2008

Lelievlet

Lelievlet Handbook

Version 1.0

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Lelievlet

The lelievlet is the most commonly used steel sailing and rowing boat of the Sea Scouts of the Scouting Netherlands, it is also used by the National Water Activities Centre (NWAC) in Killaloe, Ireland. Its design is based upon the beenhakkervlet a 1960s diesel motorboat and its name is derived from the international scout logo, the French lily.

Specifications

Height	5.60 m
Width	1.80 m
Height	6.50 m
Avg. Weight	650 kg
Sail:	12.15 m^2

Kingfisher, NWAC

History

Until the 1950s the Dutch Sea Scouts employed many different boats. Often these were a discarded lifeboat from the navy or other types of boats. These boats were almost always full of wood, making the maintenance so expensive in terms of time and cost. It was also difficult to source parts to enable repairs. This situation prompted a project to identify a standard vessel. The standard boat also made the running of regatta's easier as all the boats were of equal class. The vessel requirements were set as:

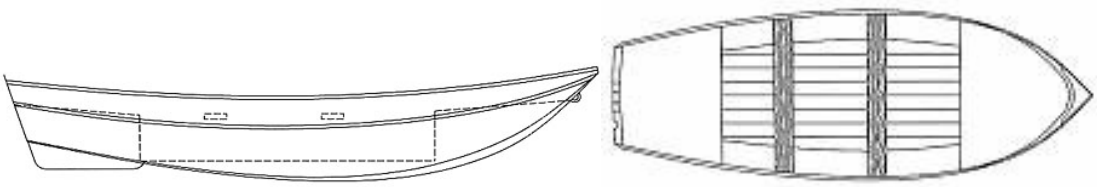
- They had to be easy to find.
- Seating space for 6 persons.
- They had to be able to be sculled, rowed or sailed.

In 1955, the Dutch Sea Scouts looking for a boat to meet these requirements and they became interested in the Teunis Beenhakker, a steel rowing boat. Designed by Kinderdijk. He had created a design for a rowing and motorboating for inland waterway skippers. The groups saw something in that draft and Mr. A. Stockman, skipper with Titus Brandsmagroep in Breda and Commissioner at the Catholic Explorers, adapted the design so it could be used as a sailboat. In 1956 Teunis Beenhakker built two hulls for trial. He made two almost equal hulls: one 4.60 m and the other 5.60 m. Both were built as sailing boats with 12.5 m^2 sails. Ultimately, the 5.60 m boat was selected as most suitable.

The lelievlet was, as had been predicted a great success. Until 2006 in the Netherlands there have been about 1600 lelievlet's built. Lelievlet number'1 'still exists and is still under the flag of the Titus Brandsma Group from Breda.

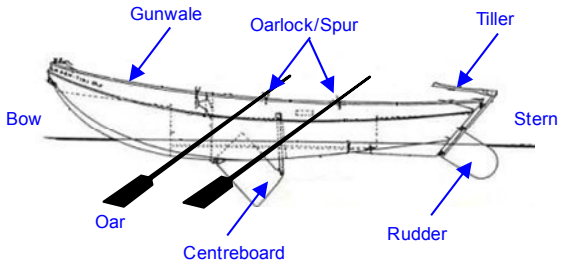
There are now also a large number of hulls by VMBO schools built under license, under the flag of the Botenbouwpoject Vlet on the Meuse.

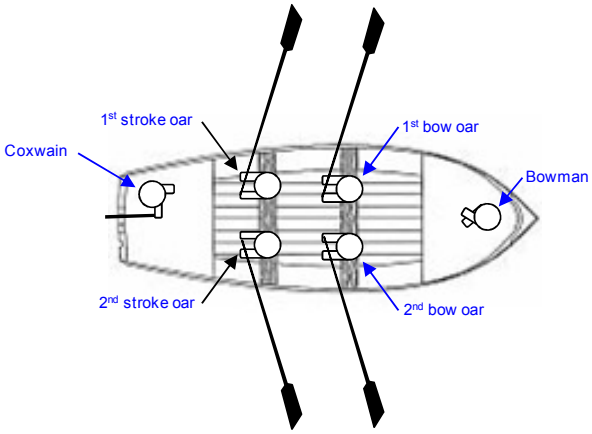
Design



The Lelievlet hull is an all steel construction with ballast tanks fore and aft. It has two twarts across the beam. It has a centre board housed in a centre board housing in the centre of the boat and a housing just behind the forward ballast tank for the mast.

Rowing





For rowing it is best to have a coxswain, two stroke oars, two bow oars and a bowman in the configuration in the diagram. If you are rowing with the boat rigged for sailing then, raise the boom to a 45° angle upward, untie the main sheet, loop it through the frontmost eye for the jib sheet on the port side, loop it back and put it through the pulley on the boom. Centralise the boom and tie off the main sheet with two half hitches such that the boom can only move to port and not to starboard. Take the remainder of the main sheet and secure to the front most jib sheet loop on the starboard side. Now the boom should be unable to move in either direction and the sheet should be out of the way of the rowers.

Rowing Drill

Coxswain embarks first, makes his way to the stem and ships the rudder. He then calls in the crew.

"In Stroke Oar"	"Uimhir a hAon isteach"
"In 2nd Stroke"	"Uimhir a do isteach"
"In 2nd Bow"	"Uimhir a tri isteach"
"In Bow Oar"	"Uimhir a ceathar isteach"

The appropriate oarsmen embark one at a time and take their places.

"Stand-by Bowman"	"Fear tosaigh réidh"

The Bowman unties the bow line, but keeps a hold of it, and does not yet embark.

"Ship oarlocks/spurs"	"Sporanna amach"

Oarsmen put the spurs in their sockets.

"Sight oars"	"Lámha ar maidí"

Oarsmen locate and grip their own oars. Note - the bow oars should be inboard of the stroke oars.

"Ship oars"	"Maidí amach"

Oars lifted out and placed in their oarlocks, held horizontal and feathered.

-In bowman and push out"	"lsteach fear tosaigh agus brú amach"

Bowman embarks and pushes off from the jetty. If there is no separate bowman, the bow oarsman must double up and in that case he/she will then ship oar as soon as it is convenient after the boat is clear of the jetty.

Various rowing orders on the water

"Stand-by" "Réidh"

Oarsmen lean forward, un-feather the oars, but keep them horizontal.

"Give way together" "Ar aghaidh Ie chéile"

Start rowing, taking time from the Stroke oar.

"Backwater together" "Ar ais Ie chéile"

Oarsmen row in reverse, taking time from Stroke oar.

"Way enough" "Sos"

Stop rowing, oars held horizontally.

"Hold water" "Beir ar uisce"

Stop rowing, but keep oar blades in the water as a brake.

"Trail oars" " Maidí siar"

The oar blades are swung inwards to fit through a small gap.

"Shorten oars" "Gioraigí maidaí"

To reduce the "oar span" of the boat on either or both sides.

"Easy" "Tóg bog é"

Pull with reduced effort, but keep the stroke.

Coming alongside

When coming alongside, speed should obviously be reduced, depending on how far the boat is from the jetty. The first order might be "Way enough" - the rowers stop rowing, oars held horizontally, feathered. If the boat has sufficient way it may reach the jetty without further effort. If it slows too much, a further couple of strokes may be required. If the approach is too fast, "Hold water" may be needed.

Approaching the jetty

"Stand-by, Bowman" "Fear tosaiqh réidh"

Bowman may stand, take the bow line and ensure that it is not tangled.

"Way enough" "Sos"

On reaching the jetty

"Out, bowman" "Fear tosaigh amach"

Bowman ashore, bringing the bow line, and makes fast.

"Boat oars" "Maidí isteach"

Oarsmen lift the oars from the spurs and bring them into the boat, blades forward, and stroke oars outside bow oars.

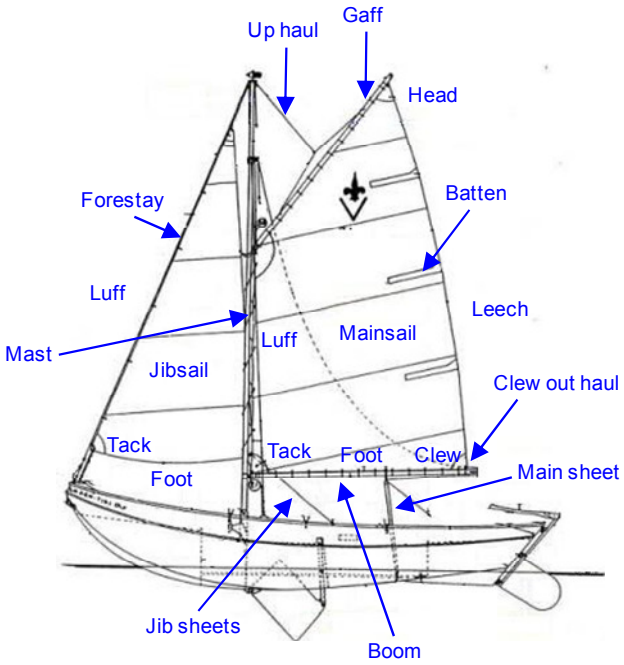
"Boat oarlocks/spurs" "Sporanna isteach"

Oarsmen lift the oarlocks from the sockets and bring them into the boat, The oarlocks have a chain attached. The coxswain then instructs the crew to leave the boat one at a time, so that only one person is standing and moving at the same time. The coxswain brings the stern line ashore and makes it fast.

Sailing

Rigging

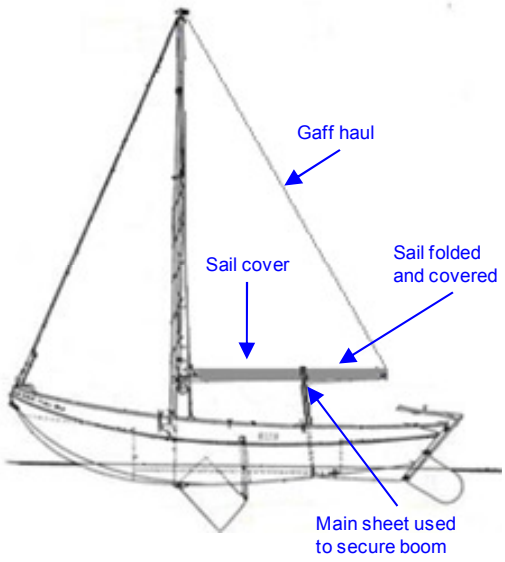
To rig the lelievlet for sailing carry out the following steps:



1. Gather mast, boom, gaff, main sail, jib sail, mainsheet, jib sheet, rudder and related rigging items.
2. Place the mast in the mast housing step, raise with the help of the up hauls and bolt into place (ensure that the mainsail up haul, gaff haul and the up haul for the jib plus the forestay and shrouds are in place first).
3. Attach forestay and shrouds with correct size D-shackle and chain.
4. Attach the boom (with the mainsail) to the mast.
5. Rig the mainsheet to the boom and the deck.
6. Secure the foot and/or clew to the boom. Make sure the mainsheet is released so that the sail won't fill when you raise the sail (ensure you are facing into wind).
7. Raise the gaff and main sail slowly using the up haul and gaff haul, as you do so secure the mainsail to the mast (when raising these you need to balance between the two such that the gaff remains at 45° angle as it rises the main sail.
8. Clip the Jib sail to the forestay and connect the Jib up haul to the head of the jib.
9. Rig the jib sheets to the jib sail and link the port and starboard ends through the jib loops on either side of the boat. Finish with a figure of eight at each end to prevent them from running back out.
10. Place the centre board as required.
11. Rig the rudder. Retract it unless the boat is already in water deep enough to accommodate its length.

De-rigging

To de-rig the lelievlet after sailing carry out the following steps:



1. Lower and unclip the Jib sail. Fold it carefully and wrap the jib sheets around it. Place in the storage bag provided.
2. Lower the main sail with the up and gaff hauls to a position where the boom is more or less perpendicular with the mast and above the tiller handle. Lower the gaff onto the boom and tie the ends together.
3. Fold the main sail neatly on top of the boom/gaff over and back until it is completely folded. (Don not wrap around).
4. Secure the sail in place using the straps provided.
5. Place the sail cover over the sail and boom and secure it in place with the retention strings.