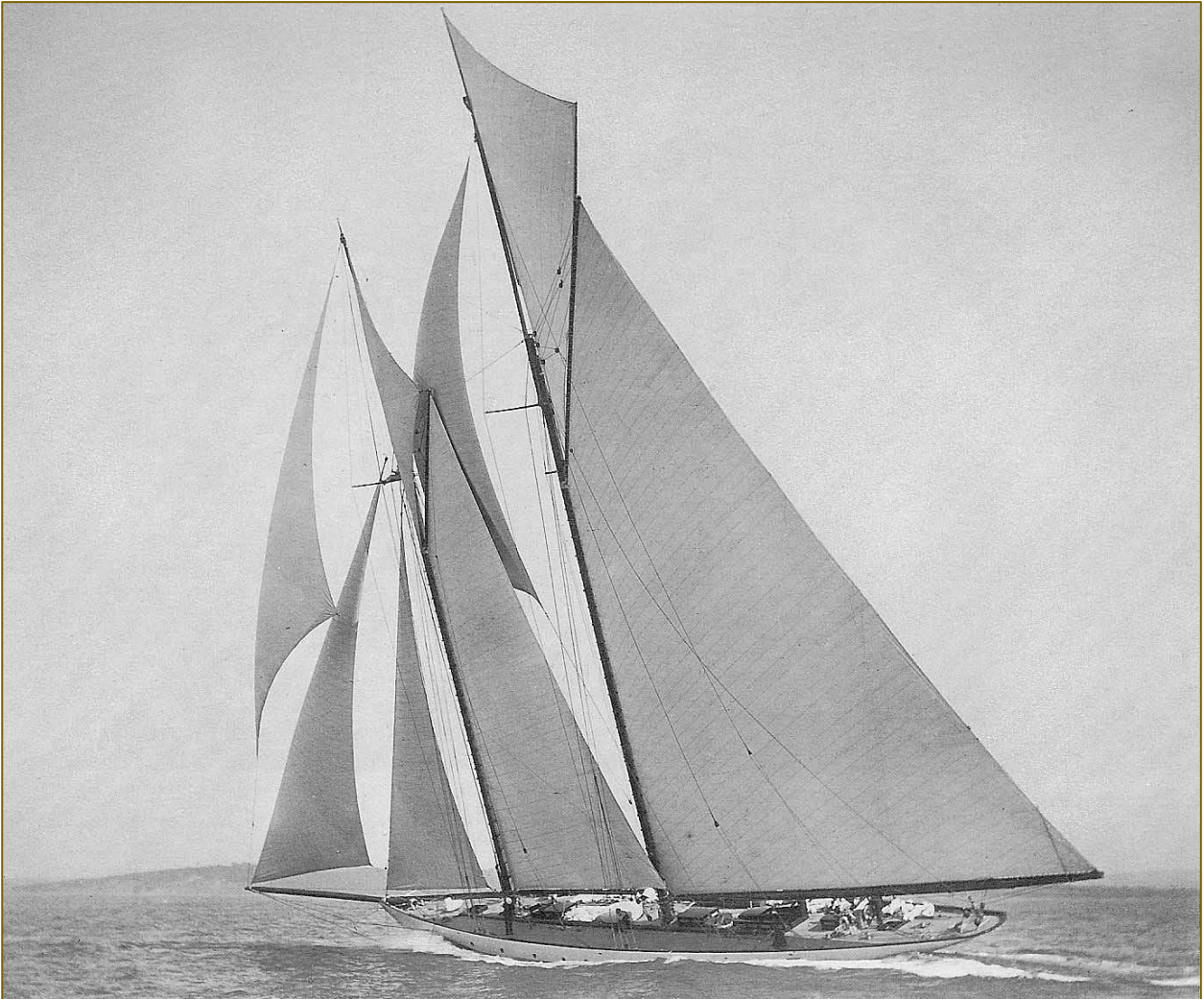


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*Figure 1 – The original yacht under sail, circa 1903*

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# - I N G O M A R -

## TABLE OF CONTENTS

1. 1. The Schooner Ingomar
2. 2. Actual Situation of the Yacht
  1. 2.1 Plans
  2. 2.2 Deck Houses
3. 3. Other Equipment Included
  1. 3.1 Tackle
  2. 3.2 Electricity
  3. 3.3 Deck
  4. 3.4 Masts and Spars
  5. 3.5 Plumbing
4. 4. Specification of the Schooner Yacht Ingomar
  1. 4.1 General Dimensions
  2. 4.2 Hull Material
  3. 4.3 Tanks
  4. 4.4 Machinery
  5. 4.5 Accommodation
  6. 4.6 Sails
  7. 4.7 All Spars (Recommended)
  8. 4.8 Standing Rigging
  9. 4.9 Windlass
  10. 4.10 Deck Hardware

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## 1. *THE SCHOONER INGOMAR*

Few racing schooners have captured the imagination quite like *Ingomar*. Today, she is being brought back to life under the guidance of Ed Kastelein, whose vision and dedication to the authentic recreation of great yachts from the golden age of sail gave rise to celebrated projects such as *Eleonora* and *Atlantic*, and inspired the creation of other notable schooners including *Elena* and *Germania*.

For Ed Kastelein, this project is not a commercial necessity but a deeply personal endeavour—one he has long wished to support in whatever form possible. A future owner will benefit from his full backing and experience throughout the yacht's final outfitting.

*Ingomar* combined beauty, grace, and power with the legend of Captain Charlie Barr and a distinguished owner, culminating in the celebrated 1904 season that remains the most successful ever achieved by a Herreshoff schooner.

She has been shaped with meticulous fidelity to the original lines, keel form, and sail plan that defined that remarkable 1904 campaign. The workmanship of Graafship and of Kees and Henk van der Graaf is exceptional, reflecting a lifetime of shipbuilding expertise and resulting in what must be one of the finest steel schooner hulls of modern times.

## 2. *ACTUAL SITUATION OF THE YACHT*

The yacht is presently stored in a protected area near Dordrecht in the Netherlands, resting in a purpose-built cradle designed to facilitate onward transport by sea.

The marketing of the yacht was delayed by legal differences between the former partners, a matter that has now been fully resolved.

She is now offered for sale by the sole owner, Ingomar BV, free of legal claims and ready for her next chapter.

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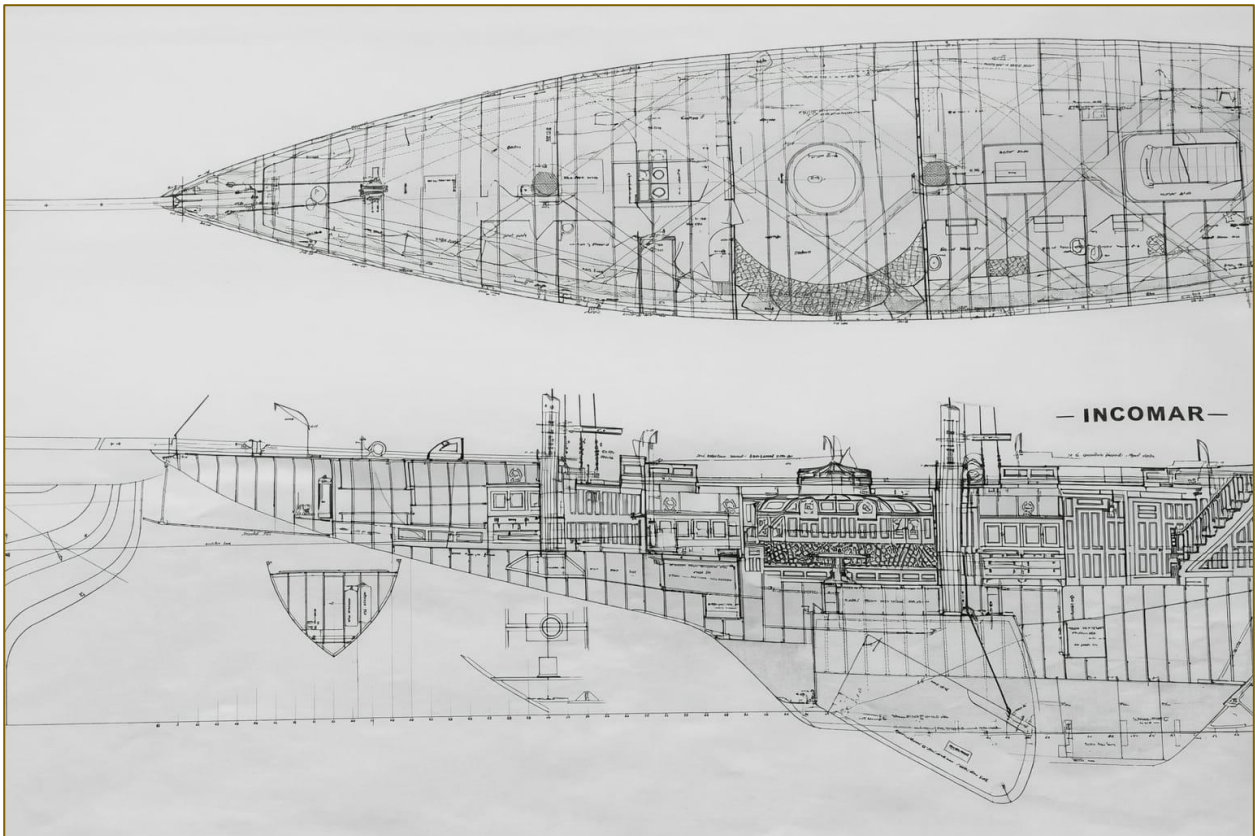
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## 2.1 Plans

The full-size building rights have been secured through the MIT Museum in Boston, Massachusetts.

Included in the sale is a complete set of original Herreshoff plans, covering construction, rigging, and interior arrangements, and providing an invaluable foundation for the yacht's completion.

Also included are the construction drawings prepared by Wester Naval Architects in the Netherlands.



*Figure 2 – Part of the original N.G. Herreshoff plans for Ingomar*

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## 2.2 Deck Houses

All the original Herreshoff deckhouses have been rebuilt, including the unique circular saloon deckhouse, only requiring glazing and fittings.



*Figure 3 – Close-up of the unique round saloon deckhouse*

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## *3. OTHER EQUIPMENT INCLUDED*

### **3.1 Tackle**

Anchor Windlass: Restored Thomas Reid electrical windlass with two warping drums and a manual override.

Anchor Chain, Stud link, 18mm, two lengths of 100m.

Chain Stoppers (2)

### **3.2 Electricity**

Generator: Kohler 13KVA marine diesel generator in sound box, hours are 135, includes various fittings.

Shore Power: Isolation Transformer, 63A 400V three-phase

Cabling: Selection of electrical cables (both marine and battery)

Converters: Two Victron Multi+ 24V/3000/70 charger inverters

Battery Charger: Mastervolt 80A 24V charger

### **3.3 Deck**

Steering: Bronze column with rudder indicator, teak and bronze wheel, and hydraulic pump.

Winches: 3 Lewmar Ocean 44-111 powered by a Commander hydraulic power pack, 24V

Blocks: 120 varnished wooden blocks in various sizes and formats.

Pinrail: One wood and bronze pinrail.

Boom Buffer: One bronze and rubber buffer.

Bollards: Five cast bronze bollards, 50L x 12W x 22H cm

Spanners: 14 large spanners in bronze and galvanised

Deck Hardware: Selection of fairleads and deck eyes in bronze.

Belaying Pins: 12 in bronze

Davits: Four steel davits

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Decklights: Five glass and bronze prism decklights.

## 3.4 Masts and Spars

One 22m mast, one 15m topmast, bowsprit 8m, boom 15.8m and gaff 13.5m together with stainless hardware.

Standing Rigging: Selection of stainless and steel cable and fittings.

Running Rigging: A large selection of lines.

Radar Reflector: New unit from EchoMax.

## 3.5 Plumbing

Black Water Treatment Plant by Hamann, capacity 24 persons.

Sea Cocks, selection including six servo valves.

Plumbing: A quantity of Stainless steel and galvanized plumbing fittings.

Prinz Pumpen 230V 3800W (Fire Pump)

Gianneschi 400V CB41T (Bilge Pump)

Gianneschi 400V MV44G (Sewage Pump)

Gianneschi 24V MV44 (Sewage Pump)

Gianneschi 400V CB 32/125 AE (Fresh Water Pump)

Gianneschi 400V MVI 60 (Black Water Pump)

Feit AF950 24V (Fresh Water Pump)

TF Marine 400V TAB30/1 (Diesel Transfer Pump)

Vetus 24V EMP140 (Sump Pump)

Gianneschi Double Effect Hand Pump

Hydrophore pressure tanks (2)

Kabola Type B Diesel Fired Heater

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## 4. SPECIFICATION OF THE SCHOONER YACHT INGOMAR

Yacht type	Two-masted topsail gaff schooner
Builder	Graafship BV - The Netherlands
Delivery	To be decided
Classification	Vessel Class Bureau Veritas
Design	Nathanael G. Herreshoff
Design year	1903
Originally commissioned by	Morton F. Plant (U.S.A.)
Consulting Naval Architect	Wester Naval Architects, Eindhoven, The Netherlands
Plans provided by	MIT Museum, Boston, MA
Historical research	John Lammerts van Bueren

### 4.1 General Dimensions

Length overall	44.88 metres
Length over deck	36.78 metres
Waterline length (LWL)	26.16 metres
Beam	7.37 metres
Draft	5.06 metres
Height from deck to topmast head	38.43 metres
Sail area to windward	1,071 m <sup>2</sup>

### 4.2 Hull Material

Certified 42A Shipbuilding Steel

### 4.3 Tanks

Diesel bunker tanks	Integrated, 7,400 litres
Fresh water tanks	Integrated, 3,800 litres
Black water tanks	Integrated, 1,600 litres
Grey water tanks	Integrated, 3,160 litres
Additional capacity	Two integrated grey water sump tanks, 960 litres

### 4.4 Machinery

Main engine	T.B.A. - recommended approx. 400 hp
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### 4.5 Accommodation

Superstructure	Quarter-sawn mahogany
Deck	Steel

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## *5. PHOTO GALLERY*

The following images present additional views of the yacht, her construction, and key details.

### Exterior Views



*Figure 4 – Ingomar's bow, portside*

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*Figure 5 - The finished hull of Ingomar on her custom stand.*

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*Figure 7 – The yacht at her current storage site.*

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*Figure 8 – Ingomar's bow towering over the workshops.*

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*Figure 9 – Stern view of the finished hull.*



*Figure 10 – The yacht's slender bow.*

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## Hull & Construction



*Figure 11 – Ingomar in the workshop, on her stand, primed to go.*

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*Figure 12 – The Engine Room showing frames, cofferdam and integrated tanks.*

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*Figure 13 – Forward accommodation.*

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*Figure 14 – Engine Room*

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*Figure 15 – Saloon*



*Figure 16 – Aft accommodation*

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*Figure 17 – Showing the deck with the deckhouses in place.*

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## Deck & Deckhouse Details



*Figure 18 – Stairway, aft accommodation.*



*Figure 19 – Saloon.*



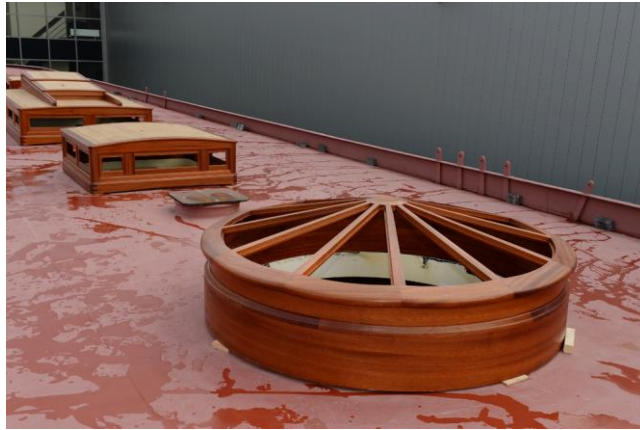
*Figure 20 – Saloon ceiling showing round deckhouse.*

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*Figure 21 – View of the round saloon deckhouse*



*Figure 22 – Xiew of the saloon deckhouse.*

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*Figure 23 – Temporary alignment of deckhouses...*



*Figure 24 – Deckhouses from another angle...*



*Figure 25 – Deckhouses from the bow looking aft.*

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*Figure 26 – Deck looking aft...*



*Figure 27 – Deck Midships...*



*Figure 28 – Foredeck*

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## Plans & Technical Drawings

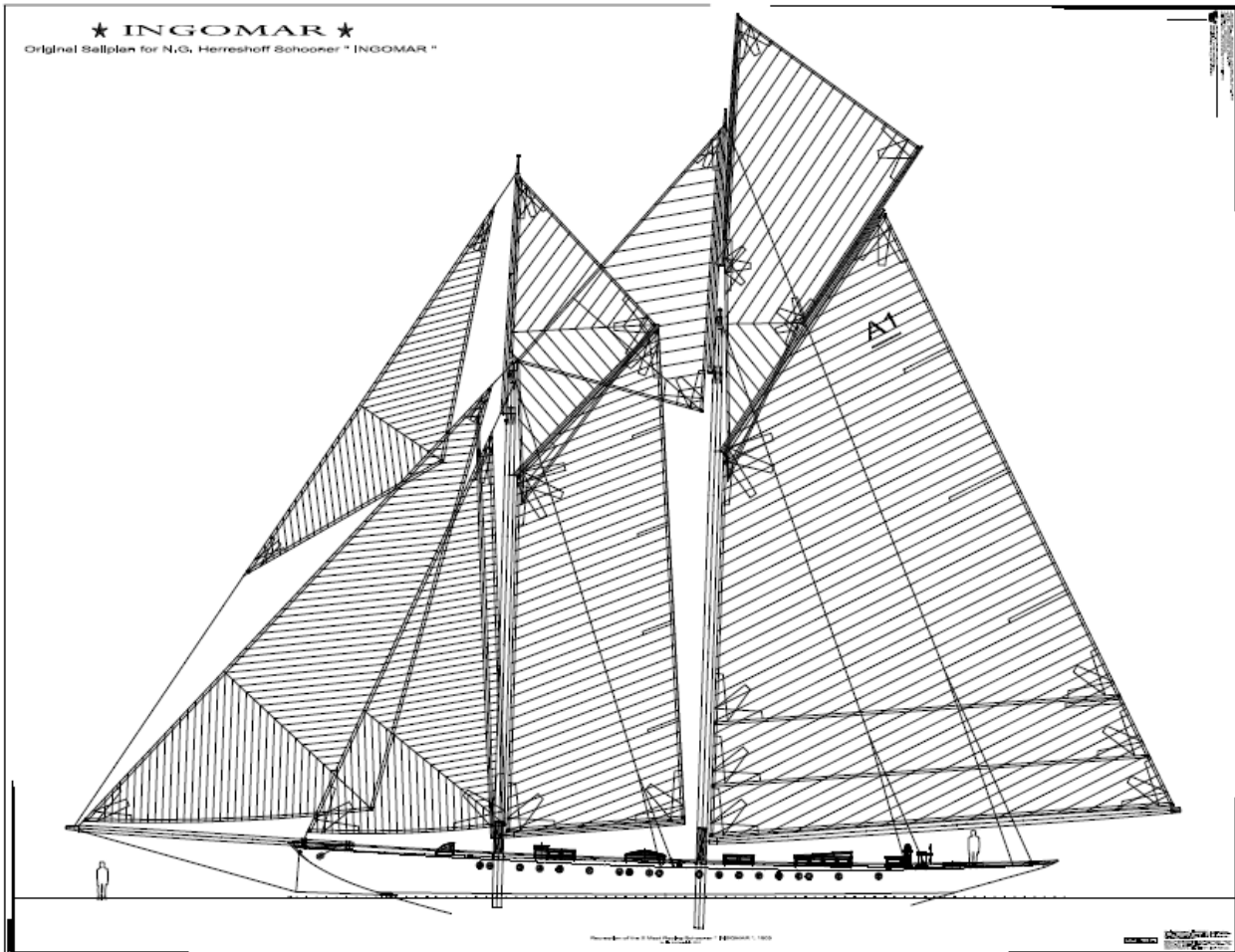


Figure 6 - Sailplan

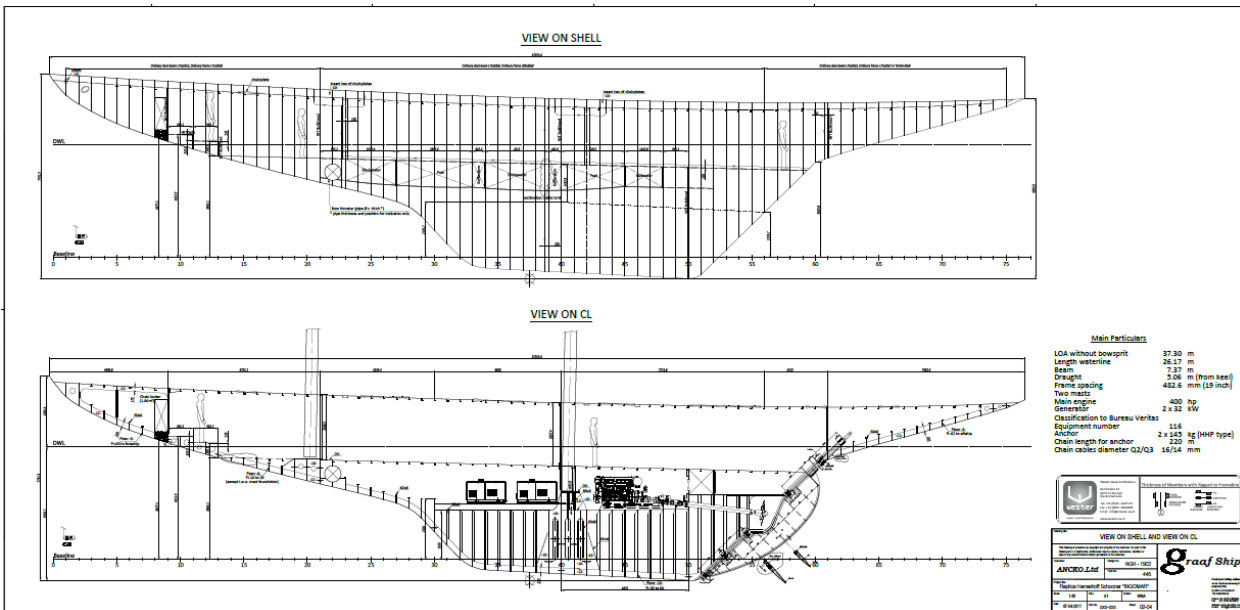


Figure 29 - Wester Plans: View on centre line and on shell.

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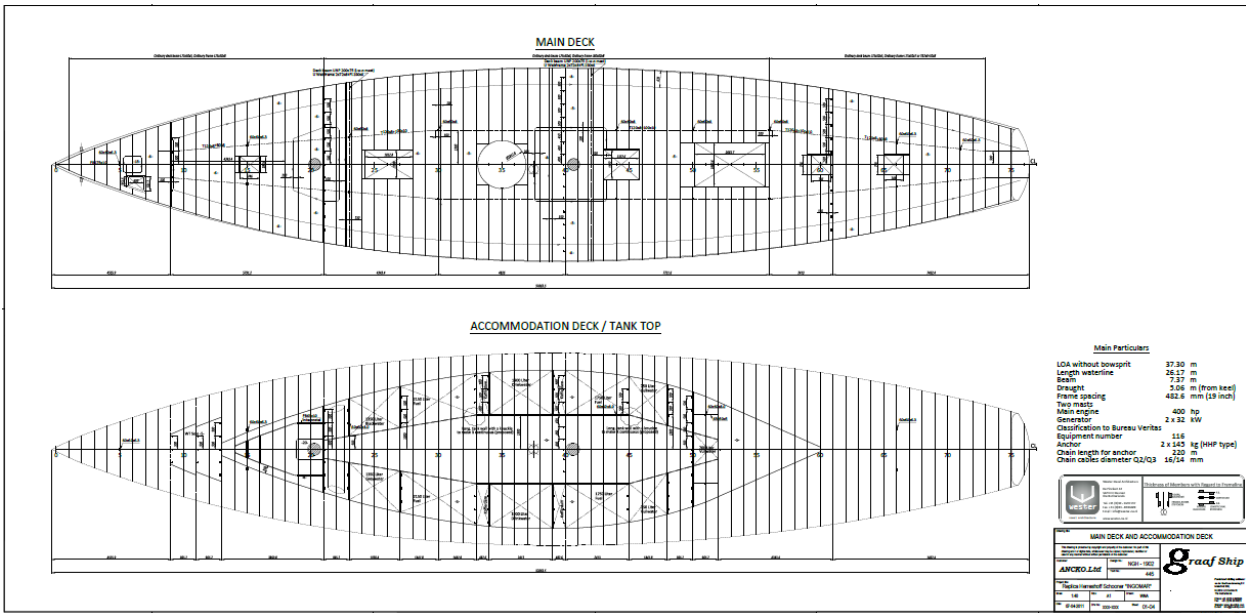


Figure 30 – Wester Plans: View of Main deck, Accommodation and Tank Top

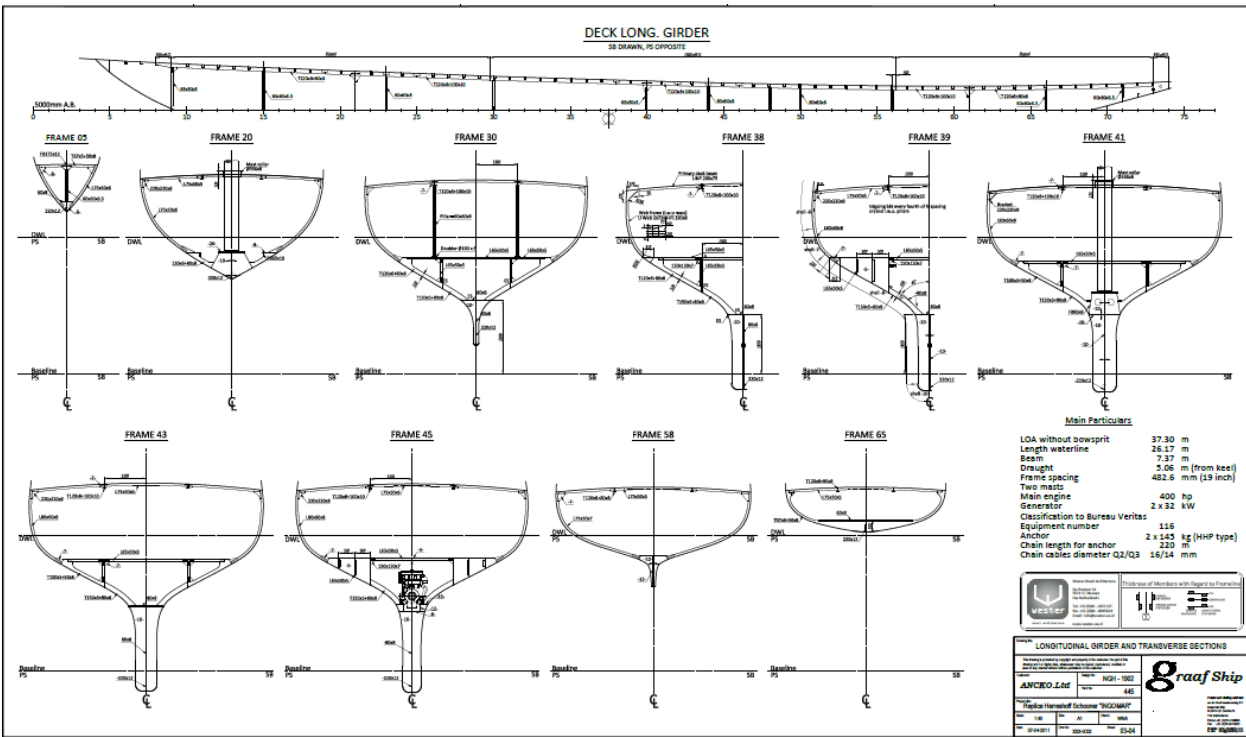


Figure 31 – Wester Plans: Deck long girder and Frame sections.

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## *Steering*



*Figure 32 – Steering column with rudder angle indicator.*

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*Figure 33 – Wheel.*

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## *Masts and Spars*



*Figure 34 – View along the varnished mast.*

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*Figure 7 - View along the varnished mast.*

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*Figure 8 - View of Boom, Topmast, and Bowsprit*

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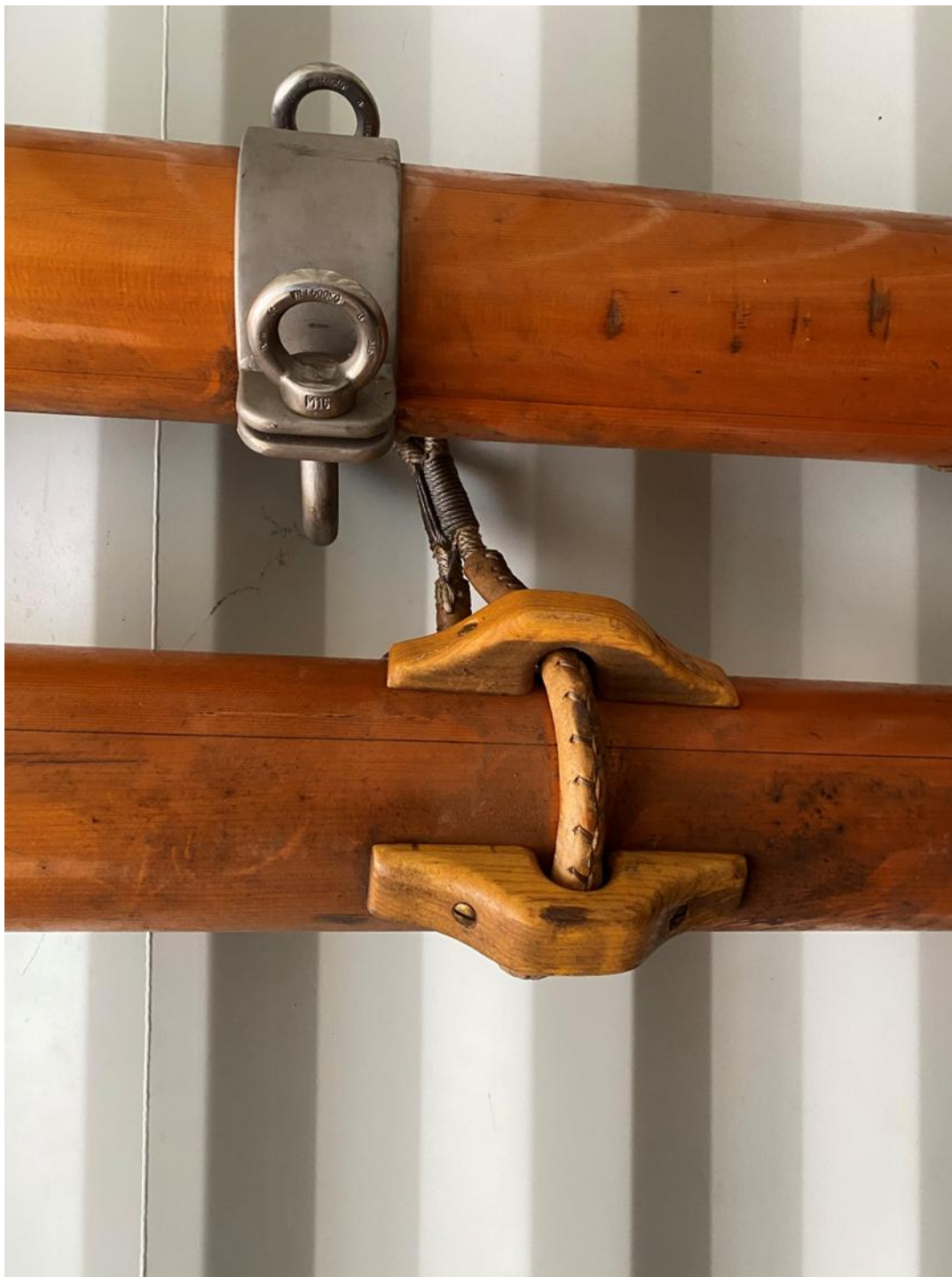
*Figure 35 – Spars and fittings in storage.*

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*Figure 36 – Detail of a gaff strop.*

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*Figure 37 – Gaffs*

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## Components / Equipment



*Figure 38 – Fiddle Blocks.*

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*Figure 9 - Wooden Blocks*

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Figure 10 - Tensionners

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*Figure 11 – Bronze Fairleads.*

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*Figure 12 – Some of the wooden block collection.*

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*Figure 39 – Wooden blocks and Stainless steel fittings.*

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*Figure 41 – More wooden blocks and tensioners.*

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*Figure 44 – Stainless steel rigging.*

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*Figure 45 – Stainless steel standing rigging.*

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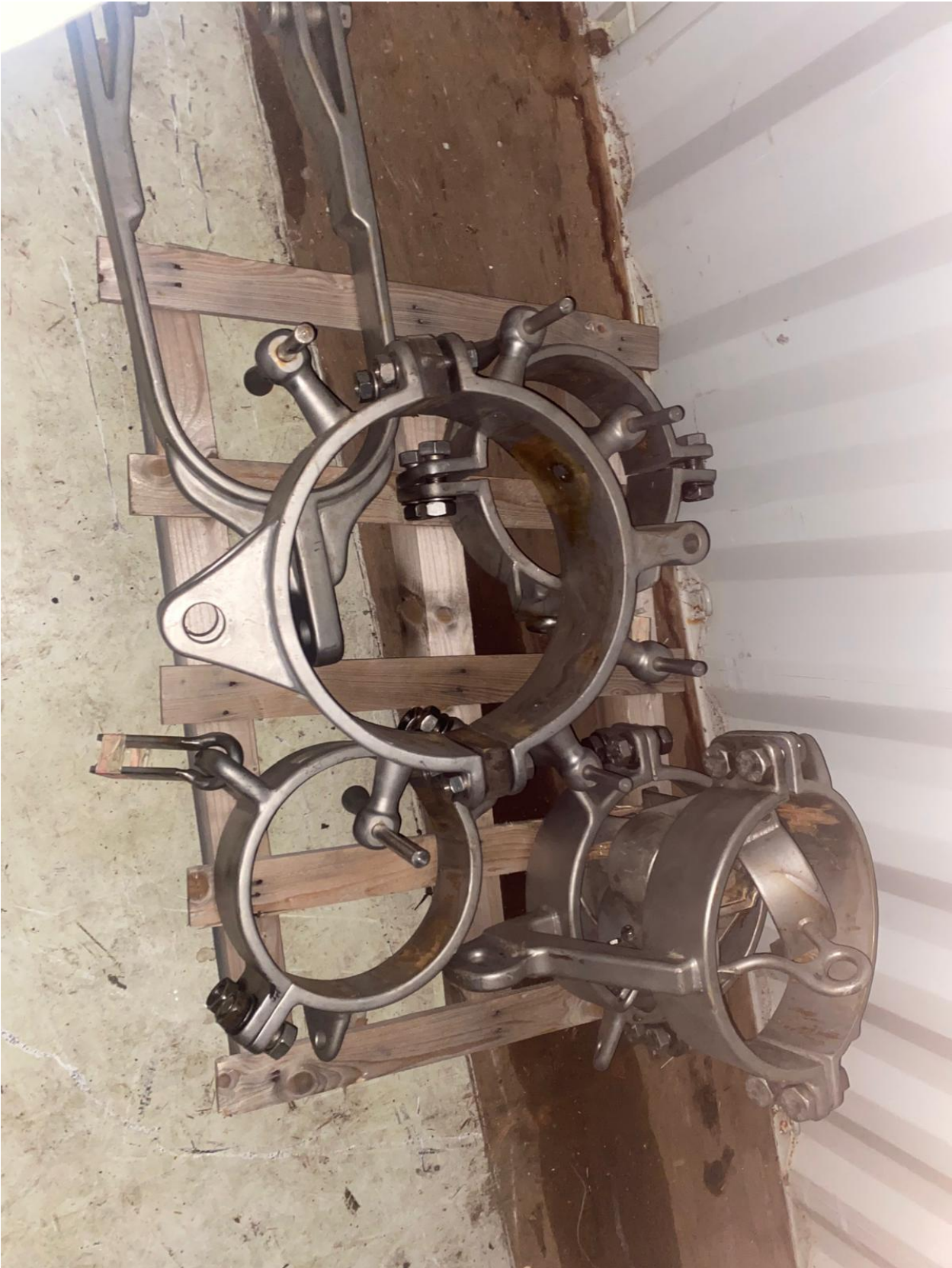
*Figure 46 – Served standing rigging.*

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*Figure 47 – Stainless steel mast fittings.*

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*Figure 48 – Chain brakes*

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*Electrical*

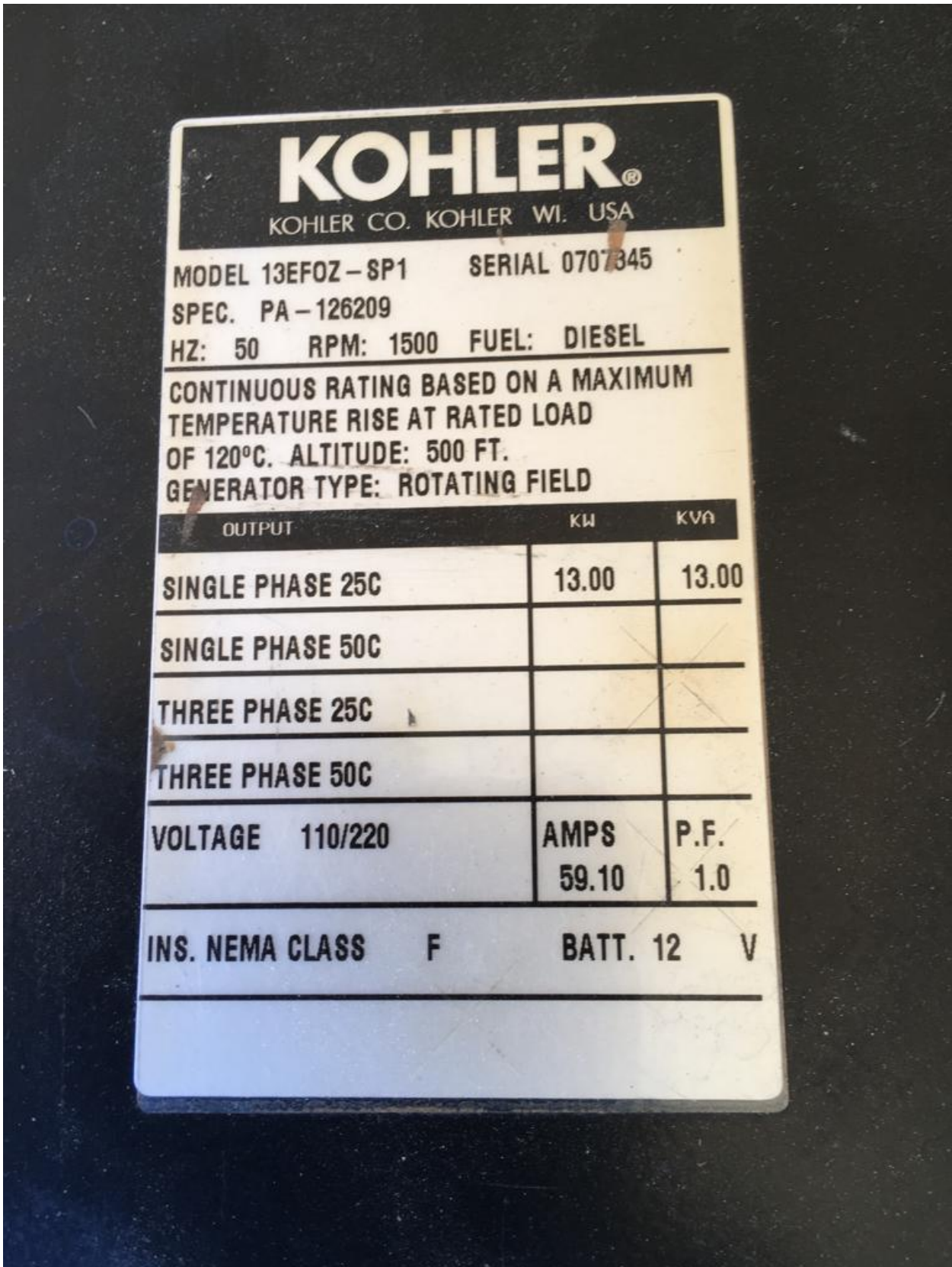


Figure 49 – Kohler Generator Nameplate

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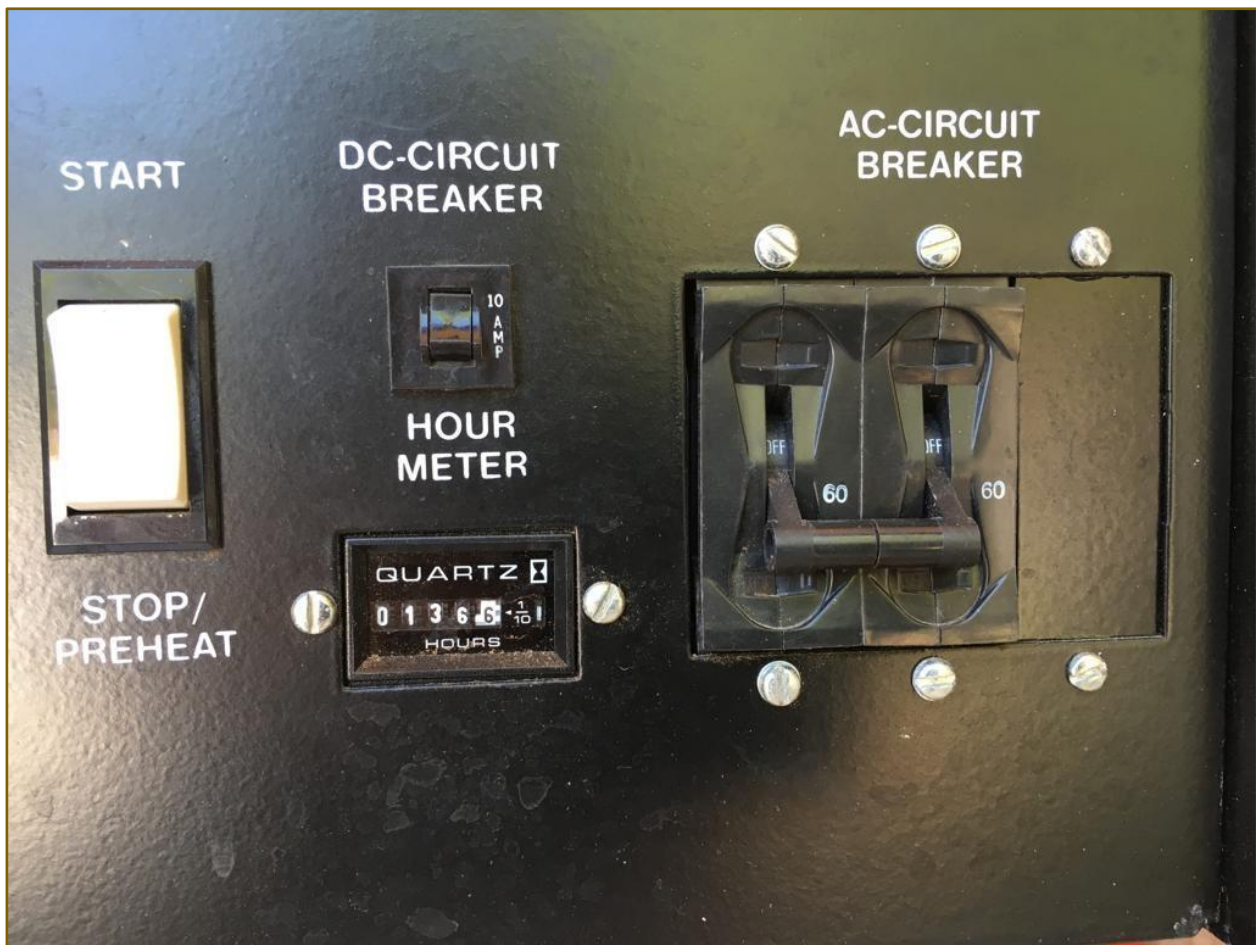


Figure 13 - Kohler Generator Control Panel, 136 hours.

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*Figure 50 –Front of the Kohler Generator, cover removed.*

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*Figure 14 - Kohler Generator Cocoon, left side.*

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*Figure 15 – Front of Kohler Generator, Cover in place.*

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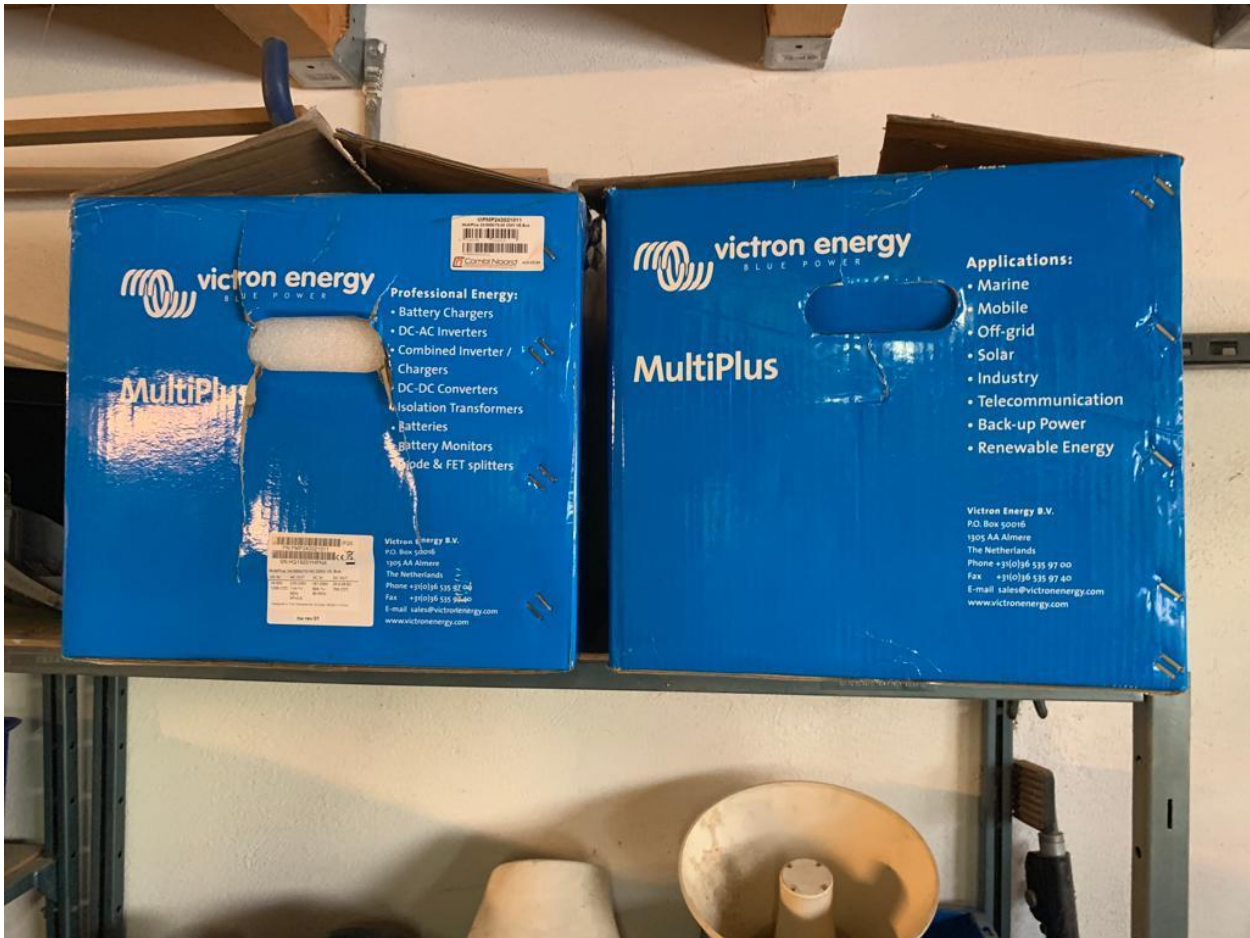


Figure 51 – Victron Multiplus Charger/Inverters

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*Figure 16 – Wiska Bronze Water-Resistant Fittings*

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*Figure 17 – More Wiska Bronze Water-Resistant Electrical Fittings*

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*Figure 18 – Part of the Hamman Sewage Treatment Plant*

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*Figure 19 – Kabola Diesel Fired Boiler*

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Figure 20 – Kabola Diesel Fired Boiler Nameplate

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*Figure 52 – Top of a Lewmar Bronze Hydraulic Winch*

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*Figure 53 – Lewmar Bronze Hydraulic Winch.*

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*Figure 54 – Lewmar Twin Hydraulic Power Pack*

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