

Stavros S Niarchos



Voyage Crew Handbook



CONTENTS

- 1 Contents
- 2 Welcome to the Tall Ships Youth Trust
- 3 The Crew, Your Adventure, Weather & Souvenirs
- 4 Living Onboard
- 5 The Ship's Routine
- 6 Day Sail Information
- 7 Kit List
- 8 Personal Kit List Guide
- 9 Kit List Notes, Going Ashore, Smoking, Food & Drink
- 10 First Aid & Medical Care, Seasickness, Alcohol & Drugs, Regulation & Accreditation
- 11 Code of Conduct
- 12 Customer Care Charter
- 13 Working with Young People
- 14 Partnerships, Supporting the Charity
- 15 Glossary of Nautical Terms
- 17 Diagram Showing Names of Square Sails
- 18 Diagram Showing Names of Fore & Aft Sails

THE TALL SHIPS YOUTH TRUST THE UK'S LEADING SAIL TRAINING CHARITY

The Tall Ships Youth Trust, formerly the Sail Training Association, is a registered charity founded in 1956 and dedicated to the personal development of young people aged 12 to 25 through the crewing of vessels. This mission is delivered through our magnificent 60 metre (200ft) square-rigged brig *Stavros S Niarchos*, our *Challenger Fleet* of four 22 metre (72ft) ocean going yachts and *Tall Ships Cat* a 19 metre (62ft) catamaran. Over fifty years on, the Tall Ships Youth Trust remains a world leader in the field of personal development.

The vessels are operated under the banner of Tall Ships Adventures by one of the charity's subsidiary companies, Tall Ships Ltd. They carry some 3, 500 people a year. Although the charity's central mission is focused on young people, we also run voyages for those aged 18 up to 80. These voyages are popular with all ages and are a great way for the Trust to raise more funds to help subsidise young people who would otherwise not be able to afford a voyage themselves.

This Handbook contains essential general information about your Tall Ships Brig Voyage. Specific joining instructions, such as where and when to join and leave the ship, are sent separately before the start of your voyage. If you have any further queries, please contact our friendly Reservations Team:

Reservations Team
Tall Ships Adventures
2A The Hard
Portsmouth
Hampshire, PO1 3PT

Tel: +44 (0) 23 9283 2055
Fax: +44 (0) 23 9281 5769
reservations@tallships.org
www.tallships.org

THE SHIP'S CREW

The ship is run by 6 permanent salaried crew – Captain, Chief Officer, Second Officer, Chief Engineer, Bosun and Cook.

Additionally there are up to 12 experienced volunteers – Third Officer, 3 x Watch Leaders, Assistant Engineer, First Aid-Purser, Second Cook, Cook's Assistant, 2 x Deckhands and 2 x Youth Mentor (a professionally qualified teacher or youth worker) on youth voyages or an additional Deckhand or Liaison Officer on adult voyages. Please note not all volunteer positions will be filled on every voyage.

Then there are the 48 Voyage Crew (you). Two supernumerary/training berths make up our registered complement of 67. We are constantly looking to recruit more Volunteer Crew, and at the end of the voyage you may be lucky enough to be recommended by the Captain or your Watch Leader to join our family of volunteers. The Captain will tell you more about this process when you get on board.

YOUR TALL SHIPS BRIG ADVENTURE

Your voyage will be a unique and highly memorable experience. For young people and adults alike, the challenge of crewing *Stavros S Niarchos* presents personal development opportunities that will prove invaluable in life.

You will get involved in all aspects of sailing the ship. This will include stowing and handling sails, helming, working in the galley and cleaning the heads (toilets). You will be split into watches and then work together with this group of people to help sail the ship.

WEATHER

Every effort will be made to put to sea, but in the event of bad weather the safety and comfort of the Crew will not be compromised. The Captain makes all the decisions concerning the safe operation of the vessel and the safety of everyone onboard.

FURTHER INFORMATION

Visit the Tall Ships website at www.tallships.org where you'll find lots more information and if you have any specific questions, post them on the message board. You'll be surprised just how quickly previous crew members come back to offer you their help and advice.

SOUVENIRS

You can buy your souvenirs by mail order before you join the ship by contacting Instock, our merchandiser, on 01709 888811 or see the range on their website www.instocklogos.co.uk/tallships. There is a limited range of souvenirs on board available from the shop.

LIVING ON BOARD

Upon your arrival, you will be met by your Watch Leader. You will be assigned to a watch, given your Watch Number and shown to your cabin. Each cabin houses eight pipe-cots, one of which is your berth. Your berth also has a storage box and a locker for your belongings – please bring a padlock. After the Captain's welcome, you will sign on as a member of the Voyage Crew and your training begins.



TRAINING

You will be issued with waterproofs and a harness for the duration of your voyage. Your harness must be worn at all times when working on deck and aloft.

You will receive basic training and safety instruction from the Salaried and Volunteer Crew whilst the ship is tied up alongside. The ship usually puts to sea the day after you join, and your training continues as part of the daily routine.

You will be expected to undertake the duties required for the ship's operation. These tasks vary from the exhilaration of going aloft to set sails (although no one is forced to leave the deck) to jobs like cleaning the heads (toilets) and scrubbing the decks. Some of the work is physically demanding so you will soon appreciate what good teamwork can achieve.

WATCHES & WATCHKEEPING

The operation and maintenance of the ship at sea is a 24 hour job. To manage this, a system of watchkeeping is used. There are three watches on board - Red, White and Blue. Each Voyage Crew member is allocated a watch, and has a number between 1 and 16. Your watch number remains the same throughout the voyage.

THE SHIP'S ROUTINE

The ship's day is divided into seven Watches which are kept according to a rota:

0001 - 0400	Middle Watch	1600 - 1800	First Dog Watch
0400 - 0800	Morning Watch	1800 - 2000	Second Dog Watch
0800 - 1200	Forenoon Watch	2000 - 2400	First Watch
1200 - 1600	Afternoon Watch		

Superimposed on the watchkeeping rota is a daily routine, similar to this:

0720 - 0840	Breakfast in two sittings	1220 - 1330	Lunch in two sittings
0850 - 0900	Chief Officer's briefing	1330 - 1530	Quiet time / maintenance
0900 - 0950	'Happy Hour' (Cleaning)	1600 - 1700	Practical training
1000 - 1030	Practical Training	1720 - 1840	Supper in two sittings

The watches and routines are posted around the ship and will quickly become second nature.



DAY SAIL ON BOARD STAVROS S NIARCHOS

As a member of the Voyage Day Crew you need to join the ship between 0800 and 0815. Once you have signed on as a crewmember you will be assigned to a watch and shown to your watch cabin, where you may leave your belongings.

The Captain's welcome is at 0830 so a prompt arrival is essential

DAY PROGRAMME

Factors such as weather, sea conditions, tides and location will make each voyage different. An approximate programme is detailed below. Your Captain will keep you advised throughout the day.

0800 – 0815	Welcome aboard Complete joining formalities
0830	Captain's Welcome
0840	Chief Officer's Safety Briefing
0900	Liaison Officer's Briefing and Morning Tea
0920	Harnesses and Up & Over <i>(if you want to)</i>
1000 – 1030	Departure
1100	Morning Activities: Training, Bracing the Yards & Sail Setting
1215 & 1255	Lunch (in two sittings) View from the Bowsprit
1330	Training: Sail Stowing, Helming & Bowsprit Souvenir Shop
1500	Afternoon Tea
1600	Berthing
1630	Farewell

KIT LIST

Below is our recommended list of kit to bring - remember you only have a small space (176cm x 33cm x 43cm) to stow your belongings. Think carefully and logically about what you will need for your voyage. Consider the weather, location and time of year - will it be warm in the Canaries or cool in the UK? Consider the type of voyage you are undertaking i.e. island hopping or Atlantic delivery voyage. You can spend a lot of money on specialist sailing gear, but don't worry; most people just bring what they have in their wardrobe. Remember it is generally colder at sea than on land.

TOP TIPS

- **Holdalls** – Bring your kit in a soft, squashable holdall or rucksack (maximum size 75 litres). **Do not** bring hard suitcases, solid, framed or wheeled bags – it must be able to squash down into a small space.
- **Sleeping Bags** – we suggest 3-4 season hollow fibre sleeping bags, although it can get quite warm down below during the summer months. Cotton and duck down bags will not dry out if they get wet, so opt for a synthetic fibre. Bring a sheet to line your bunk as this keeps the canvas bunks clean.
- **Towels** – a big cotton towels can take ages to dry & end up smelling. So if you have one, bring a lightweight, sports microfibre towel as they dry quickly and are invaluable for an easy life on board.
- **Feet** – while on deck stout footwear with a good tread such as walking boots or shoes are ideal. Please bring a spare pair of shoes to wear when down below or ashore. Flip flops are not allowed to be worn on board for safety.
- **Pillow Case** – one standard size.
- **Padlock** – for your personal locker.

We will provide:

- Waterproofs
- Harness
- Pillow
- Safety Equipment



PERSONAL KIT LIST GUIDE

This is our suggested kit list to use as a guide

Clothes

- 2 jumpers or fleeces
- 2 pairs of trousers/shorts
- 2 t-shirts or mid layers
- Windproof layer
- Underwear
- Several pairs of warm socks
- Thermals
- Nightclothes
- Stout footwear to wear on deck
- Spare pair of shoes
- Casual clothes for going ashore
- Towel (a micro fibre / sports towel is a good idea)
- Swim gear
- Sunhat/Baseball Cap (plus string to tie on)
- Fleece hat and scarf (avoid wool)
- Waterproof gloves (worn when helming only)
- Toiletries and personal medication
- Seasickness pills (Stugeron works best)
- Sleeping bag and sheet
- Pillow case (pillow provided)



Gadgets

- Ear plugs (a must!)
- Camera (plus spare batteries)
- Sunglasses and cord
- Small torch
- Suncream
- Refillable water bottle

Medication

- If you are on medication please bring plenty for your voyage with extra in case you suffer from sea sickness and have to take additional doses.
- Bring your own sea sickness medication (see page 10)

Documentation

- A valid passport or necessary travel documentation
- Insurance Documentation
- Return rail/coach/air tickets, or sufficient funds to return home
- Duke of Edinburgh's Gold Award Book (if you have one)
- RYA Cruising Log (if you have one)
- Spending Money: GBP/Euros (if going abroad), credit/debit card in case of an overseas port visit
- On longer voyages (which may visit a foreign port) and voyages overseas you should have a European Health Insurance Card (EHIC), information available from the Post Office or online www.ehic.org.uk

KIT LIST NOTES

1. When considering your clothing, please note that it can be very cold at sea, even on a sunny day. Warm clothing is essential and thermals are recommended.
2. The ship will provide all crewmembers with waterproofs – but you are welcome to bring your own.
3. Most of our longer voyages visit a foreign port (even those starting and finishing in the UK). **Please check if you need your passport for your particular voyage.**
4. There are 240v 3 pin sockets in each watch cabin.
5. Mobile phones may be used on board when in range, but not when leaving or coming into port, as the signal may affect the ship's navigation equipment. For your personal safety, phones may not be used during training.
6. Personal stereos/MP3 players are allowed on board, although “non-personal” music systems are not permitted.
7. Small musical instruments may be brought, although we cannot guarantee their safe storage.
8. For your safety jewellery should not be worn on deck. We suggest that all finger, ear, lip, nose and eyebrow rings are removed or taped up.
9. Glasses' cords should be worn to secure glasses whenever on deck.
10. Baseball caps have a habit of blowing off in the wind, so bring a cap lanyard.

GOING ASHORE

Each voyage has a start and finishing port. Where the ship sails in between is decided by the Captain and the weather. Depending on the length of the voyage and the weather, the Captain will try to visit an overseas port. For example, a seven-night Voyage from the UK South Coast may head across the Channel to France. A 7-night voyage around the Canaries may sail around the islands stopping overnight in port or anchoring in bays. **Therefore you need your passport.** We also recommend that British nationals obtain a European Health Insurance Card (EHIC), information available from the Post Office or at www.ehic.org.uk.

The possibility of shore-leave in port is up to the Captain. A curfew will be set and it may be necessary to mount harbour watches through the night for security.

SMOKING

Smoking is permitted, but only on the designated deck area. Never down below.

FOOD AND DRINK

All meals on board are included in your voyage fee. The cook will endeavour to meet any special dietary requirements which have been noted on your booking form. Meals are served in the Mess (dining room) in two sittings, allowing one Watch to be on duty at all times. Hot and cold drinks, biscuits and fruit are available in the Mess at all times on a self-service basis.

On longer voyages, each watch provides one Messman per day to help in the Galley. Basic chores include washing dishes, laying tables, helping prepare and serve food. Everybody will

take turns to help in the galley with general chores such as cooking, washing up, laying tables and serving meals for at least one day during every voyage

FIRST AID AND MEDICAL CARE

The ship has a First Aid-Purser (FAP) on board should you need assistance. If you require personal medication, please bring enough with you to last the duration of the voyage.

SEASICKNESS

Seasickness has the potential to spoil your voyage. You are advised to bring your own seasickness medication if you are at all concerned. Most of the anti-seasickness products which can be purchased from a chemist must be taken at least two hours before sailing to be effective. Once you are feeling sick, it is too late to take anything. For advice, consult your pharmacist or doctor and they will be able to discuss suitable seasickness medication. Please follow carefully any advice given by your doctor, chemist or the manufacturers on their packets and leaflets.

ALCOHOL AND DRUGS

On Youth Voyages, no alcohol may be consumed on board at any time by any member of the Voyage Crew. Any alcohol found will be confiscated until the end of the voyage. Voyage Crew under the age of 18 **cannot** consume alcohol at any time whilst ashore in the care of Tall Ships Adventures.

On Adult Voyages, no alcohol may be consumed on board, unless the ship is tied up alongside or at a safe anchorage.

Non-prescription, illegal drugs (as specified by British law) are not permitted on board. Anyone found in possession of such drugs will be put ashore at the earliest opportunity and the Police informed.

REGULATION AND ACCREDITATION

We operate our vessels to the highest international standards and are regulated by the Maritime and Coastguard Agency. Our work with young people is supported by the Department for Education and regulated by Ofsted.

Our Code of Conduct explains how we operate the Fleet on a day to day basis and the Captain is responsible for ensuring that this Code is implemented. As a signed up member of the Voyage Crew, you will be expected to adhere to this Code and anyone failing to do so is likely to be put ashore.

CODE of CONDUCT

The following Code of Conduct applies to all persons on board

1. You are expected to be considerate towards your shipmates at all times Lights out and pipe down are at 2100 at sea and 2400 in port.
2. Clothing should be stowed away at all times and your bunk should be made by 0830.
3. Please respect the yacht's safety equipment and use only your designated life jacket and harness.
4. Kindly think "green" and do not throw rubbish overboard at any time.
5. Only authorised prescribed drugs are allowed on the vessel use or possession of illegal drugs is a criminal offence. Any use or possession of illegal substances by crew is forbidden. If any person is found to be in possession of illegal drugs, the police will be informed. The person will leave the ship immediately.
6. Voyage Crew are forbidden to bring alcohol on board or drink alcohol on board. When ashore excessive drinking and underage drinking will not be tolerated. Crew can advise on where you can undertake more suitable activities and find places of interest.
7. Smoking is allowed on board, but only in the approved area.
8. Under no circumstances is any form of physical sexual behaviour between voyage crew acceptable either aboard or ashore.
9. Under no circumstances is any form of physical sexual behaviour acceptable between Voyage Crew, Salaried Crew or Volunteer Crew during the voyage, either aboard and ashore.
10. The Tall Ships Youth Trust values every individual's contribution, irrespective of his or her race, ethnic origin, religion, gender, sexual orientation or social background.



CUSTOMER CARE CHARTER

Our Customer Care Charter is our commitment to you, our Customer, to deliver an excellent level of service throughout your Tall Ships Adventure.

We understand how important your voyage is to you.

As the UK's leading sail training organisation, we are committed to providing you with an enjoyable sail training experience on board our fleet.

To do this we will:

- Provide you with professional training and guidance in all appropriate safety and sailing matters.
- Ensure our Salaried Crew and Volunteer Crew act in a responsible and respectful manner at all times.
- Operate our vessels to the highest levels of safety following the strict laws and codes of practice determined by the Maritime and Coastguard Agency.
- Ensure our crews are on hand throughout your voyage to ensure everything runs smoothly.
- Expect our crews to adhere to our Code of Conduct .

We work hard to meet and exceed the expectations of our customers. We will be approachable and will listen to your views. Please raise any issue with your Captain/Skipper during your voyage. If it is within their ability, they will do their utmost to resolve it.



Tim Law
Marketing & Operations Director

THE TALL SHIPS YOUTH TRUST WORK WITH YOUNG PEOPLE



The Tall Ships Youth Trust is a youth charity dedicated to the personal development of young people aged 12 to 25 through crewing on our sailing vessels. Through this unique sailing experience, the Trust introduces young people to life in a small maritime community, living in close proximity to others, sharing facilities, carrying out vessel's routines and learning as a team to sail the ship and live onboard. This form of adventure training offers a wealth of opportunity for personal development by providing:

- An unusual physical environment which requires an individual to adapt their conventional patterns of behaviour
- A physical challenge
- A psychological challenge
- The need for teamwork
- An awareness of the skills and roles that contribute to a successful team
- An awareness and understanding of others which often leads to lasting friendship and respect
- A sense of achievement and increased self-confidence through the acquisition of new skills, both sailing and social

The Tall Ships Youth Trust seeks to recruit a mixture of crew members from a wide cross-section of society, including the economically and socially disadvantaged, ethnic minorities and those with special needs. The Trust's Adult Voyages give 18 to 80 year olds a chance to experience the same fun, excitement and personal development opportunities. These are scheduled when young people are not available and help to keep youth afloat by ensuring the full utilisation of the vessels.

TALL SHIPS YOUTH TRUST PARTNERSHIPS

In striving to fulfil its mission, the Trust works with partners like the Royal Yachting Association and the Duke of Edinburgh's Award Scheme. Those on a 7 night voyage can gain the RYA Competent Crew Certificate as part of their training. Voyages of four or more nights are accredited for the residential section of the Duke of Edinburgh's Gold Residential Award. The Trust's own Development Programme for young people is recognised by the Department for Education and is regulated by Ofsted.

SUPPORTING THE CHARITY

As a registered youth charity the Tall Ships Youth Trust relies on donations to keep its vessels operating and to subsidise young people who otherwise would not be able to afford a voyage. To continue to do this work, *we need your support* and there are many ways in which you can do this. Here are just a few:

- Recommend a voyage to someone else
- Make a donation towards ship running costs or to sponsor a young person
- Become a Member of the Tall Ships Youth Trust
- Get involved with one of our Volunteer Support Groups across the UK.
- Sponsor a Berth

Ask the Captain for information or ring our Fundraising Team on **023 9283 2055**.

HAVE A GREAT VOYAGE!

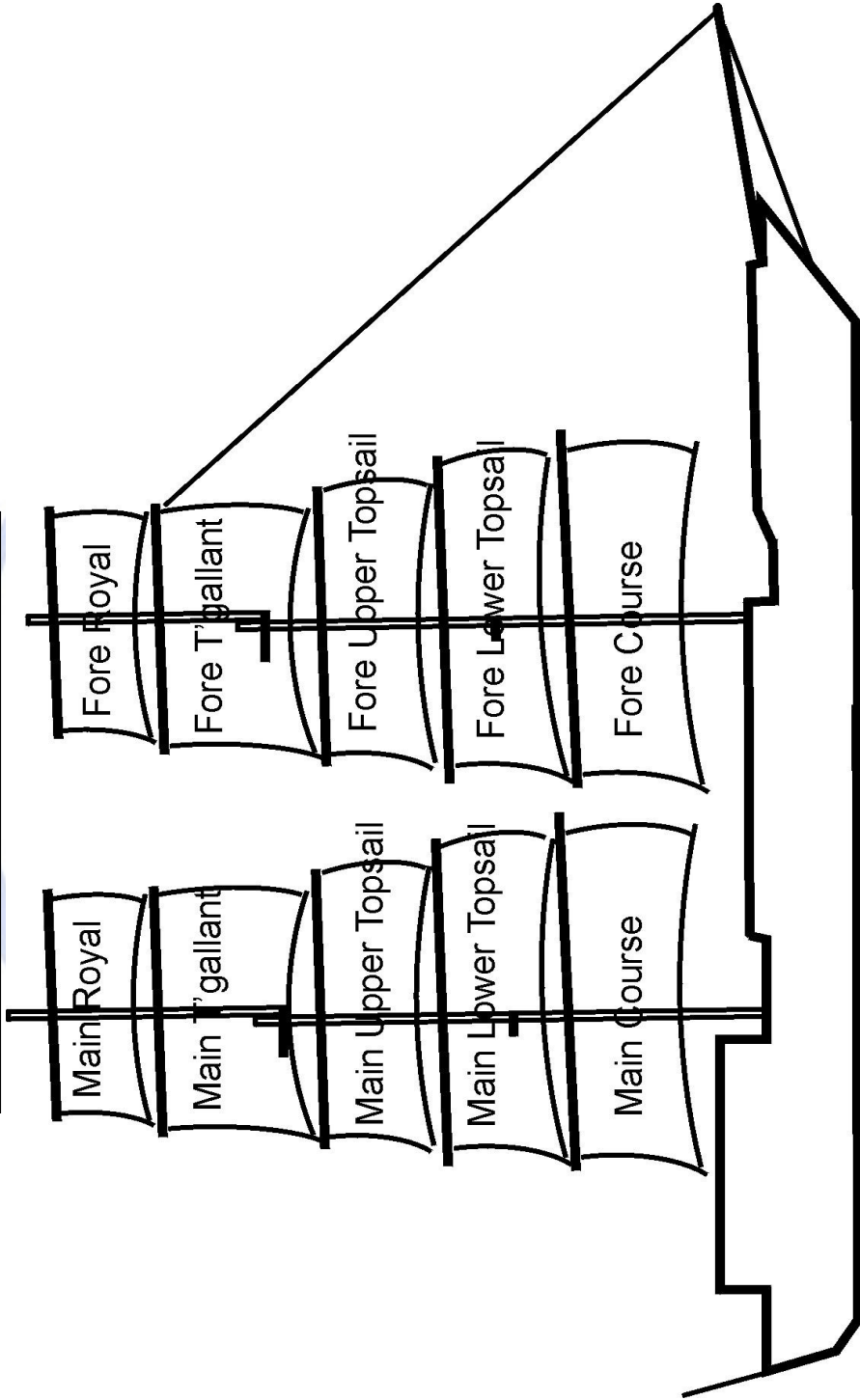


GLOSSARY OF NAUTICAL TERMS

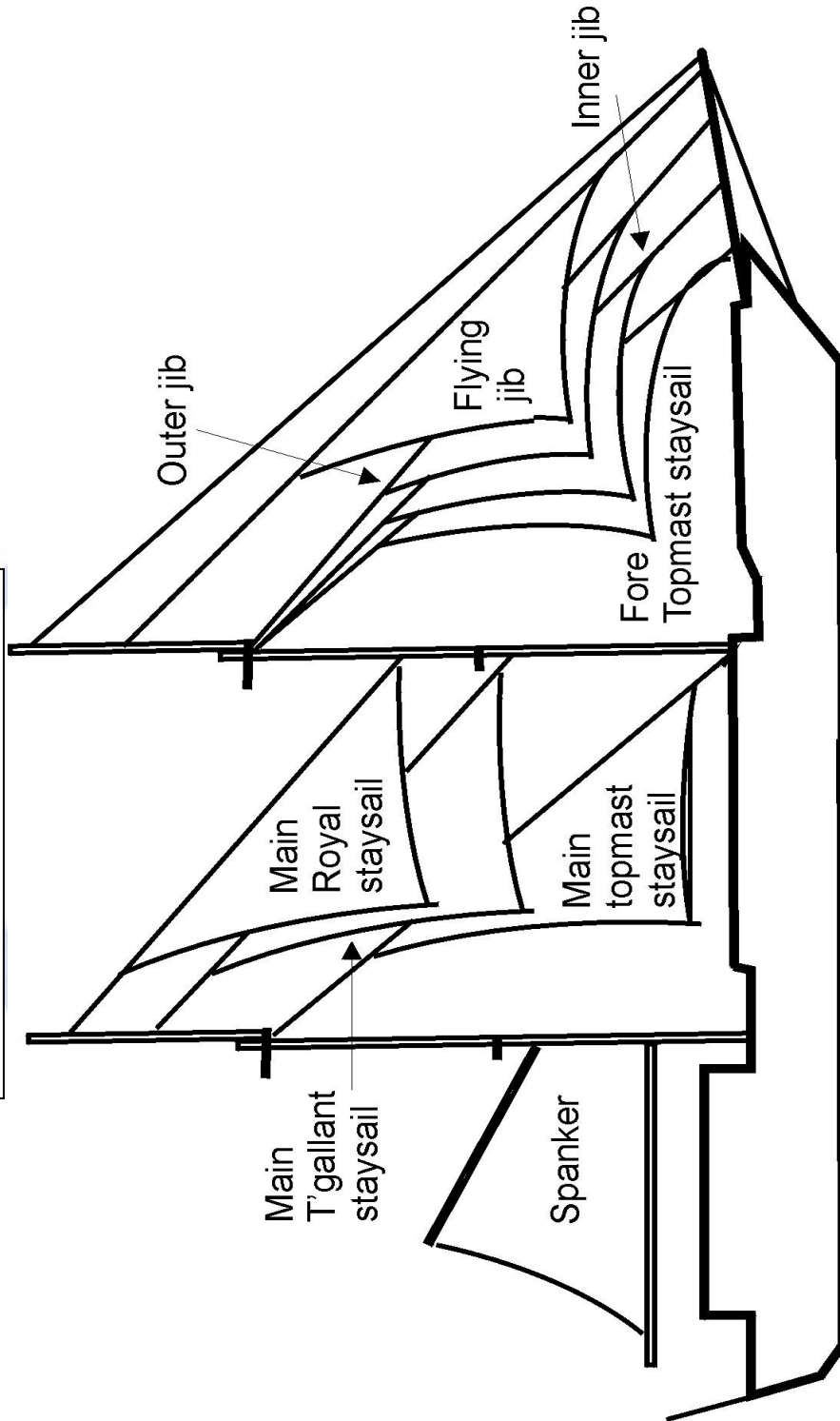
Abeam	the direction that is 90° from the <i>bow on</i> either side of the ship
Aft	the back of the ship, towards the back of the ship
Amidships	in the middle
Astern	at the back or behind
Athwart	across
Athwartships	at 90° to the <i>fore</i> and <i>aft</i> line
Avast	order to STOP
Backstay	<i>standing rigging</i> leading from the mast to the ship's sides <i>astern</i> of that <i>mast</i>
Belay	to secure a <i>line</i>
Bend	to tie a rope, a knot which joins two ropes together
Block	pulley device to lead a rope
Boom	horizontal <i>spar</i> pivoted at one end, usually to support the bottom of a <i>fore</i> and <i>aft</i> rigged sail
Bow	front of ship
Bowsprit	<i>spar</i> extending forward from the <i>bow</i> of the vessel
Boxhauling	3 point turn under sail
Braced square	<i>yards</i> are braced square when they are 90° to the <i>fore</i> and <i>aft line</i> of the <i>ship</i>
Braces	are used to move the <i>yards fore</i> and <i>aft</i>
Bracing	moving the <i>yards fore</i> and <i>aft</i> as required to manoeuvre, stop or trim sails
Brig	<i>two masted sailing vessel square rigged on both masts</i>
Clear away	lay out/prepare ropes, coils or other equipment so that it will function freely upon use
Close hauled	sailing as close as possible to the wind. In a <i>square rigged ship</i> this condition is achieved when her <i>yards</i> are braced as near to the <i>fore</i> and <i>aft</i> line as possible so that the wind coming over the bow fills the sails and drives the ship forward. Due to <i>yard</i> geometry this is usually no closer than 65° off the wind
Course	lowest <i>square rigged sail</i> on each <i>mast</i>
Crosstrees	<i>upper platforms</i> on <i>masts</i>
Downhaul	any line which pulls down a sail, <i>spar</i> or other moveable object
Ease	pay out slowly with care thus reducing strain on line
Foot	the bottom of a sail
Footrope	wire ropes under a <i>yard</i> to stand on when handling sails
Fore, forward	front
Fore and aft	in the direction of the <i>ship, i.e. bow to stern</i>
Full and by	sailing as close to the wind as possible with all sail drawing efficiently (slightly further off the wind than close hauled)
Halyard	line used for hoisting sails and <i>yards</i>
Hand over hand	to haul on a line slowly using one hand after the other
Handsomely	slowly and carefully
Haul	to pull in, usually on a rope
Head	top of a sail
Helms'a lee	informative order to indicate that the ship is about to tack
Helms'a weather	informative order to indicate that the ship is about to wear
Jackstay	Metal bar along the top of a <i>yard</i> to which the <i>square sail</i> is attached
Leeward	Away from the direction of the wind
Leech	The <i>after</i> edge of a <i>fore</i> and <i>aft</i> sail or the lee (<i>after</i>) edge of a <i>square sail</i>
Leechline	lines attached to <i>leech</i> of a <i>square sail</i> to haul it up to the <i>yard</i>
Let go and haul	order to <i>brace</i> the <i>yards</i> of the fore mast onto the opposite <i>tack</i> when manoeuvring

Luff	the <i>forward</i> edge of a <i>fore and aft</i> sail, the <i>weather (forward)</i> side of a <i>square sail</i>
Mainsail haul	order to <i>brace</i> the <i>yards</i> of the main mast to the opposite <i>tack</i> when manoeuvring
Outhaul	any line used to pull a sail or piece of equipment outwards
OOW	Officer Of the Watch – Officer in charge of the conduct of the vessel
Pinch	to sail too close to the wind so that the <i>luffs</i> of sails flap
Port	left when looking towards the <i>bow</i>
Ratlines, ratbars	lines or bars attached to the <i>shrouds</i> which provide the rungs of the ladders when going aloft
Rig	all <i>spars</i> and supporting lines
Running rigging	moveable lines and <i>blocks</i> used for handling sails and spars
Safety line	any line to which safety harnesses should be attached. A full brief on safety lines will be given on joining
Ship	traditionally any vessel with at least three masts and <i>square rigged</i> on each mast, now used to describe any large vessel
Square rig	traditional sailing ship <i>rig</i> , where main driving sails are attached to <i>yards</i> which lie <i>square</i> to the mast
Square sail	sails which come down from the <i>yards</i>
Square	at right angles to the <i>fore and aft</i> line
Standing rigging	fixed lines (usually wire) used to support the <i>spars</i>
Stern	back of ship
Sheet	line attached to the <i>clew</i> of a sail which transfers the power of the wind to the ship
Shroud	lines from the side of the mast supporting the mast from the side
Spanker	aftermost <i>fore and aft</i> sail
Spar	a general term for any wood, metal or other material solid support used in the rigging of a ship – it embraces <i>masts, yards, booms</i> etc
Stopper	a short length of line used to take the strain off a line while it is being <i>belayed</i>
Tack	<ol style="list-style-type: none"> 1. lines leading forward from the <i>clew</i> of the <i>courses</i> 2. the <i>windward (forward)</i> edge of a <i>square sail</i> 3. <i>forward</i> lower corner of a <i>fore and aft</i> sail 4. to turn the vessel such that its <i>bow</i> passes through the wind 5. A vessel is on either the port or starboard tack depending on which side the wind is coming from
Top	lower platform on mast
Trim	<ol style="list-style-type: none"> 1. to adjust the sails so that they are operating efficiently 2. the angle of the deck off horizontal, e.g. a trim by the stern – the stern is lower than the bow
Waist	the middle part of the upper deck forward of the bridge
Wear	to turn a vessel so that the <i>stern</i> passes through the wind, the equivalent of a gybe in a <i>fore and aft</i> sailing vessel
Weather	the direction from which the wind is coming
Well	command to STOP
Windward	towards the wind
Yard	a <i>spar</i> rigged horizontally across a mast supported at it's midpoint, to which the <i>square sails</i> are attached
Yardarm	the outer end of the <i>yard</i>

Names of Square Sails



Names of Fore and Aft Sails



Tall Ships Youth Trust
Dedicated to Young People



Tall Ships Youth Trust

2A The Hard, Portsmouth, Hampshire PO1 3PT

Tel: 023 9283 2055 | Fax: 023 9281 5769

info@tallships.org | www.tallships.org