



Sail Training International

Sail Training International Update

Paul Bishop
Head of Race Directorate



Sail Training International

Sail Training International Update

- Tall Ships Races & Regattas
- Projects
- Future Conferences



Sail Training International

The Tall Ships Races 2013



The Tall Ships Races 2013

- 116 vessels from 17 countries
- 25 Class A Tall Ships
- 9,500 crew members - around 35 nationalities
- Challenging conditions at times
- Great racing and an excellent Cruise-in-Company
organised by STA Finland, STA Estonia and STA Latvia



Sail Training International









Sail Training International



100% REFRESH IN 0:20

TEAMS

TEAMS

Download the app today...



Follow the race on your mobile or tablet wherever you go. Maps, live leaderboarding and more! Just £1.99 GBP / \$2.99 USD

yellowbrick

INFORMATION

Current time: Sunday 7th July 17:57:06 UTC



TERRAIN

OST PETERSBURG

Veliky Novgorod

Veliky Luk

Smolensk

Mahilyow

Zlobin

Play

PredictWind.com

Belarus

Baranavichy

Bialystok

Bydgoszcz

Gorzow Wielkopolski

Bremen

Hamburg

Bremerhaven

Minsk

Lida

Hrodna

Olsztyn

Rostock

Lübeck

Kiel

Stade

Vilnius

Sokoka

Elk

Koszalin

Szczecin

Neubrandenburg

Police

Bremerhaven

Vitsyebsk

Polatsk

Navapolatsk

Kaliningrad

Gdynia

Gdańsk

Elblag

Bydgoszcz

Daugavpils

Stausiai

Klaipeda

Kaliningrad

Gdańsk

Elblag

Bydgoszcz

Gorzow Wielkopolski

Latvia

Ludza

Rizekne

Klaipeda

Kaliningrad

Gdańsk

Elblag

Bydgoszcz

Estonia

Tartu

Valga

Kaliningrad

Gdańsk

Elblag

Bydgoszcz

Gorzow Wielkopolski

Helsinki

Esopo

Turku

Kaliningrad

Gdańsk

Elblag

Bydgoszcz

Gorzow Wielkopolski

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Gorzow Wielkopolski



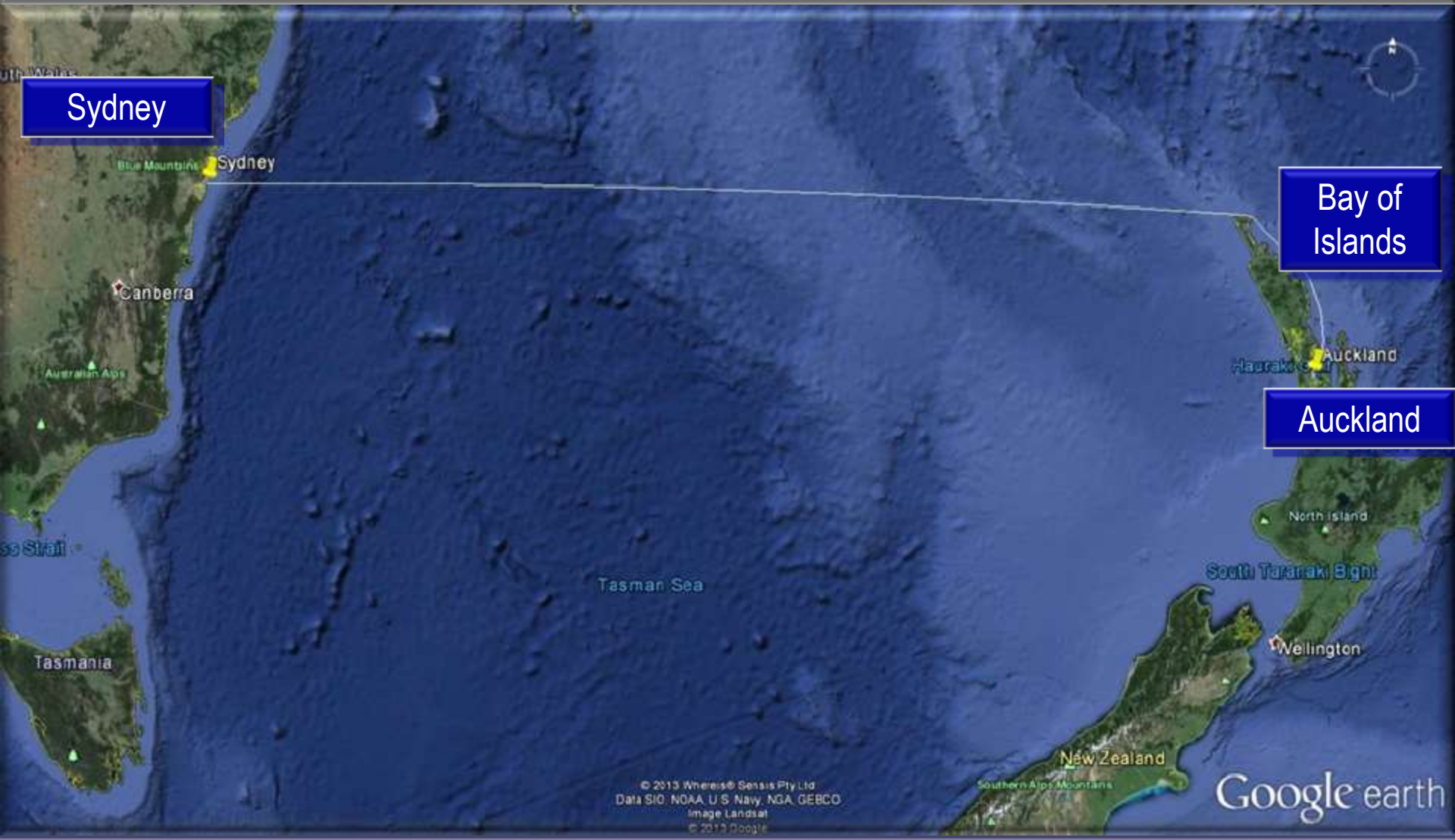
Lycamobile Mediterranean Tall Ships Regatta 2013





Sydney Auckland Tall Ships Regatta 2013

Supported by AUSTA, Spirit of New Adventure Trust and STANZ









Host Ports Investment

Around \$20m

- **Marketing**
- **Vessel services**
- **Crew programme**
- **In-port events**



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2013 – Visitor Estimates

- Aarhus 500,000
- Helsinki 600,000
- Riga 1,500,000
- Szczecin 2,750,000
- Barcelona 200,000
- Toulon 1,000,000
- La Spezia 300,000
- Sydney 2,000,000
- Auckland 150,000

Total 9,000,000



Sail Training International

Tall Ships Races Media Coverage

- 900 + accredited journalists
- 6000 + media articles
- Advertising value equivalent > \$7m



Sail Training International

The Tall Ships Races & Regattas 2013

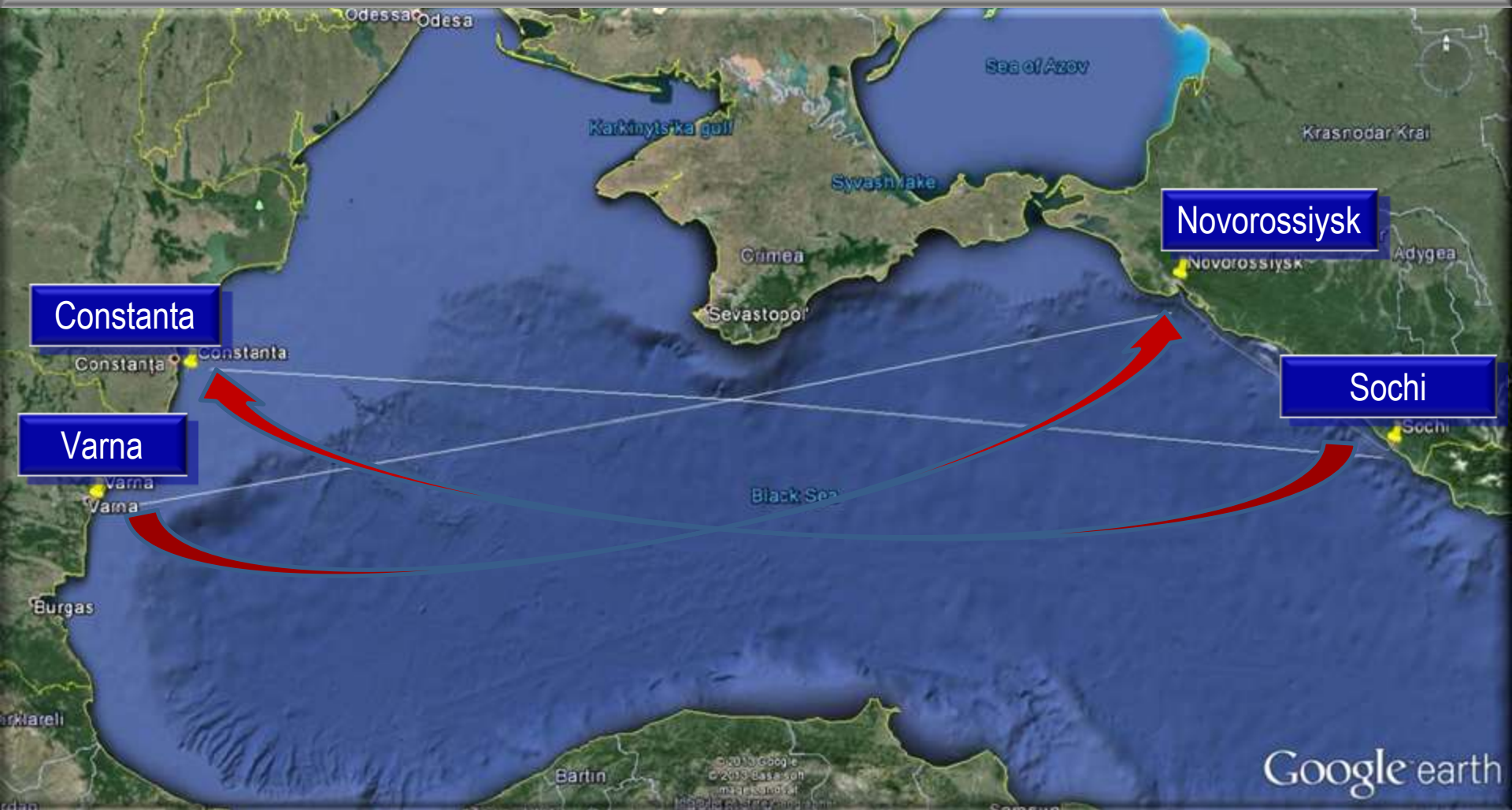
- 806 host port trainees
- 89 deck events

Approximate value to ships > \$1m



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SCF Black Sea Tall Ships Regatta 2014



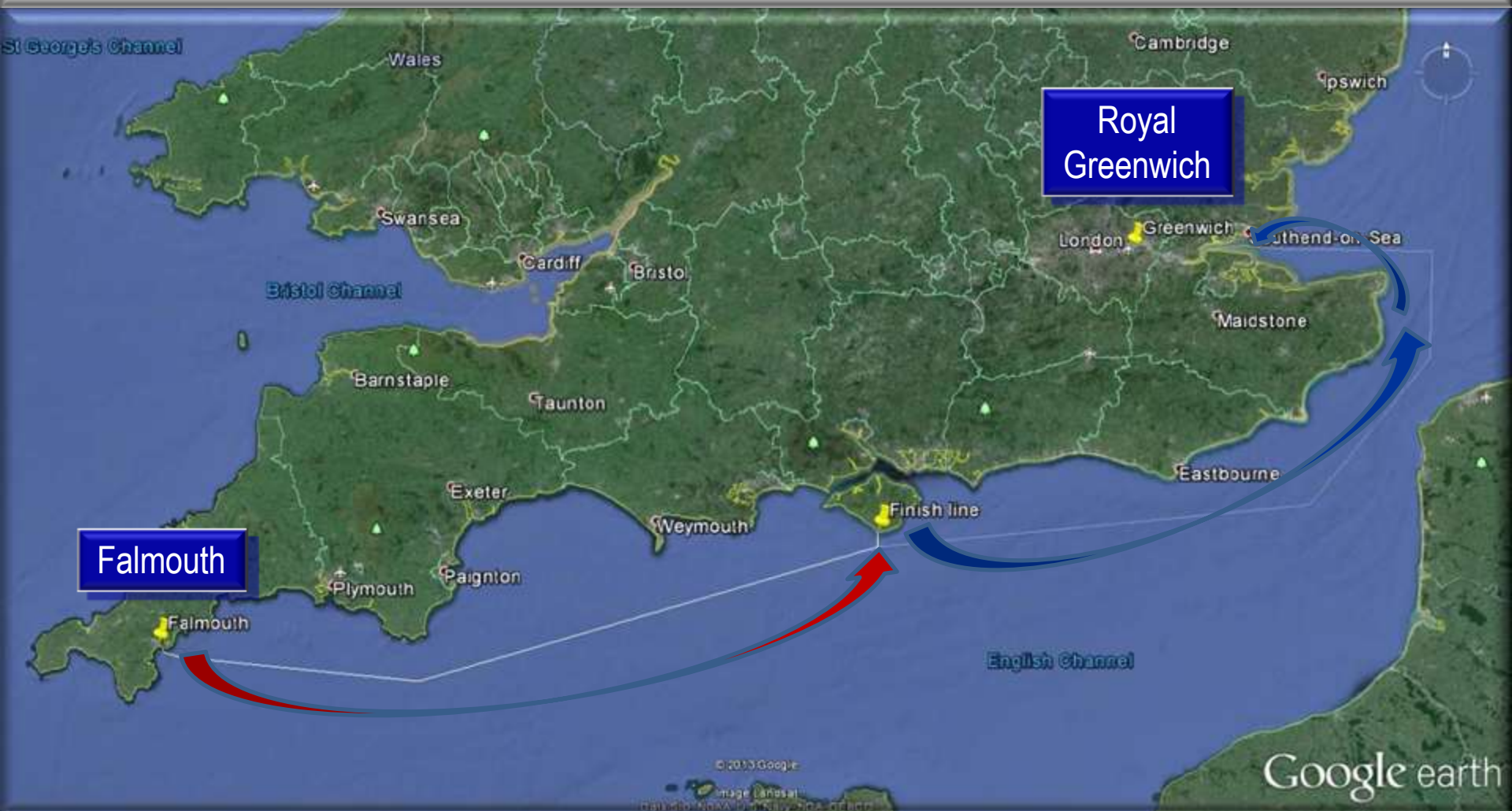
30 April – 27 May 2014

The Tall Ships Races 2014

(3 July - 5 August 2014)



Falmouth Royal Greenwich Tall Ships Regatta 2014



28 August - 9 September 2014

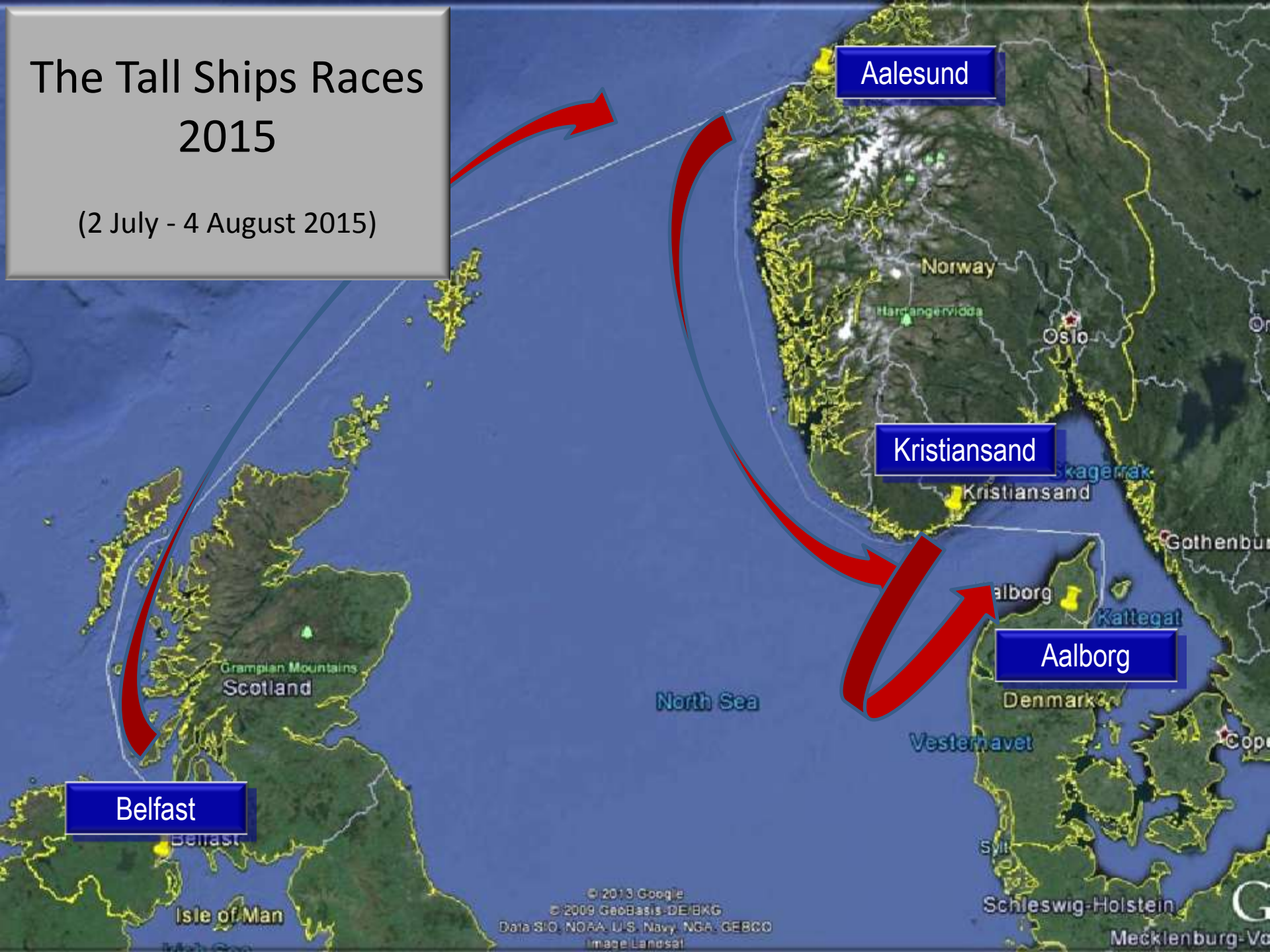
Caribbean Tall Ships Races

(March 2015)



The Tall Ships Races 2015

(2 July - 4 August 2015)



Alesund

Kristiansand

Aalborg

Belfast

Mediterranean/Adriatic Tall Ships Regatta 2016



May 2016 (Three Host Ports TBC)

The Tall Ships Races 2016

(7 July - 14 August)





North Sea
Tall Ships Regatta
2016
(Late August)

Newcastle

Delfzijl

North Sea

United Kingdom

Birmingham

London

Amsterdam

Netherlands

Eindhoven

Brugge

Antwerpen

Brussels
Brussel

Belgium

Liege

Cologne

Waddenzee

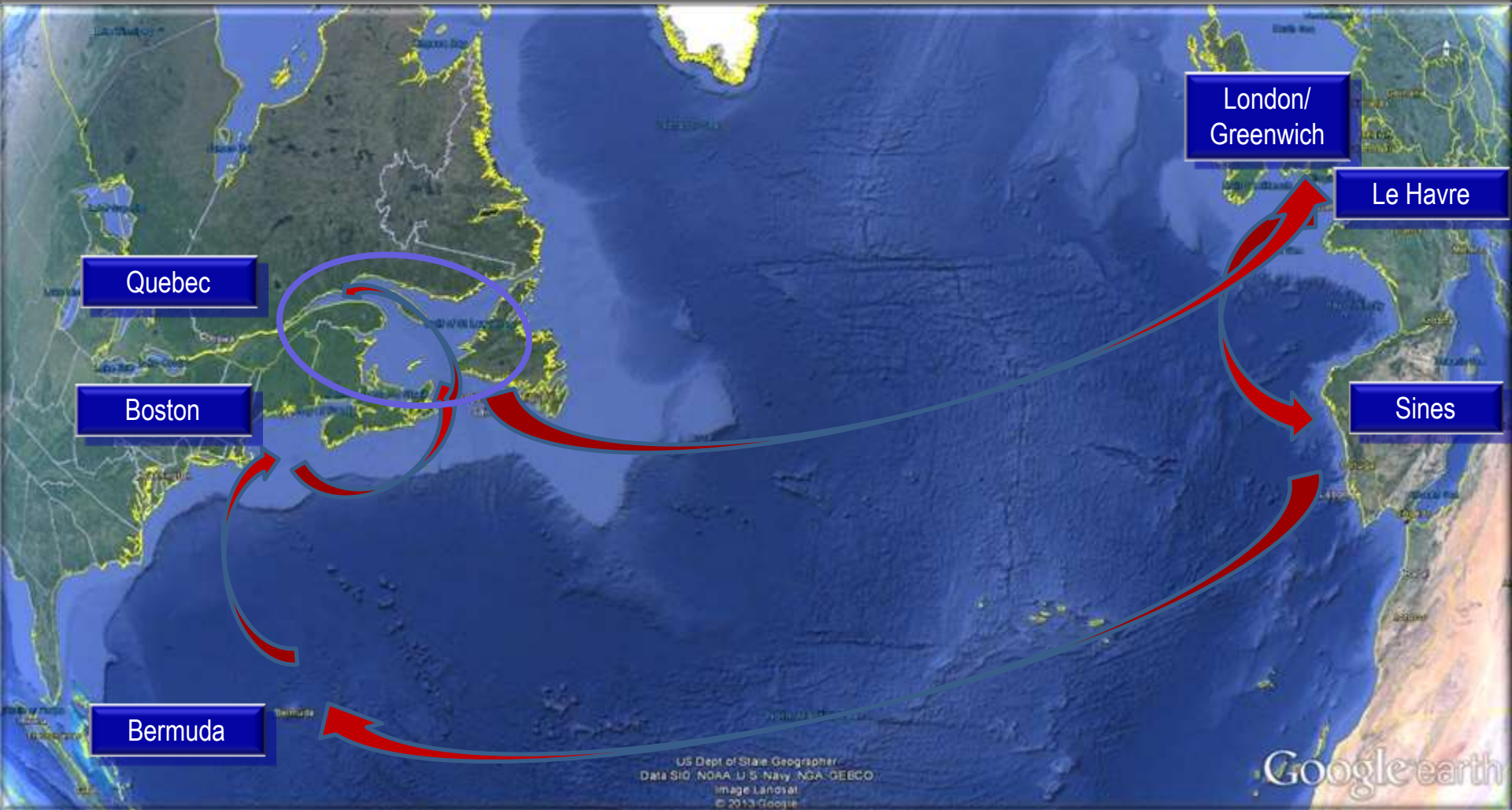
Data SIO, NOAA, U.S. Navy, NGA, GEBCO
© 2009 GeoBasis DE/BKG
Image Landsat
© 2013 Google

The Tall Ships Races Baltic 2017

(30 June – 8 August)



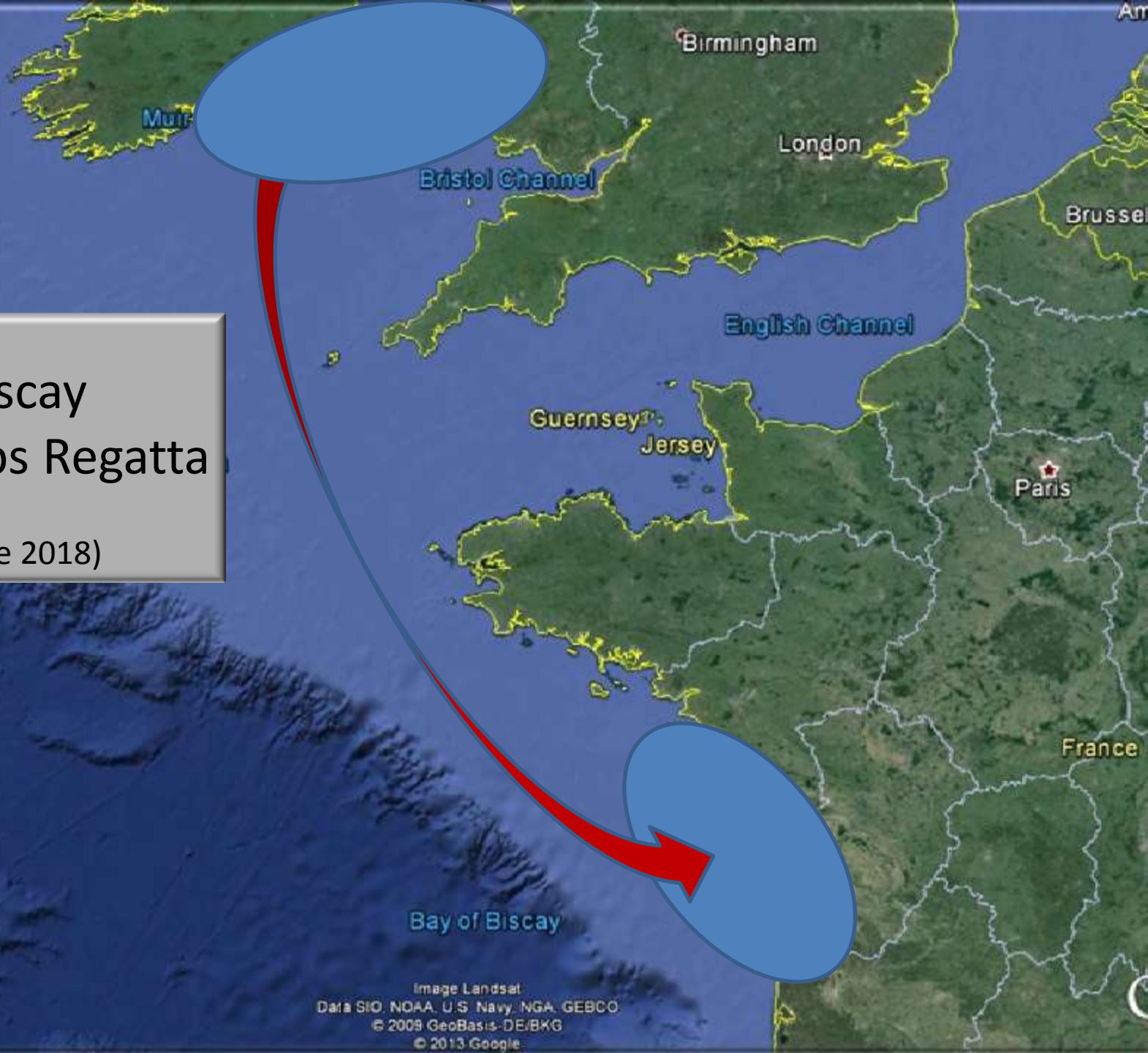
Canada 150 Tall Ships Regatta 2017



May – August 2017

Biscay Tall Ships Regatta

(June 2018)

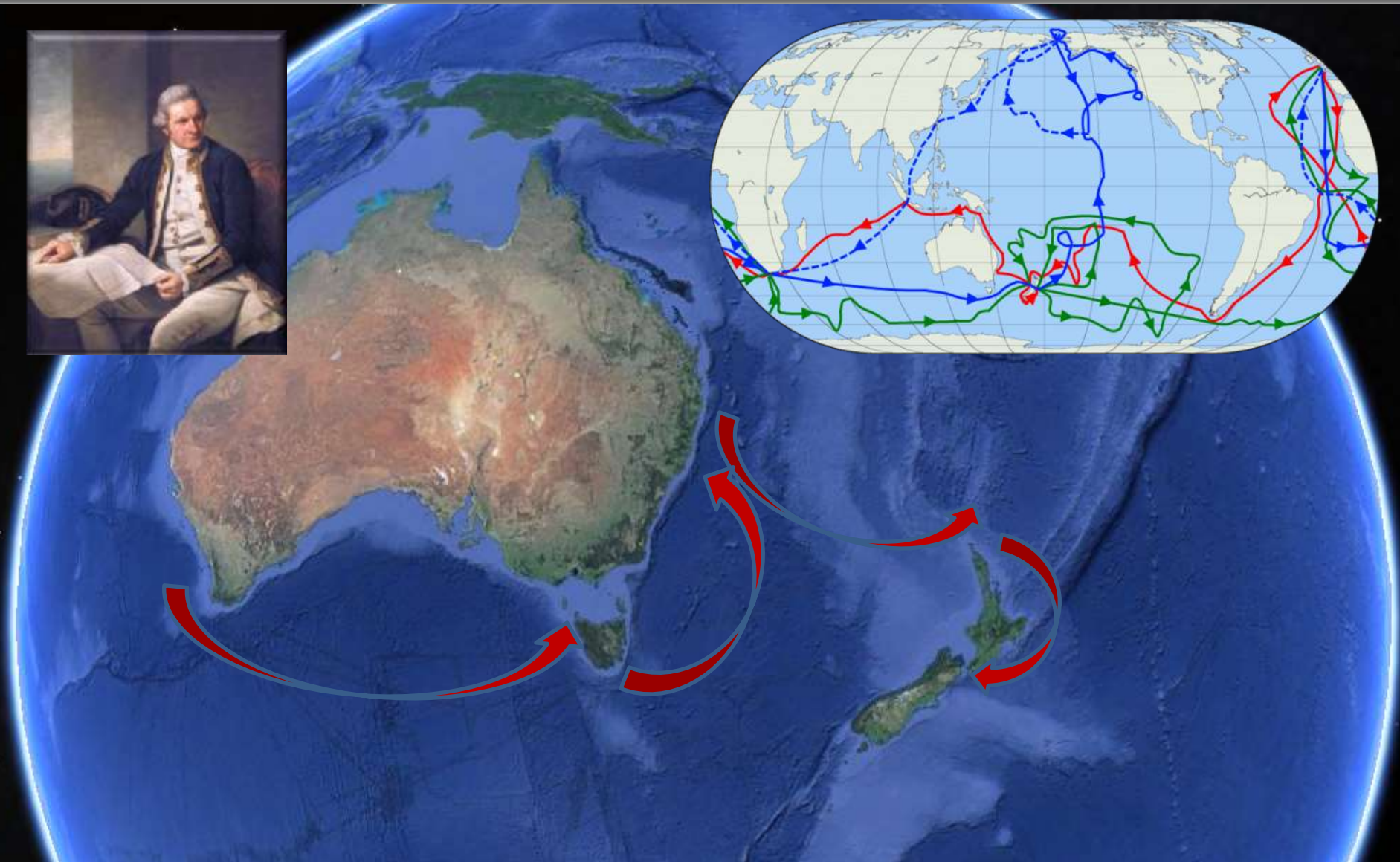


The Tall Ships Races 2018

Ports bid/selection process underway



Cook 250th Anniversary Tall Ships Regatta 2019



Cook 250 Tall Ships Regatta 2019

Pacific feed in



Cook 250th Tall Ships Regatta 2019

Atlantic/Indian Ocean Feed in



Sail Training International - Projects

- Sail Training International Ships Council
- Research
- Philanthropic Fundraising
- Joint conference in Quebec



Sail Training International



TALL SHIPS TODAY

NIGEL ROWE
RON DADSWELL, COLIN MUDIE
& MICHAEL RAUWORTH



TALL SHIPS TODAY

THEIR REMARKABLE STORY

NIGEL ROWE

RON DADSWELL, COLIN MUDIE & MICHAEL RAUWORTH

Preface from HRH The Duke of Edinburgh

BLOOMSBURY

ADLARD COLES NAUTICAL
100, Victoria Embankment, London, EC4A 3DF
www.adlardcoles.com



Europa

Europa was built in 1911 and served as a lightship for the German Federal Coast Guard until 1977. Several years later she was acquired by Dutch owners and underwent a major rebuild and modification to convert her to the traditional three-masted barque she is today. She has an unusual sail plan with a total

of 30 sails, including six scudding sails. Europa sails throughout the year as a sail training ship for people of all ages and nationalities. Her adventurous global sailing programme includes annual voyages to the Antarctic and occasional circumnavigations, as well as sailing and racing in European waters.



National flag	Netherlands	
Home port	The Hague	
Spurred length	36 m	
Rig	Square-rigged three-masted barque	
Sail area	1,250 sq m	
Crews/bonnetage	303	
Hull material	Riveted steel	
Owner/sponsor	Reederei Bork EUROPA	
Launched	1911 (rebuilt and relaunched 1994)	
W	www.bork.europa.com E info@bork.europa.com	



Right: picture caption/credit.

Opposite page: (top left) picture caption/credit.
(top right) picture caption/credit.
(bottom) picture caption/credit.

Robert had not been to sea before. Not ever, even in a small boat. So his decision to undertake a voyage on a tall ship as one of the trainee crew was a big one, and somewhat surprising as he was a quiet young man who had had little adventure in his life. He was persuaded to take the plunge by one of his school friends, Paula, who had sailed as a trainee in tall ships race the year before. 'Go on,' she had said. 'It'll change your life. I promise. It's not really about learning to sail a tall ship, although that's really interesting, it's what you learn about yourself and life that gets me hooked!'

Robert thought it sounded like a fun adventure and, as he was about to have his 18th birthday, now seemed like a good time to do something different.

He had never actually seen a tall ship before, other than in photographs. So when he arrived at the dockside he just stared open-mouthed at the sheer size of the vessel. Most of all, he marvelled at the height of the masts because he knew climbing them would be something he might have the opportunity to do.

STEPPING ON BOARD

Robert walked up the gangway unsteadily with his bag over his shoulder, wondering what he had got himself into. He was met at the top by one of the ship's officers and taken below to his bunk. There would be 36 trainees, each with their own bunk along the port and starboard sides of the ship. There would be an almost equal number of young women and men as it turned out, most between 16 and 25 years old. It was early afternoon, he was one of the last trainees to arrive and it soon became clear there was a lot that had to be done and learned in the next few hours. The captain had decided to leave that evening and motor-sail to an anchorage in a quiet cove a couple of hours down the coast for the night.

Everyone crowded into the saloon to meet and be briefed on the voyage plan – the 36 trainees, four older volunteer watch leaders and nine permanent professional crew. It was a tight squeeze.

The captain introduced the other professional

crew and the four watch leaders. There would be four groups of nine trainees, each watch on duty for a few hours twice in a 24-hour cycle so that everyone would have the experience of sailing the ship during the night as well as the day. The captain explained the voyage plan he had in mind and the weather forecast that helped to determine it. While they would be at sea almost all of the time in the coming ten days, short visits to a couple of ports were planned. This brought smiles and a cheer from the trainees.

Safety equipment and drills dominated the rest of the briefing before the trainees were told who else would be in their watch and who their watch leader would be. Everyone would be expected to participate fully in running the ship, they were told, but no-one would be expected to do anything that wasn't safe. All the trainees were given a log book to record the elements of the training programme they completed successfully. Robert thumbed through it. But, before that first day ended, it became pretty clear that the

adventure was going to be about a whole lot more than safety and seamanship!

There were four other boys in Robert's watch and four girls. Up on deck after the briefing, their watch leader, a cheerful man in his late twenties who had sailed on the ship a few times in the past, handed out foul-weather clothing, life jackets and harnesses. He walked them round the deck, explaining what they would have to do during a watch at sea. Robert soon lost track of what purpose each of the bewildering array of ropes served. Then came the challenge he had hoped for but also dreaded. Each trainee was asked if they would like to go aloft, climb the mast and perhaps also go out on the yards. Robert was the first to put his hand up.

GOING ALOFT

Because this was his first time doing it, the ship's mate went ahead of him and his watch leader were behind him. Every step he took up the ratlines, the more

Below: picture caption/credit.



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TALL SHIPS TODAY

