

INGOMAR

Frank Ramsay Tucker

SINCE the advent of Mr. Morton F. Plant's schooner yacht *Ingomar*, many inquiries have been made as to the origin of her name. *Ingomar* and *Parthenia* are intimately associated, and are usually spoken in conjunction one with the other. The play, "*Ingomar, the Barbarian*," translated in part from the German, but with many changes, by Maria Lovell, includes *Ingomar* and *Parthenia* as its principal characters: *Ingomar*, the leader of a band of half savage inhabitants of the German forests; *Parthenia*, a bewitching Greek maiden, who, through love, finally conquers the savage chieftain.

Ingomar made her initial courtesy to the yachting world during the season of 1903, and is a Herreshoff creation. She has a big breadth of beam, generous freeboard and moderate overhangs. These characteristics suggest the cruiser, but when the eye of the onlooker is turned aloft, the rig of the racer is at once apparent. Lightness and strength are the predominating features. She has a flush deck from stem to stern and her rail is of teak. Her companionways, hatches and skylights are of solid mahogany, and there are six in number.

The cabin of *Ingomar* is very luxuriously fitted up and is exceptionally handsome, all the woodwork being of butternut and mahogany. The ladies' cabin is upholstered in green plush and is fitted up with many mirrors and artistic hangings. Directly forward of this on the port side are four staterooms for guests. The starboard side is taken up by three bath rooms and the owner's stateroom. The main saloon is situated about amidship and occupies the full beam of the yacht; it is circular in shape and has transoms on either side; these are upholstered in red plush. Handsomely carved woodwork adds to the beauty of the cabin. The pantry and galley are on the port and starboard sides, respectively. Forward of the galley and pantry are three staterooms; two on the port and one on the starboard side. The first room on the port side has

three pipe berths for the boatswain and two stewards; the second room is occupied by the mate. The stateroom on the starboard side is devoted to the use of two cooks and a messman. The mess room takes up the space between these staterooms. Then comes the forecabin fitted up with fifteen pipe berths. A bulkhead separates the forepeak from the forecabin, in which is an acetylene gas tank. This completes the cabin plan.

During the past winter radical changes have been made in *Ingomar's* underbody; a keel has taken the place of her centerboard and her draught increased two feet three inches. Her hull is built of steel and the following are her important measurements: 122 feet over all; 86 feet water line; 24 feet beam; 16 feet 3 inches draught. It is probable that she will carry very little inside lead, most of her last year's ballast being now centered in her keel. As a result of the change in her underbody, improvement should follow in windward work; she should point higher and the lowering of her ballast tend toward greater stability.

The rigging of *Ingomar* is all of steel wire, that of the running rigging being plough steel, which is very flexible. Her masts, and in fact all her spars, are of selected Oregon pine, and the topmasts are rigged forward of the masts in the usual fashion. The measurements of her principal spars are as follows: Mainmast, about 98 feet; foremast, about 89 feet. The mainmast buries below deck 7 feet and is stepped in a steel cone, as is also the foremast. The diameter of the mainmast at the deck is 18 1/2 inches; foremast, 16 3/4 inches. From the top of the deck to the truck of the main topmast is exactly

123 feet; from the top of the deck to the truck of the fore topmast is 116 feet 6 inches; length of main boom, 75 feet; main gaff, 47 feet 6 inches; fore boom, 30 feet 6 inches; fore gaff, 33 feet 6 inches; bowsprit outboard, 26 feet; spinnaker boom, 67 feet 6 inches; pole of club top-sail No. 1, 67 feet, and the club, 56 feet 4 inches.



Ingomar

Photo by Anderstrom

THE RUDDER

Her sail area is 11,880 square feet.

The crew is composed mostly of Norwegians selected by Captain Charles Barr, and many of them have served on the cup boat Reliance. They number 24, all told: Skipper, first mate, second mate, messman, first and second stewards, first and second cooks and 16 sailors. Far be it from me to slight Topsy, the crew's mascot. Topsy is a diminutive fox terrier, black in color, as her name would imply. While there is a place in her small heart for all the crew, her particular favorite appears to be the cook—a suspicious partiality.

With the exception of making shorter booms, gaffs, topmasts and bowsprit, no change was made in her rig for crossing the water. Most of her racing spars and sails were shipped on the steamer St. Louis, as were also her gig and cutter.

She left Bristol for Southampton, England, on the twentieth of April, in a spanking breeze from the Northwest, and Captain Barr thinks that if Ingomar is favored by the weather that she will reach the other side in about fifteen days.

Leaving Bristol at ten minutes of nine o'clock on the morning of April 20th, Ingomar encountered Westerly winds and extremely cold weather, and made but little headway on her first day out. On April 24 and 25 the worst weather of the trip was met with, but in the hard Southeast gales the schooner behaved splendidly. The Lizard was passed at fifteen minutes after nine o'clock on the morning of May 5th, and the Needles at ten minutes of one on the morning of Friday, the 6th.

The full record of the Ingomar's daily runs is as follows:

DATE.	MILES.
April 20.....	31
April 21.....	258
April 22.....	260 1/2
April 23.....	250
April 24.....	59
April 25.....	71 1/2
April 26.....	218
April 27.....	256
April 28.....	216
April 29.....	235
April 30.....	245
May 1.....	218
May 2.....	214
May 3.....	118 1/2
May 4.....	142
May 5.....	161
May 6.....	114

On reaching the other side she proceeded at once to the yard of Summers & Payne, at Southampton, where the yacht was painted and refitted after her voyage.

She goes principally in quest of the Cape May Cup, which was presented by former Commodore James Gordon Bennett in 1872 and subsequently won by Sir Richard Sutton's cutter Genesta. All attempts at regaining the trophy have, up to the present time, proved futile. It needs only the winning of this cup to establish Ingomar's reputation as the fastest schooner yacht afloat, as she will probably compete with many of old England's best. If her design counts for anything, she should return to America having proved herself an excellent exponent of the Herreshoff fame.