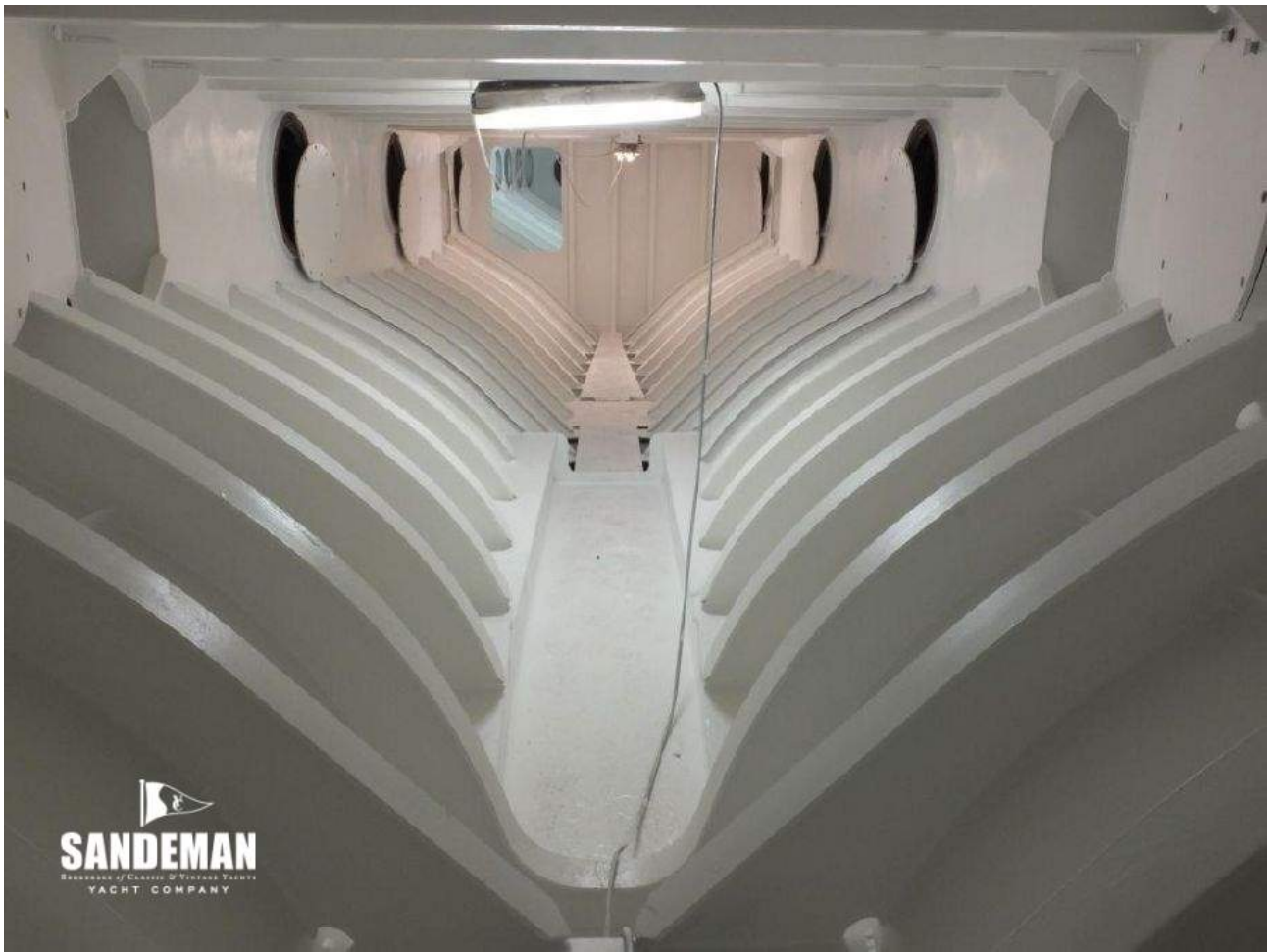


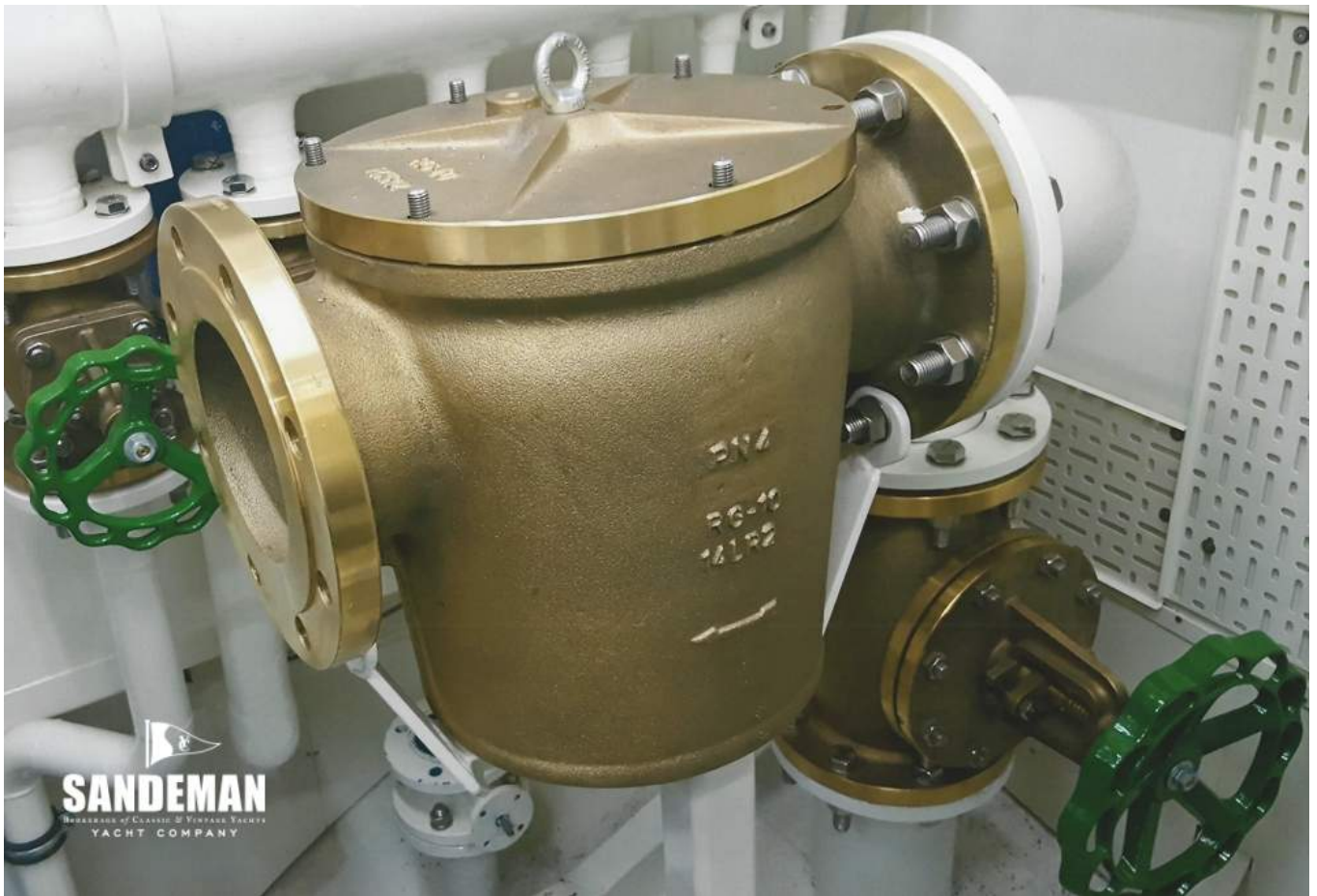



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Sandeman & Co. Ltd. 10, Victoria Road
YACHT COMPANY

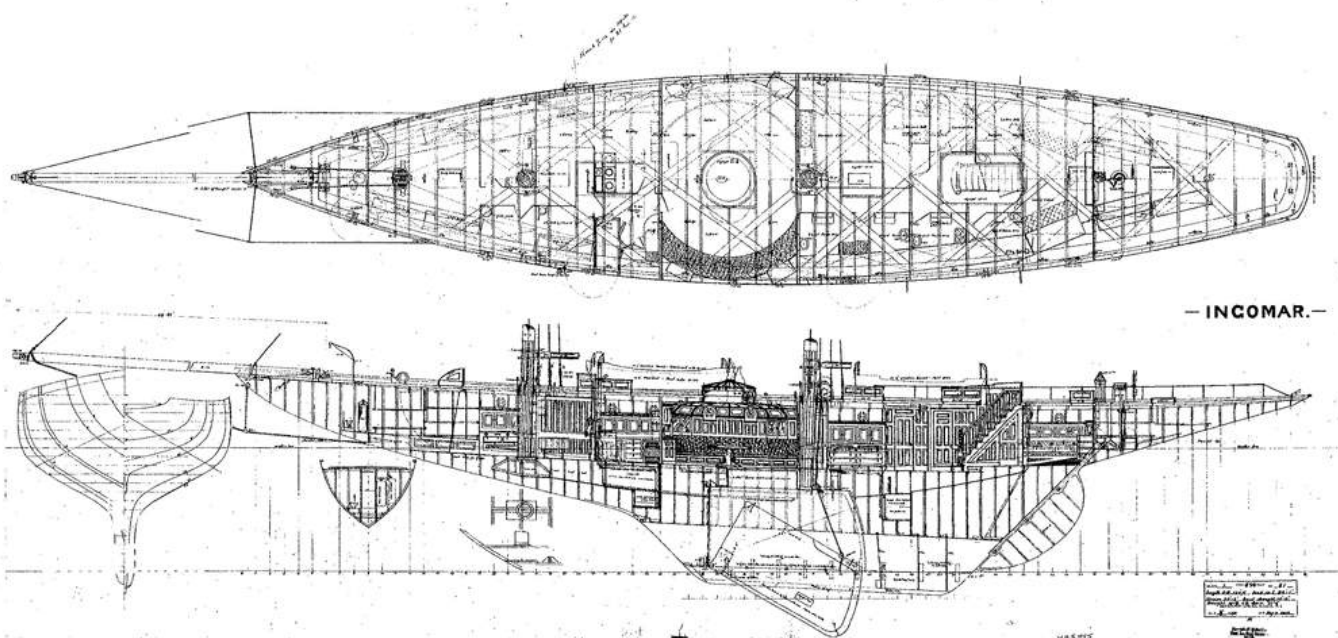
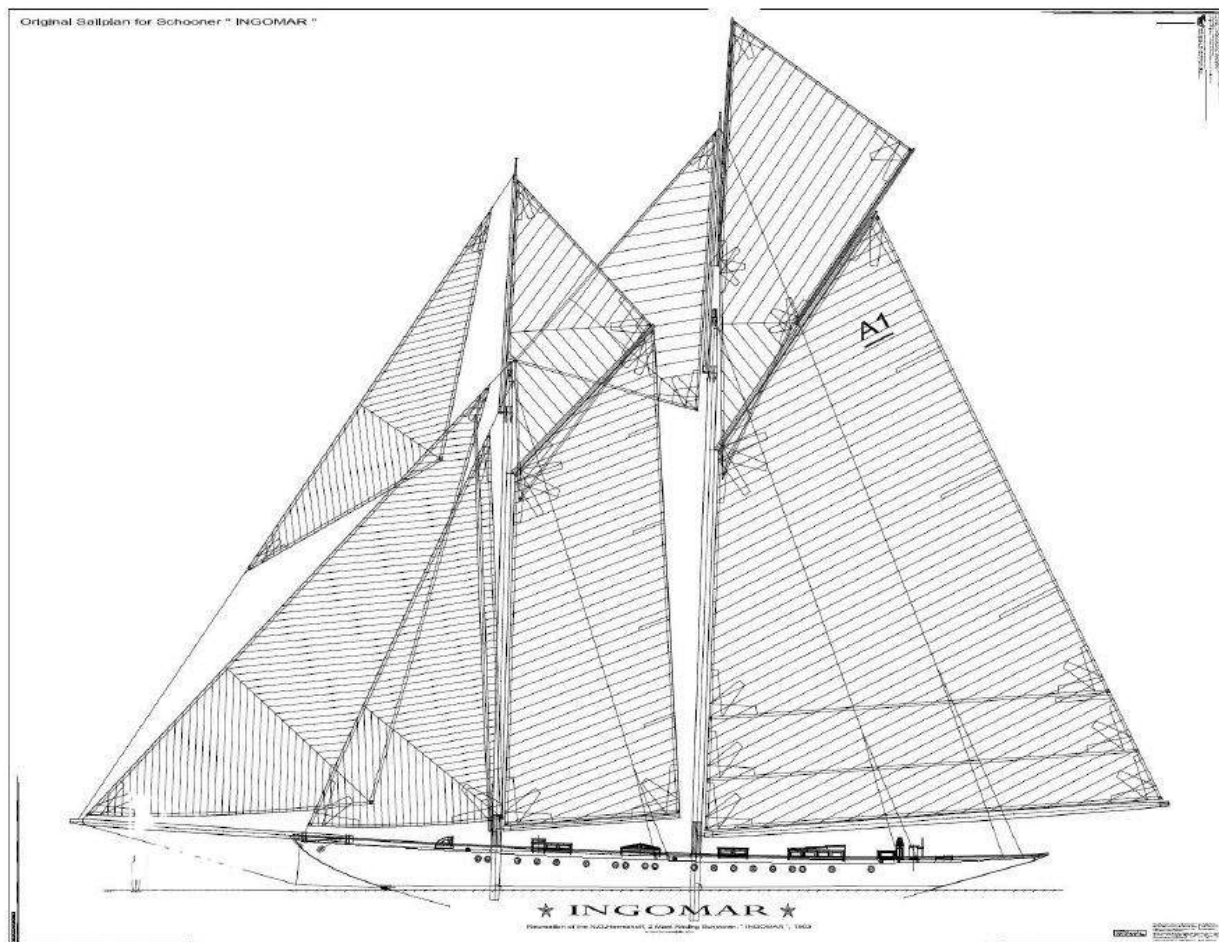


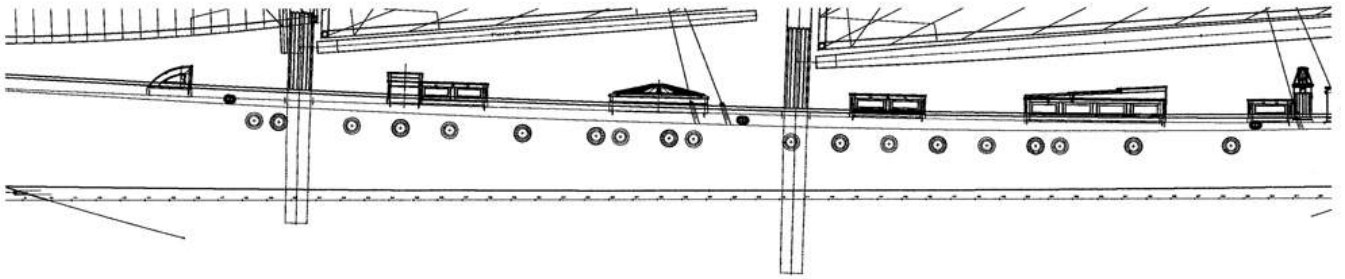



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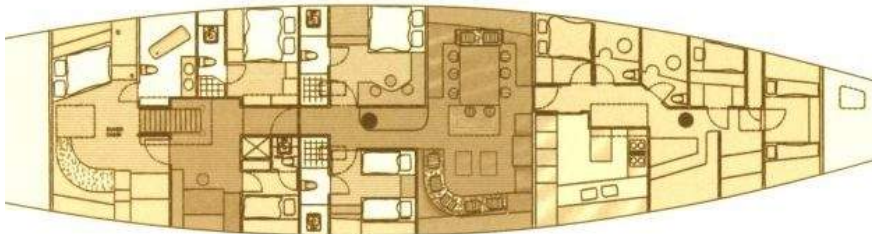
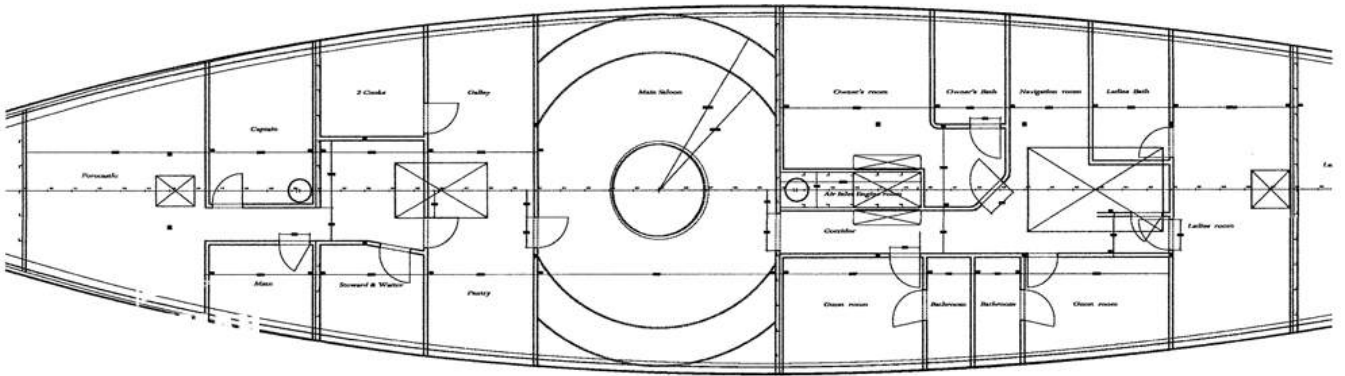


Original Sailplan for Schooner "INGOMAR"





Recreation of the 2 Mast Racing Schooner "INGOMAR", 1903
for Mr. E. H. Kautzsch, 9511



★ INGOMAR ★

Recreation of the 14th International 2 Mast Racing Schooner, "INGOMAR", 1993
by R. Sandeman



naval architecture

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