

"Schollevaer", flag. 1925
Lemsteraak

THE BOATS

We began this series with *Chang-Sha*, a Gentleman's Steam Yacht. This time, we move to Lough Ree to a vessel that many will have seen in the *Waterways II* television series. But would you recognise her now that she has been re-rigged?

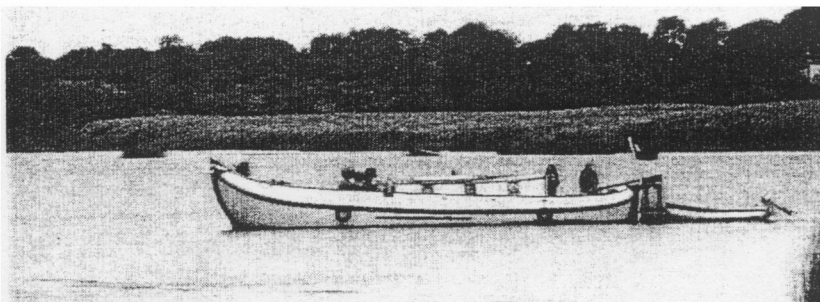
Schollevaer David Beattie

Schollevaer (which means "cormorant") was built in 1913 in Leiderdoorp for a member of the van Vollenhoven family, who are related to the Dutch Royal family. Before then, Dutch pleasure barges had not copied work-boats but had been designed for pleasure per se. Schollevaer and her sister ship *De Blinkert* (built in the preceding year for the same family) were novel because, though built for pleasure sailing, they were copies of the existing Lemsteraak North Sea herring fishing barges (Lemsteraak means "sailing barge from Lemmer," a fishing town in Friesland).

The Lemsteraaken are still reckoned to be the fastest and most sea-kindly Dutch sailing barge design for their size; they race as a fleet in the Netherlands every summer. Several un-converted fishing Lemsteraaken remain and new pleasure versions are built regularly.

In 1927 Schollevaer was sold to Burnham on Crouch to a Mrs Elizabeth Markham. She caused some amusement to the van Vollenhovens when she arrived to collect the vessel with her builer as sole crew. I am privileged to have copies of the relevant van Vollenhoven records, which were given to David Wheeler, the previous owner.

Schollevaer passed through several owners before being acquired by Captain Richard England who, having worked in coastal trading schooners during the 1930s, served in the RNR during World War II. Schollevaer spent the war in Chatham and



later on Hartlepool, where she was used by the Admiralty as a boom tender. She features in England's book *Schoonerman*.

After the war, England sailed up the English east coast and through the Forth and Clyde canal. He sold Schollevaer in Co. Down in part exchange for the *Nellie Byewater*, a Co. Down trading schooner. By the early 1950s Schollevaer was on the Shannon, in the ownership of Dermot O'Clery. Syd Shine remembers her sailing up to about 1956. When I visited Creaghduff House last year to celebrate 75 years of SODs, Alison Cooper produced the original bowsprit out of a hedge and it was used as a pattern for the re-rigging!

By the 1960s Schollevaer was in the ownership of Barney Loane (Pilot in Dublin Port). He lived on her in the Grand Canal Dock and, following his retirement, on the River Bandon near Innishannon.

David Wheeler bought her there in the late 1970s and, with Barney and Syd Shine, worked her (pumped her, more like) back to Hazelhatch via the Barrow. There David, assisted by many people but particularly by Teddy Knight, stripped her out, turned her upside-down and re-bot-tomed and re-engined her. She

BEFORE

then had a number of adventures including fire—she is so secure it took an angle grind admit the fire fighters—and starred in *Waterways II*. I bought her from David in 1993 and then have continued with renewal, while re-rigging her rig and sailing requirements. As no exist, the re-rigging was undertaken with the tance of some photos of her sistership *Blinkert*. We visited the Netherlands with meing tape and callipers; we were greatly assist Rens Willet, a Dutch shipwright whom I had through his work on *Dunbrody* in New Ross

Douglas Fir was acquired through Forrest Ferrycarrig and turned into a mast and box Tony McLoughlin, shipwright of Tramore & Dunbrody (Ross) shipyard—by kind permie Leeboards were made by Peter Sijper, Friesland. The mast was collected by water New Ross, the leeboards were fitted in Low the rigging was measured up and fitted. Ru rigging was made up—over 1 km!—and sail expertly made by Watson and Jameson. Furey of Leecarrow made up the bowsprit for our return to Lough Ree in August of thi The sails arrived and were bent on so that, Friday of the LRYC Regatta, we were ready in a F 4-5. Much adrenalin flowed through veins of the hand-picked crew of 11 Schollevaer surged off at speeds of up to 10

Luckily (subject to sorting out a few practicalities), she sails like a dream and is very pleased. We have had only two or three opportunities to sail her since, because of work commitments, but have found that a crew of four quite except for short tacking. Once she and bye", her speed creeps up to an unknots. I now have the task of learning how her correctly before taking her a little afield. In the meantime, in narrow water perhaps the old motto "Faugh an Bealach!" is appropriate!

AFTER

