

## **The schooner Ingo**

The ship is a 3-masted fore-and-aft schooner, which means that all three masts are of equal length and carry no squaresail yards.

Ingo was built in 1922 at the well-known shipyard in Sjötorp at the beginning of the Göta Canal by the lake Vänern. At the launch the ship was given the name Ingo after the owners brother-in-law. She has always kept that name. Ingo was one of the last sailing vessels build by that shipyard and was at the time of delivery a very modern ship. She was equipped with a 32 HP, 1 cylinder, semi-diesel engine for use in calm weather or for entering port. The engine was especially usefull when maneuvering in the locks of Trollhätte Canal. The crew consisted of six men: skipper, mate and 4 seamen.

The sailing season started in early spring and ended in December. The crew also participated in loading and unloading, as was normally the case in those days. The cargo could consist of grain, timber, bricks, cement, coal etc. Ingo, together with thousands of similar ships, was a very important part of Sweden's infrastructure. Today, such cargo traffic have been taken over by lorries.

During the years that Ingo sailed with cargo she had, in turn, various home ports such as Sjötorp, Öregrund, Slite, Klädesholmen, Mollösund, Kållandsö, Västervik and back in Sjötorp again. She was well known around the Baltic and Norwegian coasts. Of course, the external look of Ingo has changed over the years. From a beautiful 3-masted white painted sailing ship she ended up as a black motor ship with a wheelhouse and a steel mast. For many years during the 50's and 60's Ingo was engaged in drift-net fishing for herrings in the North Atlantic north of Iceland. In the beginning of July she loaded 1000 empty wooden barrels, which were filled during 2 to 3 month of fishing. A hard work in stormy waters for iron men in wooden ships.

When there were no more cargoes to be found, she was put up for sale. Åke Järn, owner of the company Albrechtsson-Hasse in Göteborg, bought Ingo in 1976. The purpose was to restore Ingo into her original shape, in order to use her in training and recreation for the employees at the company, at that time working with rigging and sails for the many shipyards in Göteborg.

The responsibility for Ingo was in 1983 taken over by the non-profit organization "The schooner Ingo's friends", whose main purpose is to preserve Ingo as a living heirloom from the ages of sailing ships and to transfere the knowledge of handling such a ship to new generations. During the past years a large effort has been put in by the members in the restoration of Ingo.

On the 6th of Oct. 2001 the policy of our organization was officially confirmed, when the National Museum of Naval History decided to mark Ingo as a "ship to be preserved". The motivation was that "the ship must be considered as very valuable as a part of our cultural history".

Ingo's home port is Göteborg and sailing takes place between May and October. Training camps for young people have become a very appreciated part of the activities. With her large saloon and accomodation facilities, Ingo is also very suitable for company charter and conferences.

"The schooner Ingo's friends" is an open non-profit organization with no requirement of sea experience. There is a special youth section for ages 14-25. In summer, several longer and shorter sailing trips are arranged for members, some especially for young people. In 2004,

Ingo visited, among other places, also Shetland and Fair Isle. During the winter season, members do maintenance work on the ship at our workshop in the Lundby harbour. Courses are also given in navigation etc.

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Facts:

Length over all (incl. bowsprit): 38 m

Length stem to stern: 27,8 m

Beam: 7,1 m

Sail area: 440 square metres

Nautical equipment: Radar, Echo sounder, GPS and Electronic charts, VHF radio.

International call signal: SIXW

Main engine: Volvo Penta TMD 100 A, 220 HP

Auxiliary engine: Perkins Stamford generator 40 kVA

Safety equipment: CO2 installation for fire extinguishing in engine-room. Fire alarm and fire extinguishers. Smoke helmet equipment.

Life saving: 4 rescue rafts for 20 persons each. 1 lifeboat. Lifejackets for adults and children.

Interior: Saloon with 50 seats. 4 cabins for four passengers and 1 cabin for two. 8 beds in the saloon.

Sanitation: 2 toilets with hot and cold water

Number of passengers: 24-30 sleeping, 45 at meals, 75 at cruises in the archipelago