HENRY'S DREAM

Text: Henk Jukkema
Sailing photos: Hajo Olij
Other photos:
Jan Coppes, John Smit

In The Netherlands it is unusual nowadays to design and build a clinker-built timber boat like Lady Realwood. There is a story behind this project, the story of a Dutch old school boatbuilder, Henry Engelaer.

"I was born on board in '34. My grandfather and my father were sailbarge skippers. Before going to school and later during the school holidays, we lived on board. I have warm memories of my father. He always found it difficult to send us back to boarding school. He encouraged me not to become a barge skipper and considered that a future on shore offered better prospects for his children."

After primary school you entered the shipbuilding industry.

"In 1948 at the age of fourteen, I started work at the shipyard of the Van Der Werf Brothers in Deest on the bank of the river Waal. They built barges and coasters. In the beginning I had to do the dirty work. Because I was small in stature, my co-workers could lower me on a rope into ventilation shafts to remove the rust and to prime. Later I worked in the marking-off section and on the loft floor and there I acquired the basic principles of shipbuilding.

Four evenings per week I went to a technical school and attended another school where I learned the theory of shipbuilding. The manager of the technical office of the shipyard taught at this school and he encouraged me to become a draftsman in his office. After my military service spring 1956, I got a job in the drawing office of the Verolme United Shipyards in IJsselmonde, near Rotterdam. I worked on tankers of up to 100.000 tons, in those days the largest ships in the world. I had a sumptious salary, but became too much of a specialist. I preferred smaller shipbuilding, where I could draw complete ships. In January 1960 I started to work for the yacht builder Gerard de Vries Lentsch. In those days this was a legendary outfit and I worked in the design office and drawing room till the end of 1963. The desire to be my own boss remained intact,

after all I am a descendant of a skippers family. I wanted to decide what I drew and built."

How did you start?

"In November of 1963, my brother Gerard and I started with a floating workshop on the river Waal in Beneden-Leeuwen. We welded two aft sections of tow barges together, with the living quarters still intact. And in the hold we built a workshop. We lived and worked there, repairing barges and started building steel rowing boats, mostly for freightbarges. Some 600 of these were built and some were used for sport fishing.

M *Engelaer Shipbuilding around 1965. After the aft sections of two large tow barges were welded together, one work space and two living quarters were created. In the derrick hangs the steel hull of a Gouwzee cruiser the Engelaers built for Pieter Beeldsnijder.*

M *The yacht Alcedo, based on a traditonal fishing boat with leeboards, during her maiden voyage. Tightly built and finished and with great care.* N *Fast aluminium pilot tender.* NN *Harbour police cutter.*

M *Engelaer Shipbuilding started with the fabrication of steel rowing boats.*

Gradually we landed orders for larger ships and yachts and we had to hire a larger workshop. We built dozens of Dutch steel sailing yachts with leeboards, based on traditional fishing boats. We had become master craftsmen, we knew our reputation was as good as our products and therefore we maintained high standards for our clients. In those days, working 18 hours a day was no exception." **You also built for the professional shipping trade?**

"Of course! By the end of the seventies the building of yachts tapered off and we started to build for the professional trade,little push boats, tugs, passenger vessels and numbers tens mooring launches for the Rotterdam mooring organisation KRVE. In 1976 we built a new hall in Beneden-Leeuwen for vessels up to thirty meters and in 1989 we built a second hall for ships up to 40 m in length. By then we were considered expensive, but we had clients such as the Dutch and Belgian Pilot Service, the Ministry of Road and Waterways, The Rotterdam Port Authority, The Royal Dutch Lifeboat Institution and The Amsterdam and Rotterdam

Water Police.” **Everything built in steel?**
“Yes at first, but in 1989 we added aluminium construction. I hesitated for quite a long time, because of the difficulties involved. In retrospect, we could have started much earlier. Building in aluminium required extra investments in money and knowledge. All vessels for The Pilot Service were built of aluminium, including eleven fast pilot tenders.”

After a lifetime of hard work, there comes the time to sail around the world in the aluminium Madeira 44 Adios Labor.

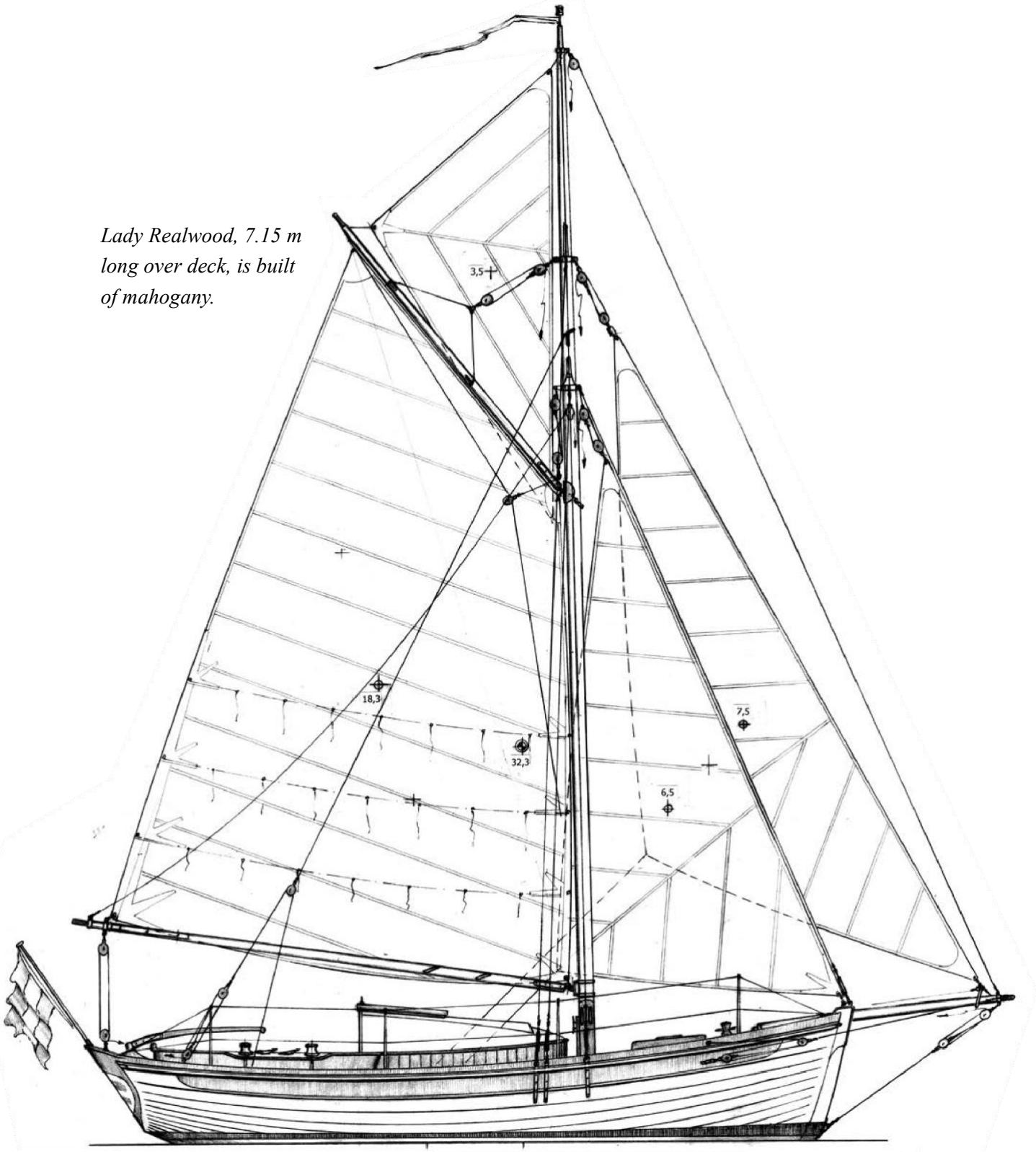
And now a small wooden boat?
Did you design these vessels yourself?
“Not always, designers preferred us not to design our own ships. We built yachts designed by Koopmans, Dijkstra, Lunstroo, Hoek, Beeldsnijder and Van De Stadt. We often had to modify the construction, after all as builders we had the practical know-how. By the time I retired in ‘98, we had fourty employees in Beneden-Leeuwen and fifteen people were employed at our second yard in Hellevoetsluis.”

Then the time came to build a serious touring yacht for yourself.
“Finally I had the time to realise my big dream to sail around the world. I built an aluminium Madeira 44, designed by Van De Stadt, in which I incorporated many of my own ideas. Together with my wife Annie we sailed around the world for more than three years. We took the usual route via the Canary Islands to the Caribbean and through the Panama Canal and island hopping through the Pacific to New Zealand. From there we sailed to Australia, Indonesia, South Africa, Brazil and Surinam. We returned to Rotterdam via the Caribbean, Bermuda and the Azores. In hindsight three years seemed too short a period. I also learned that much of the watersport gear does not have the quality for intensive use over three years.

“Six years ago at the airport in Seattle, I bought a copy of Wooden Boat, which inspired me to design and build a traditional wooden boat. In between my travels I started sketching and after a year and a half the design was completed. It is a clinker-built S-framed 7.15 m gaff cutter with accommodation for two with a full keel. For me this is an ideal boat and building her was a pleasure. It is fitted out with everything neccessary to make serious sailing trips. It has a Yanmar in-board motor, a galley, navigation table, a toilet and two real sea bunks. I’ve installed quality equipment throughout because I’ve experienced first hand how annoying it can be to do repairs working upside down deep in the boat at sea or having to wait endlessly for new parts in some distant port.”

Nowadays cruising sailors buy plastic from a boat factory.
“Yes, but I am sure that there are real affectionados who will appreciate this boat. Look at it this way, you can buy a large mug of weak coffee from a fast food outlet or choose an espresso made with care by a barista. If you are looking for a plastic barge with roll-up sails and two double bunks aft or the maximum meters for the minimum price? Forget *Lady Realwood* and look elsewhere! Many a yachtsman dreams of

sailing to the Carribean, Azores or the Mediterranean. In reality few do so, although they might have the right boat for it. Often modern cruisers don't have decent seabunks. So people do daytrips from marina to marina and often the sailing consist of little more than rolling out a genoa. With *Lady Realwood* that is a different story. Not marina life, but the journey itself becomes important. Coastal waters become large again and an adventure, but an adventure in a well built, safe and stylish yacht."

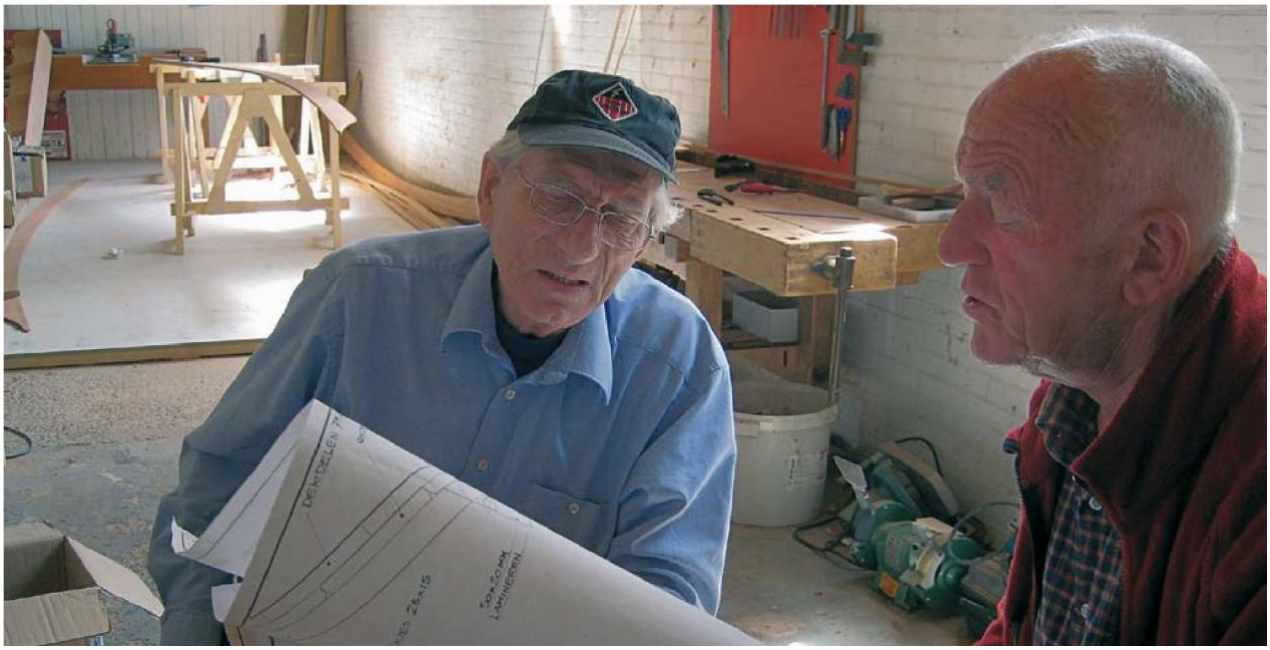


Lady Realwood, 7.15 m long over deck, is built of mahogany.

Why didn't you opt for an existing design?

"For that decision I had five good reasons. I had been in contact with Paul Gartside and of course I was inspired by him and by the designs of William Garden. I asked Paul if he would modify one of his existing designs and incorporate some of my ideas. I met him in Nova Scotia - a friendly man - but he was not prepared to change his ideas.

The second reason was that it was unlikely that a yacht designer in The Netherlands would produce a better design than I was capable of making myself. I am fairly sure about that.
The third reason was the additional cost involved for a one-off design.
The fourth reason was the possiblilty of financial conseqences for me in the event of undetected errors in someone else's design during construction.
The fifth and possibly the most important reason was that I enjoyed designing it myself."



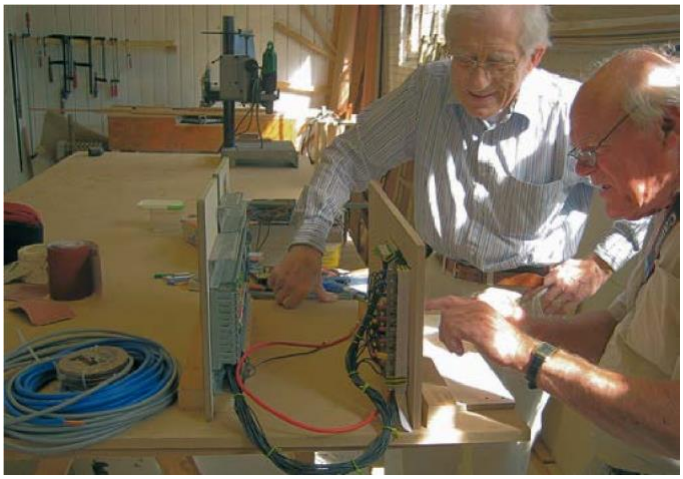
You've always built in steel or aluminium. How did you acquire profiency in wood?

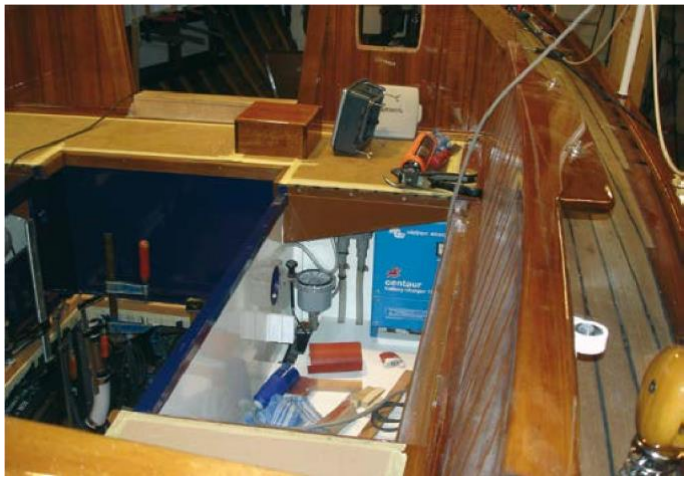
"Like I acquired all my previous skills, I have also learned to build in wood. I spent my working life building ships, we did all the interior joinery, laid teak decks, so we weren't exactly laymen when it comes to working with wood. That doesn't mean that one becomes an instant expert in building wooden hulls. That takes more time. You do not posess the routine of a real wood building crafsman and this is reflected in the time it took to build. Initially I thought to complete the task in two years, but it turned out to take four years. If I include the design time it took over five years. That doesn't take away the pleasure that I had building it. And I must say, with the help of many good friends and the patience of my wife Annie." **And now the key question: how does Lady Realwood sail?**

"First impression: I'm sitting in the cockpit and for the first time I don't see the walls of the shed, but the horizon. I feel how she moves, the light pressure of the rudder, I observe the details on deck and in the rigging and I know that she is well made. She floats nicely on her waterline, sails above expectations and responds very well to her rudder, both under sail as well as under power. Sailing is also listening. How the water flows along the hull and how she sounds when heeled over. I listen to that more intently than an occasional crew. She has the directional stability of a real wine glass hull with a full keel and points quite well when heading to windward for this type of boat. The sails are well cut and stand tightly. I've chosen for a generous sail area, based on my practical experience. It is better to reef in high winds than run short of sail area in light airs. We launched her late in the season, just to test the rigging, fit the sails, to trail her and make photographs for promotion purposes. The weather was not particularly cooperative, so I haven't been able to sail her a lot. From Beneden-Leeuwen where I built her, we sailed to Enkhuizen on the IJsselmeer (the largest Dutch lake) and we returned via canals and rivers. We sailed mostly under power with the mast down, but she easily reached her hull speed of six knots. The engine room is well insulated and she is nice and quiet. We sail her and live on board with four persons and sleeped with two of us. With a tent over the boom and cockpit, a young sportmanslike family with two children, it would be a very nice boat to sail and live on during a longer period. That means also for an older couple. Think for sure on voyages all around the Southern part of Europe, England, Scandinavia and the Baltic." **Do you find it regrettable to sell Lady Realwood?**

“Well, I’ve had the fun of designing and building it. I’ve realised my dream. More importantly, I have experienced that my design fulfilled my expectations! After all it took five intense years to realise my idea that took shape upon reading *Wooden Boat* magazine on that plane. She sails even better than I expected. At my age, you tend to look somewhat differently upon sailing her than twenty years earlier, and Annie prefers not to come along for understandable reasons too.”

Henk Jukkema





After five years of sketching, calculating, designing, building, sawing, planing, sanding, glueing, screwing, painting, sanding, painting, sanding and painting again, mulling about the rigging, deck gear and all sorts of other equipment, Lady Realwood floats for the first time on the 26th of October 2013, evenly on her waterline. We rigged her, hoisted the sails and during the trials we took photographs. After the trials we stored her during the winter in a nice shed. In spring 2014 she was launched for the second time to promote her during the season and to visit some maritime events. Since then she is stored now in a nice special shed.

Henry Engelaer didn't go about his work half-baked. Everthing is of top quality and built with great care.

DIMENSIONS

Length over all:	7.15 m
Length with bowsprit:	8.58 m
Length on waterline:	5.95 m
Beam outside hull:	2.40 m
Beam over all:	2.56 m
Draft:	1.15 m
Displacement:	2.808 cu.m
Ballast:	1064 kg
Height of mast above water:	10.60 m

SAIL AREAS

Mainsail:	18.30 sq.m
Staysail:	6.5 sq.m
Flying jib:	7.50 sq.m
Gafftopsail:	3.50 sq.m
Total sail area without gafftopsail:	32.30 sq.m

BUILDING MATERIALS

Keel, stern, deadwood,

frames and floors:	Danish oak
Hull planking:	Sipo mahogany
Decks:	Burma teak
External cladding:	Burma teak
Spars:	Oregon Pine

ENGINE

1 cyl. Yanmar diesel, type 1GM 6.7 kW. 3600 rpm.
Reverse gear with a reduction of 2.36 : 1
Aluminium fuel tank: 50 l

INSIDE

Headroom: 1.77 m under sliding hatch. In the cabin 1.67 m
Table: Turntable extendable to twice its size.

Galley with fresh water tap, a cooler drawer, two burner semi gimballed gas cooker and exhaust hood.
Two gas bottles in cockpit bench.
Electric drinking water pump.
Aluminium water tank: 100 l

Navigation table: With instrument panel.

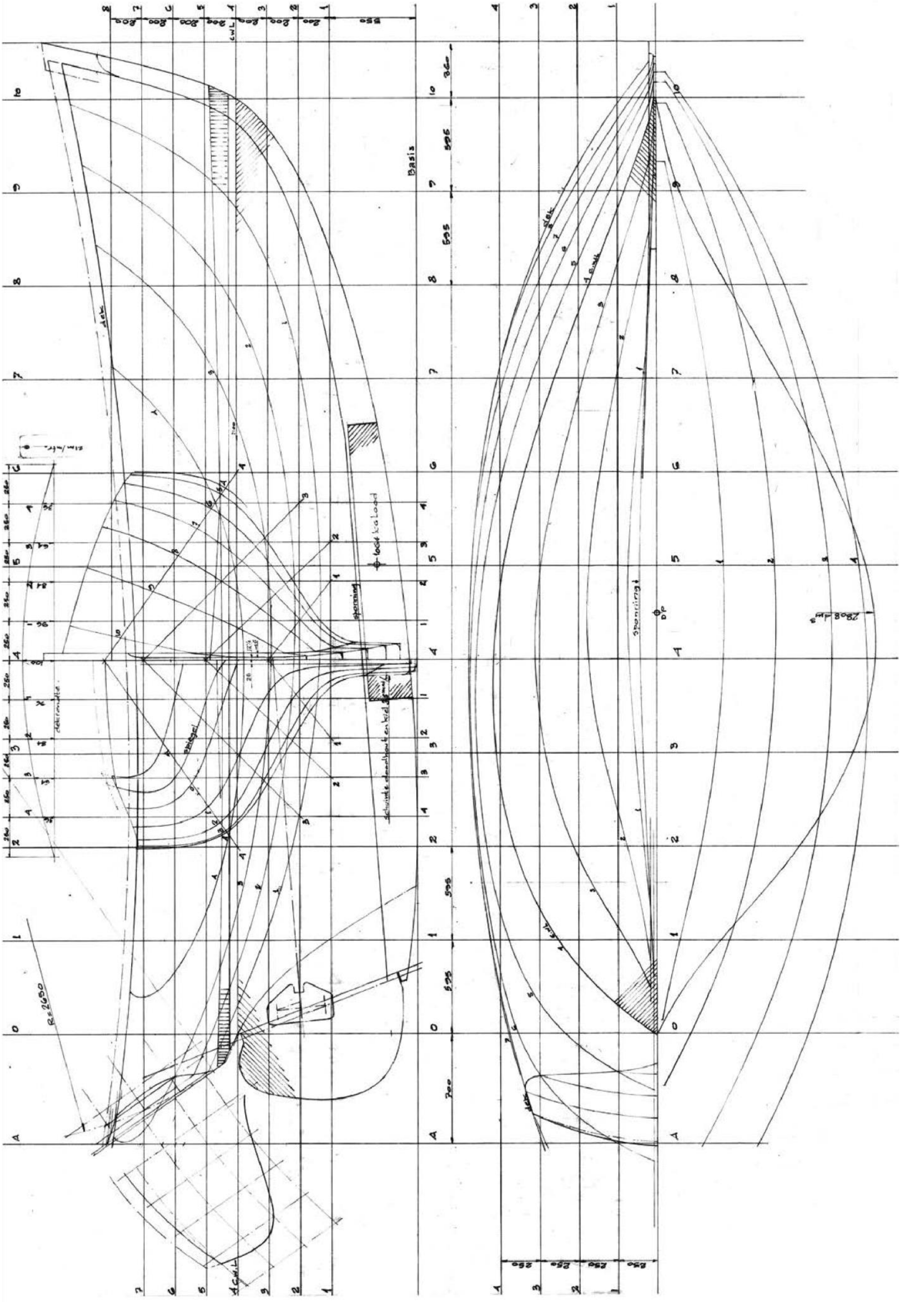
Forward hold: Grey water tank: 50 l with possibility of pumping or sucking out.
Below waterline toilet: Easily accessable by turning the table away.

OUTSIDE

Storage in cockpit benches: starboard and port, lockable
Winches: 4 Bronze sheet winches
Steering: Helm

EQUIPMENT

Illuminated magnetic compass
Marine telephone with handset for use outside
GPS
Depth sounder
Speed meter
Autopilot
12 volt electric installation with shore connection and battery charger
Manual bilge pump
Manual grey water pump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spiegel
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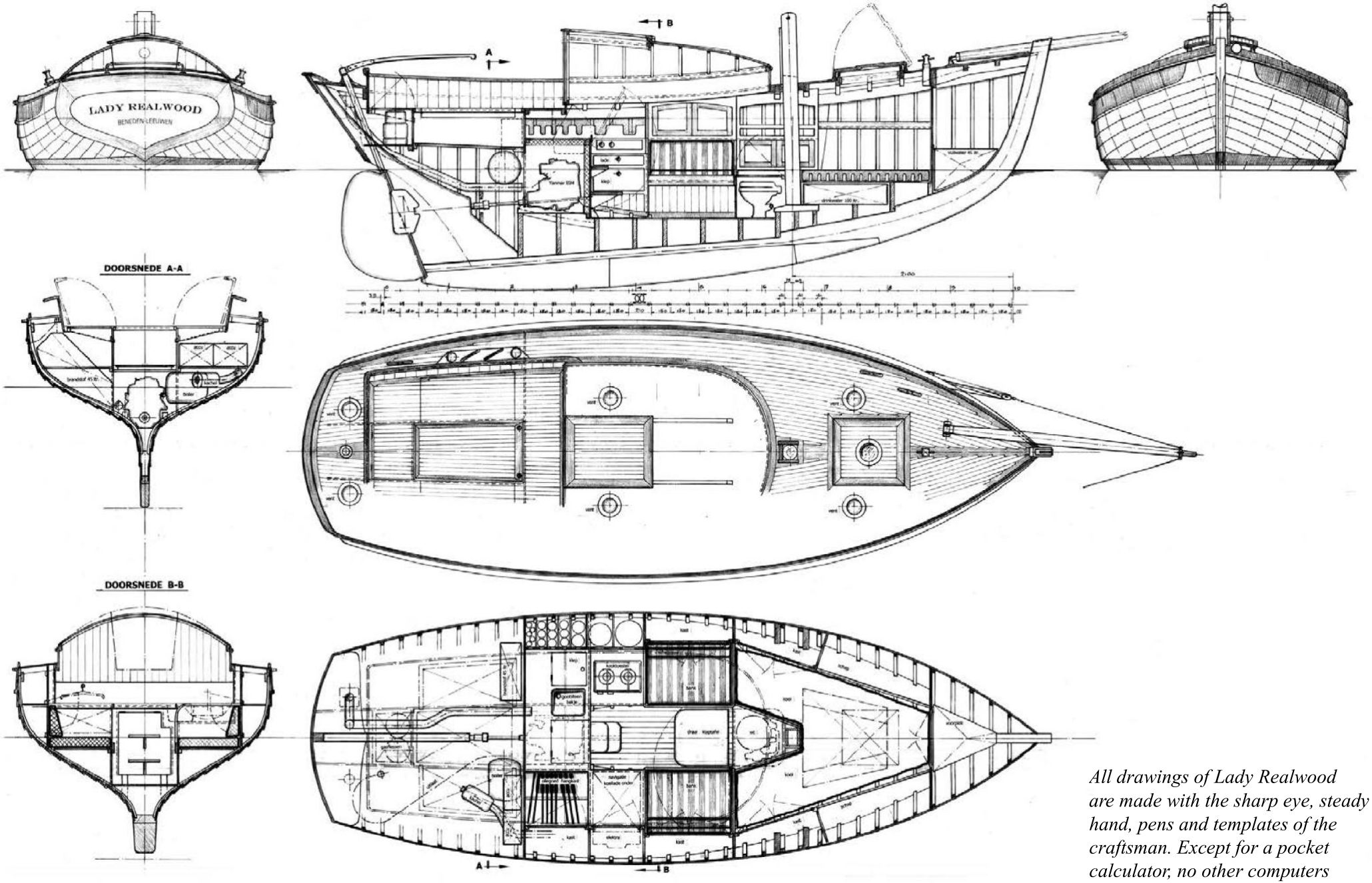

All drawings of Lady Realwood are made with the sharp eye, steady hand, pens and templates of the craftsman. Except for a pocket calculator, no other computers were used.

THE PRICE OF THIS UNIQUE LITTLE SAILING YACHT

P A strictly one of a kind custom built gaff cutter,
P Including all sails,
P All required nautical equipment and instruments installed,
P Complete inventory on board,
P All tanks topped up,
P Including a full day's of instruction for the buyer or his/her representative, P To deliver in any Dutch seaport.

Since 1948 I have been involved in the ship and yacht building industry, of which 45 year as an entrepreneur. With more than 60 years of experience in this beautiful craft and as a global circumnavigator, I have worked without any commercial intentions from my 75th to 80th years, five days a week, 8 hours a day on this unique hobby project with a small team of volenteers. Together we have spent approximately 11,000 hours to study, research and build my own design and complete the final construction. In 2014, having reached with my wife the joint age of 160, we never intended to sail this very beauyiful yacht. We now offer this yacht for sale to a true connisseur. At the time the net cost of construction amounted to € 125,000.=
The price amounts € 95,000.=.

Since 2014 she has been nicely stowed continuously under cover and she is still in new condition.
For more information you are most welcome on board.

Contact:
Henry Engelaer, Zandstraat 83A 6658 CP Beneden-Leeuwen info@ladyrealwood.nl Tel: +31(0)487 596 722
Mob: +31(0)653 157 996