A Tall Ship Guide from Classic Sailing ™

By Adam and Debbie Purser

"*I think this tall ships publication is brilliant*." Sheila R.

"*Just what I wanted*" Norman D.

"*Thank you, I found the guide really useful*" Ann I

"Thank you for this beautifully illustrated and very helpful download about tall ships." Donatella G.

'Thank you for the information, I think it is very useful, a lot to learn!' Catherine L.

'I was impressed by how simply you were able to explain what seemed like a very complex subject.' Carl A

"I am delighted to have this guide. Thank you!" Rita B

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What are Tall Ships, Square Riggers and Clipper Ships?

Preface
This guide is about vessels you can see sailing today. The types of ships, sail names, parts of ship, terminology and details of entrants in the 2017 Tall Ships Races to Canada.

Tall Ships
Tall ships are historically large, traditionally-rigged sailing vessel. Today modern tall ship rigs include topsail schooners, brigantines, brigs, barques, ketches, luggers, cutters and other traditional rigged vessels.

Square Sail
Square rig is a generic term that comes from the roughly square shape of the sails hung from horizontal spars of sailing vessel. Nowadays it relates to the same group of vessels as 'tall ships'.

Clipper Ships
Clipper ships were very fast sailing ships of the 19th century. They were quick, yacht like vessels due to being very narrow, with three masts and a square rig. They were designed for speed and could carry high value cargoes in small bulk. Today Clipper Ships is a term used mostly in North America as a generic description of 'tall ships'.

Tall Ships
In this book 'tall ships' will be used to include 'clipper ships' and 'square riggers'.


Oosterschelde in the Cape Verde

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Types of Tall Ship and Traditional Vessels.

Types of Ship

1. Fully Rigged Ship
2. Four Masted Barque
3. Three Masted Barque
4. Four Masted Barquentine
5. Three Masted Barquentine
6. Main Mast Barquentine (Xebec Polacre)
7. Three Masted Topsail Schooner
8. Two Masted Topsail Schooner
9. Brig
10. Three Masted Schooner
11. Three Masted Lugger
12. Gaff Ketch
13. Yawl
14. Gaff Cutter

Pilot Gaff Cutters at Classic Sailing's Annual Pilot Cutter Review, photo by Adam Purser

Tall ships Races Class A, B, C and D

Photo by Adam Purser

Tall ships Races Class A, B, C and D

Description of Class of Vessels

Class A
Class A is all square rigged vessels, such as, barque, barquentine, brig or ship rigged, and all other vessel more than 40 metres Length Overall (LOA), regardless of rig.

Class B
These are traditionally rigged vessels (ie gaff rigged sloops, ketches, yawls and schooners) with an LOA of less than 40 metres and with a waterline length (LWL) of at least 9.14 metres.

Class C
Large modern rigged vessels (i.e Bermudan rigged sloops, ketches, yawls and schooners) with an LOA of less than 40 metres and with a waterline length (LWL) of at least 9.14 metres not carrying spinnaker-like sails.

Class D
Small modern rigged vessels (i.e Bermudan rigged sloops, ketches, yawls and schooners) with an LOA of less than 40 metres and with a waterline length (LWL) of at least 9.14 metres carrying spinnaker-like sails.

Basic Terms

You will need to know a few basic terms to understand tall ship identification.

Sail types

- Headsails - sails in front of the foremast - can include the forestaysail and all the jibs.
- Jibs - headsails attached to the bowsprit.
- Staysails - any sail that is hoisted up a stay except stays from the bowsprit.
- Gaff sails - a four sided sail attached on three sides, the bottom to the boom, the vertical part to the mast and by a boom on its top edge, known as the gaff boom. This leaves the fourth side at the stern the only unsupported side. All this structure was required to keep the sail in a reasonable shape to sail. Traditional canvas like cotton or flax stretches considerably and the gaff structure helps to overcome this problem.
- Square sails - these are the sails that hang like curtains from the yards. Again originally designed to overcome the problem of stretching of the canvas, the yards support the sail at the top and sheets on bottom outer corners, the tacks, pull the sail to the desired position and shape.
- Courses - the lowest square sail.

Peggy and Eve of St Mawes at Classic Sailing Annual Pilot Cutter Review

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Parts of ship

- Bowsprit - the pointy bit out the front.
- Foremast - mast in front of all the others
- Main mast - mast behind the Foremast
- Mizzen mast - mast behind the Foremast.
- More masts than three give rise to a variety of names, Jiggermast, Middle mast, Driver mast, Pusher mast, Spanker.
- Sheets - ropes that pull the sail so that they catch the wind and are adjusted as the wind direction changes or alters in strength.
- Halyards - ropes that pull the sail up.
- Rudder - the blade at the stern that steers the ship.
- Stays - ropes or wires that support masts from in front or behind.
- Shrouds - ropes or wires that support the masts from either side of the ship.
- Ratlines - ropes or wooden struts attached to the shrouds that you walk on as you climb the mast.

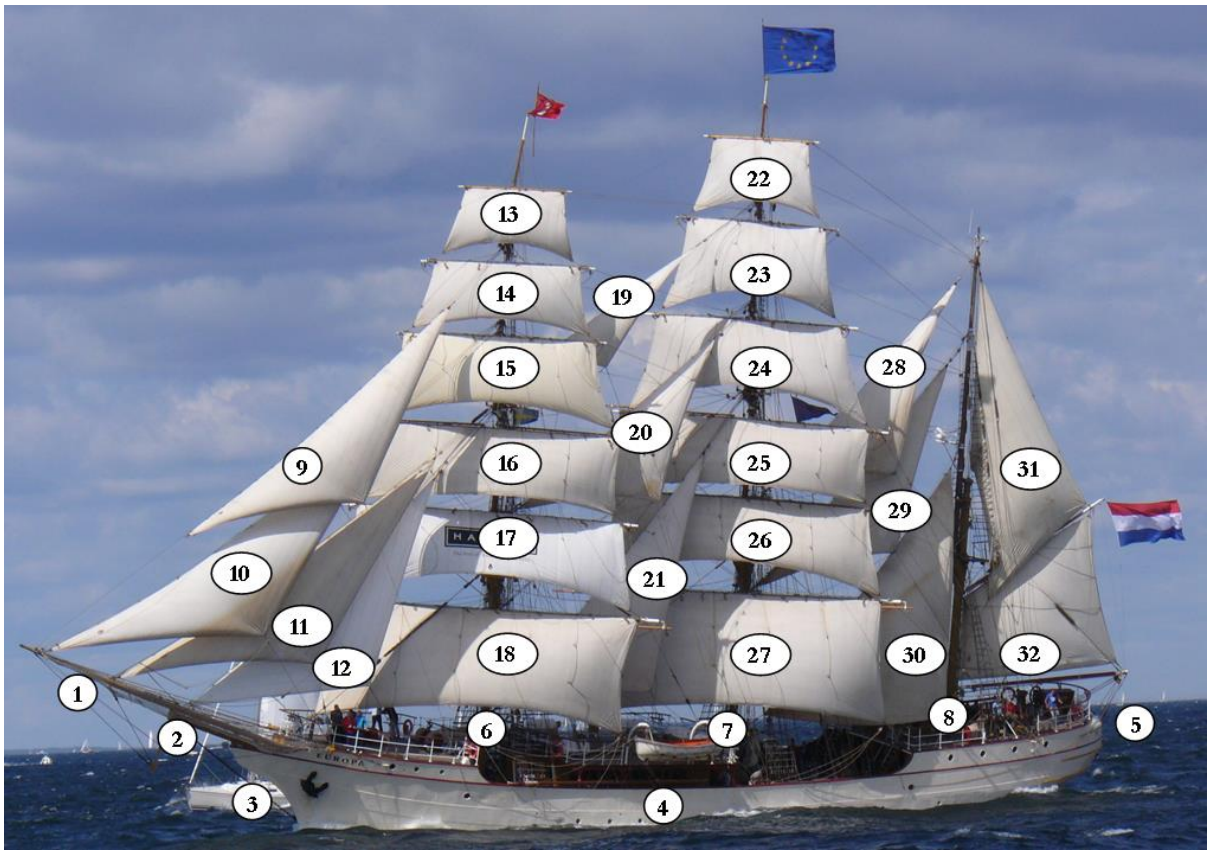
Running rigging – the ropes that set and hand the sails, and also set them to best catch the wind. To set sail is to put them to work and to hand sails is to put them away.

- Sheet; to set a sail to catch the most wind.
- Buntline; to bring the foot of a square sail up to its yard when handing sail.
- Clewline; to bring the lower corner of a square sail up to the yard when handing sail.
- Downhaul; to haul a sail down, gravity is not always enough!
- Halyard; to hoist sails or yards.

- Tack; to bring the lower corner of the sail down when setting sail. (Tack is part of the sail and not a verb in this instance.)
- Brace yards; to bring the leading side of the yard to the opposite side of the ship.
- Toppinglift; to control a yard or boom in a vertical position.
- Outhaul; to stretch the mizzen-sail along the boom or gaff.
- Gaff preventer to control the gaff in a horizontal plane, stops the gaff wanging around out of control.
- Boom stop to control the mizzen boom in a horizontal plane. Like the gaff preventer.
- Purchase; extra tackle for the outhaul or other situations. Consists of two blocks and ropes that create mechanical advantage, known as blocks and tackle.
- Tricing line to keep the lazy sheet from chafing or for pulling parts of a sail in when handing sail.

STS Lord Nelson - Barque

Sail and Mast Names



In English and German, other translations welcome.

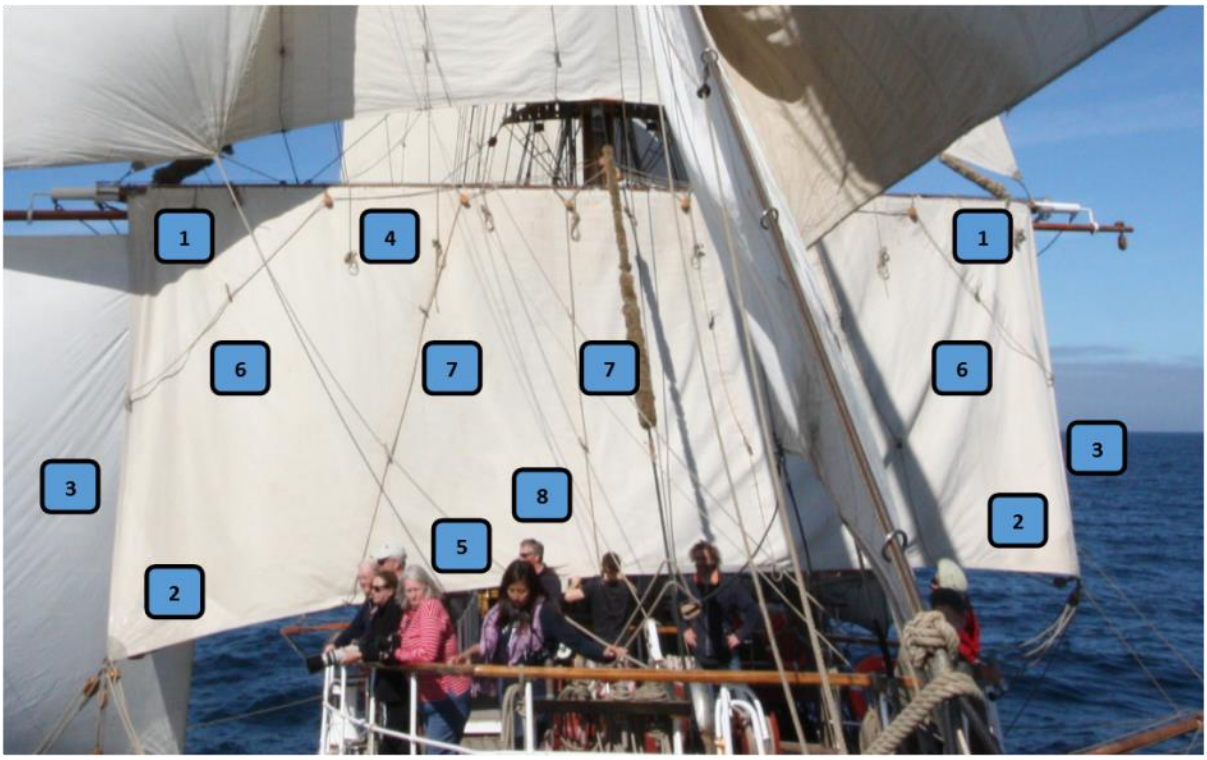
1. Outer Bowsprit
2. Inner Bowsprit
3. Bow and stem
4. Hull
5. Stern
6. Foremast
7. Mainmast
8. Mizzen
9. Flying jib
10. Outer Jib
11. Inner jib
12. Foretopmast staysail
13. Fore Skysail - Fore Moonraker
14. Fore Royal
15. Fore Topgallant
16. Fore upper topsail
17. Fore lower topsail
18. Forecourse - Foresail
19. Main Royal Staysail
20. Main Topgallant Staysail
21. Main Topmast Staysail

22. Main Skysail - Main Moonraker
23. Main Royal
24. Main Topgallant
25. Main upper topsail
26. Main lower topsail
27. Maincourse - Main sail
28. Mizzen Topgallant Staysail
29. Mizzen Top Staysail
30. Mizzen Staysail - unique to this ship the sail shown is known as the 'Desmond'
31. Mizzen Gaff topsail
32. Mizzen Gaff Sail also known as the Spanker

In German, thanks to Jade Cooper

1 Klüverbaum
2 Bugsprit
3 Bug
4 Mittschiffs
5 Heck / Achterdeck
6 Vortopp / Fockmast
7 Großtopp
8 Besan / Besanmast
9. Jäger
10. Außenklüver
11. Innenklüver
12. Vorstengestagssegel
13 Fore Skysail (don't know if there's a german term for it)
14 Vorroyalsegel
15 Vorbramsegel
16 Vorobermarssegel
17 Voruntermarssegel
18 Fock
19 Großroyalstagsegel
20 Großbramstagsegel
21 Großstengestagsegel
22 Main Skysail (see 13)
23 Großroyalsegel
24 Großbramsegel
25 Großobermarssegel
26 Großuntermarssegel
27 Großsegel
28 Besanbramstagsegel
29 Besanstengestagsegel
30 Besanstagsegel
31 Besantoppsegel
32 Unterer Besan

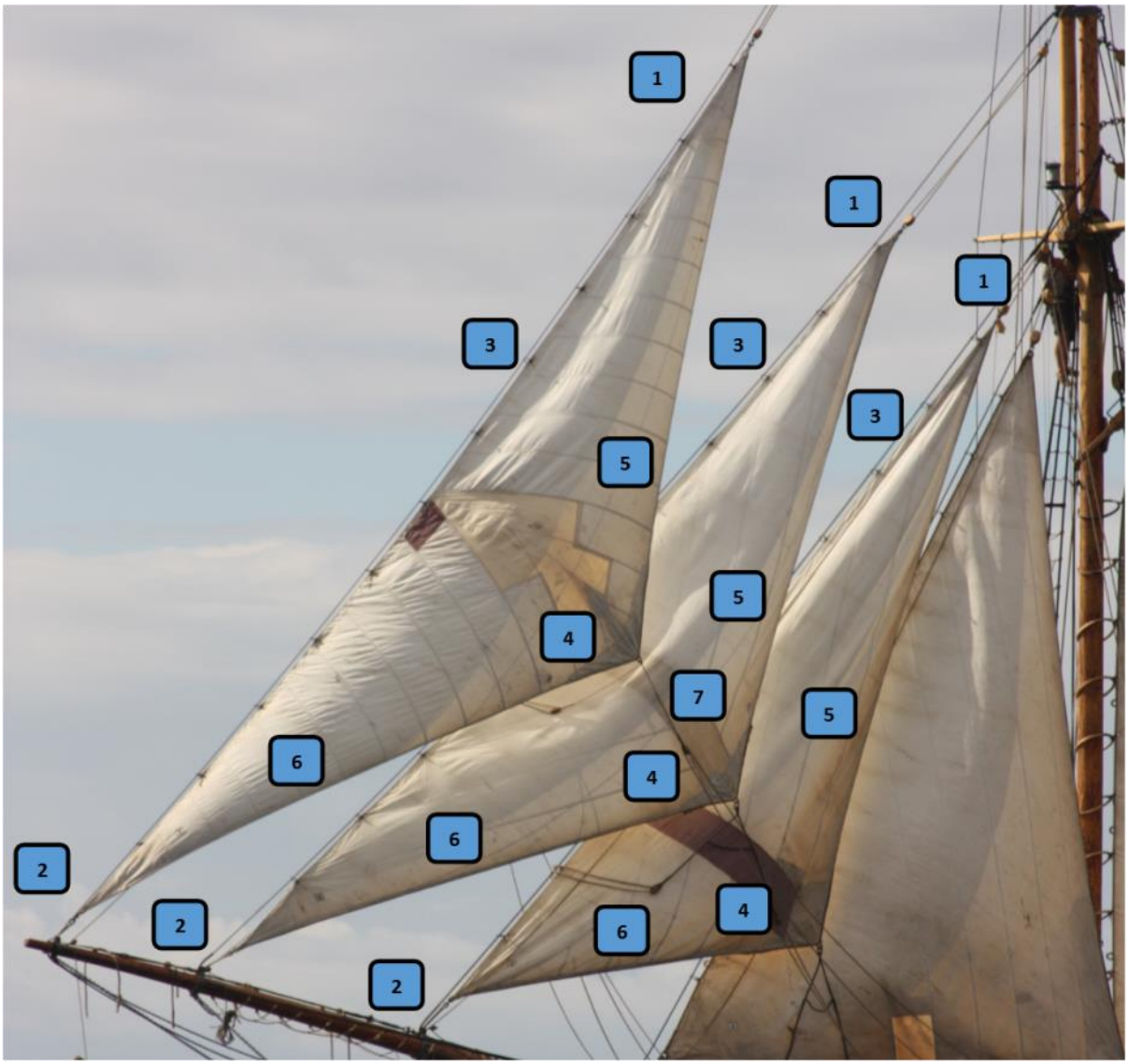
Names of Square Sail Parts



Parts of a square sail – many of these terms are also used on other shaped sails but the square sail is considered the master sail.

1. Tack – The top outer corners
    a. This is an important term both historically and today because it tells you what 'tack' your sailing ship is on.
    b. Whichever 'tack' is the furthest forward is the side the wind is coming from, form this picture the 'starboard tack' is marginally forward of the port tack, so this ship 'Europa' is on the 'starboard tack'. That's the origin of why we say a sailing vessel is on a port or starboard 'tack'.
2. Clue – the bottom outside corners.
3. Leach – the outer sides of the sail.
4. Head – the top of the sail
5. Foot – bottom of the sail
6. Leach Line – these ropes pull the leach of the sail up to the yard when 'handing' putting the sail away.
7. Buntlines - these ropes pull the bunt of the sail up to the yard when 'handing' putting the sail away.
8. Bunt – the bulk of the middle of the sail.
9. Fretlines – the lines on your forehead when you can't remember the parts of the sail!

Head Sail Part Names



1. Head
2. Tack
3. Luff
4. Clew
5. Leach
6. Foot

From the front the sails are

- Flying jib
- Outer jib
- Inner jib
- Part of the staysail

Gaff Sail Parts

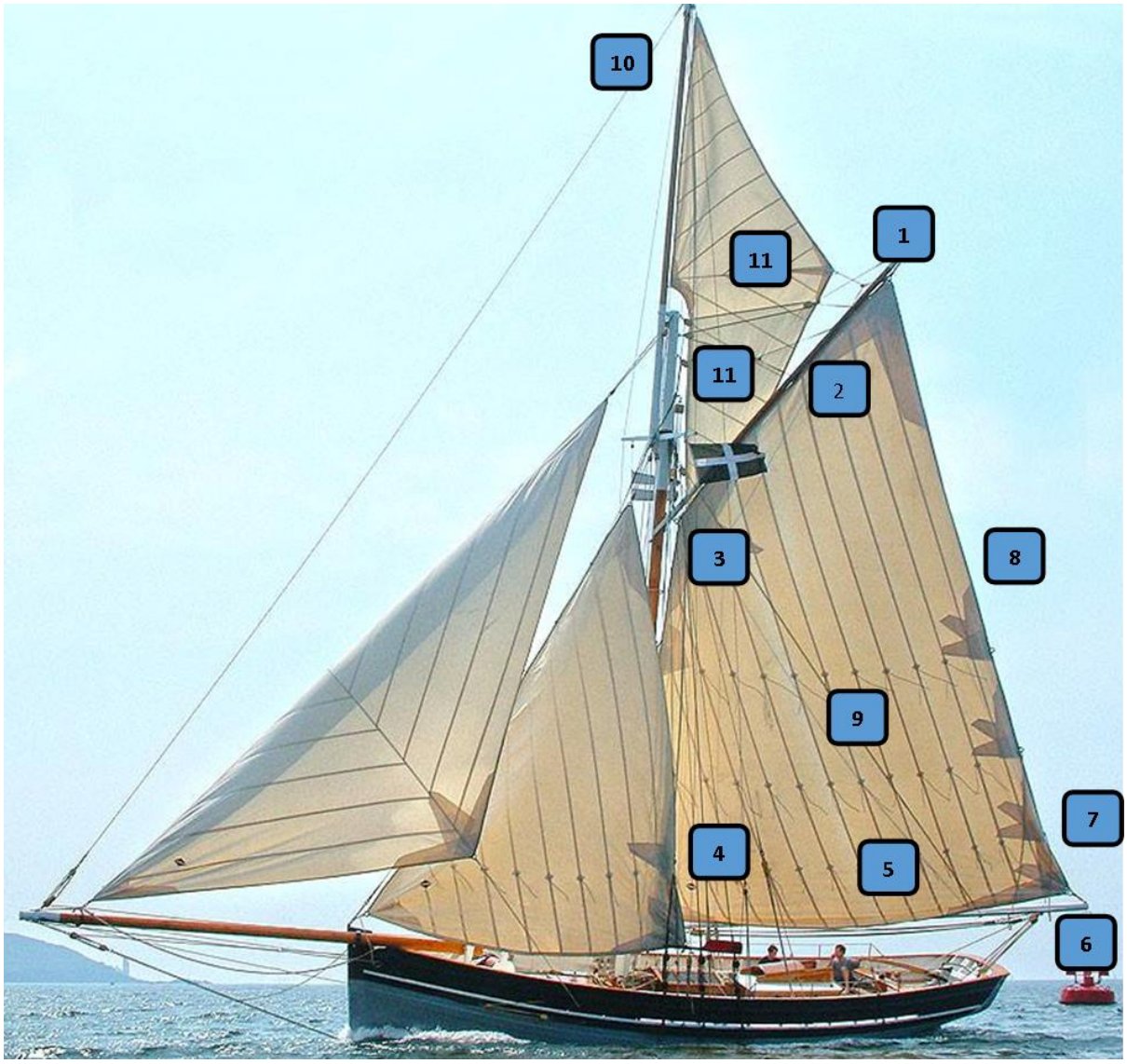


Photo Pilot Cutter Agnes

Gaff Sail Parts

1. Peak
2. Gaff Boom
3. Head
4. Throat, the corner by the mast
5. Luff
6. Clue
7. Foot
8. Luff
9. Reefing Lines

Gaff Topsail parts

10. Head
11. Topsail
12. (11) Cut out to fit mast

How to Climb Aloft

Where Can I Climb the Rigging on a Tall Ship?
Classic Sailing offers tall ship voyages where you will be encouraged to climb the rigging as part of your job as working tall ship crew. It is never compulsory and you will have more than one chance to try it. We think to climb aloft on a windjammer at sea is one of life's natural highs.
The adrenalin buzz is huge, even if you have done it before, and the amount of courage to work aloft in any weather has not been diminished much over the centuries by the introduction of modern safety harnesses.

How agile do I need to be to Climb the Rigging?
Classic Sailing directors Adam and Debbie have been working aloft for years and have seen all ages and sizes successfully climb the rigging on a tall ship from 70 year old's to 13 year old youngsters.
For someone of average fitness the challenge is about 75% mental and 25% physical.
We have also seen sailors with many disabilities climb aloft on specialist tall ships, like Lord Nelson and Tenacious.
Some people climb a bit further each time and finally make it to the crow's nest by the end of a voyage. An ideal opportunity for a friend take that precious photo to say "I did it" - whether it is the first platform or the royal yard.
Natural adventurers find they love their lofty perch and volunteer to go up at any opportunity to help stow sails or just to enjoy the amazing views.

How difficult is Climbing the Mast?
You can climb free without being clipped on (apart from the tricky bits) or you can clip on as you go.

Shrouds are the strong wires that hold each mast up on either side of the ship. Ratlines are the horizontal rungs of the ladder strung between the shrouds.

You climb by holding on to the shrouds which are not vertical but angled, and you tread on the ratlines like the rungs of a ladder.

Ratlines
The lower ratlines on most tall ships are solid wooden slats and the 'ladder' is wide enough for several people to climb close together for a bit.

The angle of your 'stairway to heaven' is considerably less steep than most decorating ladders and a lot more secure. You always climb on the windward shrouds (side of the ship closest to the wind) so with the ship heeling under a press of sail, the angle on your side is very gentle and arm strength is not really an issue.

Up and Over the Futtock Shrouds
The first hurdle for most people is the infamous 'futtock shrouds' just below the first platform. All the tall ships we work with have a safety wire here for you to clip too, so if you do slip you won't go far.

Commitment more than strength.
This does need a definite commitment as a bit of arm strength is required because the futtock shrouds lean backwards for about 4-6ft to access the platform.

Preparing to step onto the foot ropes below the yards.
1 Check you can comfortably reach both the foot rope and the safety wire you will clip your safety harness onto.
2 If there is someone else already on the yard you need to warn them by saying ‘stepping on’ the reason you do this is because you weight on the footrope will affect the other person and being warned is helpful.

As you step onto the foot ropes below the yard you clip your safety harness to a wire jackstay so you can use your hands to stow the sail. Your safety harness will slide along the yard so you do not have to reposition it once you are on the foot rope.

Working Aloft Variations
Every time you go aloft, the rigging can be in a different configuration. The gap between ratlines and footrope can be quite a step for little legs.

If the yards are braced up sharp then being small is an advantage if you have to wiggle through a tight spot. Like rock climbing you have to look ahead and plan your route skywards to suit the conditions. There may be a time when your watch leader is looking for volunteers to go aloft at night, so try and memorise your favourite moves around the tricky bits.
(P.S. It's a lot easier than rock climbing. Ships masts are designed to be giant climbing frames.)

Personal Goal for the year: Climb the rigging of a tall ship
No shortage of voyages where you can attempt your goal, and experience a whole load more. Just Check put www.classic-sailing.co.uk

Why a Watch System?

To be on watch means you are the team that is working the ship.

Other teams could be sleeping, eating or just not working the ship. Generally, the longer the voyage and the bigger the ship the more organised the ship is into a watch system. If you were just coastal sailing for a few hours on small tall ship and not sailing overnight, there is not much need for a watch system. But as soon as you sail overnight you need to organise watches so that everybody gets a chance to sleep and take their turn at working the ship in a fair way. The longer you sail the more important the watch system is.

The Core Watch Tasks
Sailing requires constant attention to the helm, keeping a lookout, setting the sails for the wind and monitoring the safety of the ship.
The core task you will be performing with training and assistance are steering the ship, keeping a lookout, helping put up and take down the sails and setting the sails to catch the wind.
If you are not allowed to do these tasks it is not a proper tall ship sailing experience.

The ships officers will take responsibility for the safety of the ship with your assistance in pointing out anything untoward and looking out for each other.

Other tasks.
The are many other tasks that you could be asked or volunteer to do. This will vary from ship to ship and you should know what you are letting yourself in for before you join the ship.
Possible tasks include

- Cleaning the heads and showers
- Cleaning the cabins and internal spaces
- Washing the deck
- Helping to prepare meals and tables
- Clearing tables and washing up
- moving stores
- laundry
- Repairing sails
- Painting and scraping
- rigging work
- other maintenance tasks
- undertaking courses -
- Chart work
- Astro navigation
- knots and splicing
- heaps more skills
- attending lectures and seminars
- assisting other crew members
- book keeping
- assisting the 'Purser"
- medical assistance
- engine room assistance
- recording ships data
- wind
- speed
- direction
- ships
- speed
- course steered
- course achieved
- sea state
- cloud cover
- Wet and dry thermometer readings to get relative humidity.
- visibility
- sea temperature
- ships position
- recording weather forecasts
- Scientific sampling of the sea water and what is in it.

The Watch Rota
The purpose of the watch rota is to ensure everybody gets a fair share of the work and fair opportunity to relax and rest.
There are many different ways to do it and you might find they are changed during the voyage for valid reasons and that different groups of people do different styles of rota.

The basics
From the number of watches and the length of he watches you can build a pattern, some patterns take three or four days to rotate right through the sequence.

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You can see in this table the five most common watch systems.

Hours per watch			6	4	4	4 or 2	4 or 2
Number of watch teams			2	3	4	3	4
How long before the watch rota repeats			12 hours	12 hours	2 days	3 days	4 days
	Watch Names	Hours	Hard, often used for the professional crew.	Steady but needs changing weekly.	Tedious, too much time off.	British Watches, good once you get used to it.	Tedious and Confusing.
Day 1	Middle	00:00					
		01:00					
		02:00					
		03:00					
	Morning	04:00					
		05:00					
		06:00					
		07:00					
	Forenoon	08:00					
		09:00					
		10:00					
		11:00					
	Afternoon	12:00					
		13:00					
		14:00					
		15:00					
	Evening Watch	16:00				First Dog Watch	
		17:00				First Dog Watch	
		18:00				2nd Dog Watch	
		19:00				2nd Dog Watch	
	First Watch	20:00					
		21:00					
		22:00					
		23:00					
Day 2	Middle	00:00					
		01:00					
		02:00					
		03:00					

	Morning	04:00					
		05:00					
		06:00					
		07:00					
	Forenoon	08:00					
		09:00					
		10:00					
		11:00					
	Afternoon	12:00					
		13:00					
		14:00					
		15:00					
	Evening Watch	16:00				First Dog Watch	
		17:00				First Dog Watch	
		18:00				2nd Dog Watch	
		19:00				2nd Dog Watch	
	First Watch	20:00					
		21:00					
		22:00					
		23:00					
Day 3	Middle	00:00					
		01:00					
		02:00					
		03:00					
	Morning	04:00					
		05:00					
		06:00					
		07:00					
	Forenoon	08:00					
		09:00					
		10:00					
		11:00					
	Afternoon	12:00					
		13:00					
		14:00					
		15:00					
	Evening Watch	16:00				First Dog Watch	
		17:00				First Dog Watch	
		18:00				2nd Dog Watch	

		19:00				2nd Dog Watch	
	First Watch	20:00					
		21:00					
		22:00					
		23:00					
Day 4	Middle	00:00					
		01:00					
		02:00					
		03:00					
	Morning	04:00					
		05:00					
		06:00					
		07:00					
	Forenoon	08:00					
		09:00					
		10:00					
		11:00					
	Afternoon	12:00					
		13:00					
		14:00					
		15:00					
	Evening Watch	16:00					
		17:00					
		18:00					
		19:00					
	First Watch	20:00					
		21:00					
		22:00					
		23:00					

Quite often you will find that a ship will run two watch systems at the same time. One will be for the 'professional crew' onboard and the other for the 'voyage crew' or 'trainees'.
Each ship will have their own reasons for doing this.

Two reasons for this are:

- Giving the professional crew a more consistent watch system ensures the chain of command is less likely to be disrupted particularly for emergencies.

- If the voyage crew has a different system, it means the 'professional crew' get to work with all the 'voyage crew' and not just one watch.

The Watch Leader
The role of watch leader can be of keen importance to the 'voyage crew' the more formal the watch system and style of ship management is the more important this role becomes.

Watch leader positions

Professional Watch leader.

A member of the 'professional crew' who will have thorough experience of the ship and what to do in all circumstances.

Selected volunteer watch leader.

They will have experience of the ship but rather than paying the full price that 'voyage crew' pay they will have either paid less or nothing at all. They will have been selected on previous voyages and possibly received training in this role.

Elected watch leader.

On formation of a watch team the team will elect one of their number to be the watch leader. They probably have sailed on the vessel before or have considerable experience on other similar vessels. They receive no benefit from this position and sometimes just a lot of headaches!

This system works well on longer voyages were the watch leader can be changed on a weekly basis.

Duties of the Watch Leader

Again the more formal the ship management style the more roles the 'watch leader' will be expected to perform.

From the least to the most requirements:

Minimum

- Draw up a watch rota
- Ensure everyone is on time for their duties
- Ensure the next watch is wakened and ready to take over on time
- Inform the next watch leader of the current sailing situation and any pending changes.
- Adapting the rota to take account of illness or other circumstances

Middle - All of the above plus

- Be able to train the 'voyage crew' in basic tasks.
    - coiling
    - hauling
    - easing safely
    - making fast
    - helming
    - lookout
- lead the watch in performing sail handling tasks
- Getting the watch on the correct ropes at the right time.

Maximum - All of the above plus

- Developing team members to take on tasks individually or as a mini team.
- With authority from the 'watch officer' or Captain
    - Decide how to set the sails and implement sail trim and setting or handing sail.

Helmsman or Steersman

Controls the ships course through the water using the ships wheel.

Helming is one of the most responsible individual positions for 'voyage crew' and it is not difficult to learn and is a very rewarding part of your watch.

The 'officer of the watch' will inform the helmsman the course to be steered.
Types of helming command.

- By the compass in degrees from 0 to 360 or by points of the compass, such as East by South. Requires knowledge of the 32 Cardinal points of the compass.
    - To steer by compass direction you need to see yourself moving the ship around the compass. (The compass does not move – you move the ship.)
- By sight of something to aim for or to avoid.
- By wheel command
    - Hard a port/starboard – turn the ship as fast as possible to port or starboard.
    - Two spokes to port – refers to the spokes on a ships wheel.
- By sailing terms
    - Sail close hauled - as close to the wind as possible.
    - Full and by – close to the wind but maintaining maximum speed
    - Anything like, come up, closer, bear up, nearer the wind, means to point closer to the direction of the wind.
    - Anything like, away, down, off, bear away, means to point further away from the direction of the wind.

Receiving and responding to helm orders is very important as what you do can affect the safety of the ships position and avoiding damage to the sails or rigging.

This is the traditional way to do it.

'Officer of the watch' says

'Steer 180'

Helmsman responds clearly –

''Going to 180'

'Officer of the watch' says

'Thank you' or acknowledges in some way that you are about to do the correct thing.

Helmsman says clearly –

''180 on', this means you are now on the new instructed course.

'Officer of the watch' says

'Thank you'

It may seem a bit fussy but in an emergency in a gale of wind it will ensure both 'helmsman' and 'officer of the watch' understand each other.

Lookout

All ships under way, moving through the water, are required by law to keep a good lookout.

The lookout reports to the 'Officer of the watch' anything which may affect the ship or the voyage. Usually stationed at the bow.
This position is especially important while the ship is sailing, since the sails may obscure the view from the helm or bridge. Many tall ship have two lookouts stationed forward one on the port on the other on the starboard side.
When there are two of you it is important that when you look astern or forward you look to the other side of the ship, this ensures nothing is overlooked directly forward or astern of you.

Lookout may seem irrelevant now that we have radar, GPS and AIS (Automatic Identification System) but there are things in the water that only eyes can see. For instance did you know that every year over 100,000 containers are lost overboard and these can float semi submerged and could cause big damage if you were to hit one.
Icebergs are also difficult to spot in rough and or reduced visibility conditions.

During you lookout briefing you will told how to communicate with the ''Officer of the watch' without leaving your post.

In addition doing lookout duty is the best way to spot wildlife at sea. See the next section.

Additionally, all crew members are expected to report anything of possible consequence.

Never assume someone in command has seen a possible danger.

How to Spot and Identify Wildlife at Sea

Blue Whale

- Sighting
- Hearing
- Smelling
- Pointing to sightings
- Identifying
- Recording
- Reporting
- Where
- When
- How
- Further Reading

Sighting

On the Sea

This technique will help you spot more wildlife and other interesting things in the sea and sky. It is regarded as best practice for seafarers who call it 'Lookout duty'.

Standing on deck and glancing over the sea you will miss most things. You have to focus on sections of the sea at a time.

If the bows of the ship are 12 o'clock and the stern 6 o'clock look first from near you on the water then slowly raise your search focus away from you until you meet the horizon at 12 o'clock.

Still on the horizon move your focus to 1 o'clock and then slowly draw you vision towards you until you looking at the water close to you.

Still looking close to you turn to the 2 o'clock position and slowly look out towards the horizon.

Turn you horizon vision to 3 o'clock etc. etc.

This does take concentration and you probably don't want to do it for more than about twenty minutes.

If you have a team of you working together you can cover different sectors of the sea around you and work out a rota to swap people in out of 'lookout duty'.

Looking for the clues in seascapes.

If you know what is normal it is easier to see the bits that are odd.

Study the sea and learn it moods, you can do this as you look for wildlife, to me it has always added interest to lookout duty.

There she blows!

Moby Dick has taught us all to look for the spout of whales as the breath out through their blow holes but there are other clues.

The shape of the sea is affected by the wind, tides, and any obstacles close to the surface or swelling up from below.

The stronger the wind the bigger the waves. The further part the waves or swell is the further that swell has travelled.

You can often see swells in the sea from more than one direction, cross seas. These tend to have sudden high peaks as the swells combine in unexpected ways.

Tides when set against the wind make the waves choppier, the shape of the wave is different they seem to have a hollow front and fuller back.

Look for unusual splashes, the glint of fast moving creature in the side of a wave.

Birds and Cetaceans acting together.

It is not unusual to see a flock of birds diving into the sea chasing a shoal of fish. Very often you will find whales, dolphins or porpoise in there to hunting the shoal of fish at the same time.

In the air

It is very difficult to focus your eyes on objects in the sky. The trick here is to do the same technique as searching the sea but instead of going in one smooth motion from looking close to far away go a little distance away and look up, nothing there, look down and move your focus a little further away, look up, so on and so forth.

Hearing

When it's dark or you have no vision you can often hear cetaceans as they blow air out of their blow holes. Believe me it can make you jump when a hump back whale blows right beside you as you are sailing along peacefully under sail at night. On hearing it you might be able to see it either with the naked or helped by a search light. When sailing at night never shine a light into someone's face as this will ruin their night vision, which takes 20 minutes to fully adapt to the darkness. And yes carrots do help you see in the dark!

Smelling

If you can't see and you can't hear you may smell cetaceans. They east fish and their breath is very smelly and if you happen to be down wind of a school of dolphins in the dark it is possible you will smell them. I have smelt a shoal of oily fish whilst sailing off the coast of Cornwall. (We quickly got the mackerel fishing lines over the side and had a bucket full of mackerel in time for breakfast.)

Pointing sightings out

It's wonderful to share what you have spotted with other people and there is a very simple way to do this. You will really appreciate this if you tried to see what someone is pointing at and they are not close to you.

So working on the clock principle - a dolphin right in front to the ship is called 'Dolphin at 12 o'clock half way to the horizon'. One abeam of the boat is called 'dolphin at 3 o'clock nearby', now you know what abeam of the ship means!

Identifying

This is the best Website I have found so far - www.oceanwanderers.com

We welcome Suggestions

From your favourite bookshop

Seabirds an identification guide. By Peter Harrison published by Helm. Classic Sailing's favourite.
Sealife: A Guide to the Marine Environment. By Geoffrey Waller (Editor) published by Helm. Classic Sailing's other favourite.

Hot to Record your wildlife sightings

You need to keep a note of the following

1. Time and time zone.
2. Sea state – rough –calm etc. see Classic Sailing's Wind Speed Guide
3. Wind direction and strength see Classic Sailing's
4. Visibility – good – moderate - poor
5. Where the sighting was in relation to the ship – see 'Pointing Sighting Out'
6. What direction the species was travelling
7. Species
8. Confidence in identification
9. Quantity of adults and young
10. Behaviour
11. Then using the ships log or your own GPS you can note the exact position.

Reporting

You recordings may be useful to Marine Conservation Groups and other research groups.

There is a list of some organisations below in further reading.

Where and When

You can see marine wildlife in almost any open sea but they are more likely to be seen in remote places away from too much of mankind's harmful influences.

There are also migratory routes for many whales in a north or south direction. See further reading.

Classic Sailing list of current Wildlife Voyages

Sailing Ships are Best

Sailing ships offer the best way to study wildlife at sea, you are acting with nature, not powering across it in an oil guzzling ocean juggernaut.

Sailing is quiet and unthreatening to the nature around you. You are closer to the sea and closer to nature. Nature will often come to you.

Taster Voyages

Because they are shorter voyages they are closer to human habitats and less likely to see wildlife but a short voyage may be a good way to see if you like tall ship sailing.

Longer Wildlife Voyages

Classic Sailing has been sailing in remote wildlife areas for many years. Antarctica, the Azores, Spitsbergen, Greenland, Iceland and nearer to home the Western Isles of Scotland and the Isles of Scilly.

You do not need any sailing experience to sail on any of these voyages.

- Choose your Wildlife Voyage.

Further Reading, Reporting and feedback.

Please tell us if this was helpful or if you have any suggestion, always glad to hear from you skippers@classic-sailing.co.uk

- Seabirds an Identification Guide. By Peter Harrison published by Helm. Classic Sailing's favourite.
- Sealife: A Guide to the Marine Environment. By Geoffrey Waller (Editor) published by Helm. Classic Sailing's other favourite.
- Chapter 4 of the US Navy Lookout Training Handbook

Reporting marine sightings to websites.

Recording schemes providing information on sightings to particular institutions or projects helps conservation, management, education and awareness raising. It also promotes identification skills.

Cetaceans Seawatch on UK 01865 717276

Basking sharks Marine Conservation Society – records must be submitted via the internet. atwww.mcsuk.org/baskingsharks.html

European Basking Shark Photo-Identification Project at www.baskingsharks.co.uk

Egg cases (skate and ray) The Great Egg-case Hunt, Shark Trust on UK 01752 672020 or atwww.sharktrust.org/eggcase

Fish - United Kingdom Marine Fish Recording Scheme on UK 01752 275216 or at www.national-aquarium.co.uk/fishreports

Jellyfish Marine Conservation Society on UK 01989 566017 or at www.mcsuk.org

Molluscs Conchological Society Marine Recording Scheme on UK 01483 417782 or at www.conchsoc.org/

Seashore wildlife Porcupine Marine Natural History Society at www.pmnhs.co.uk

British Marine Life Study Society's Shorewatch on UK 01273 465433 or atwww.ourworld.compuserve.com/homepages/BMLSS

Marlin at www.marlin.ac.uk

Turtles Marine Conservation Society at www.mcsuk.org/ or on UK 0131 226 6360

Birds BTO reporting system for ringed birds, at www.bto.org/ringing/ringinfo

Please tell us any organisations you would like us to add. Suggestions

Happy wildlife spotting!

Fully Rigged Tall Ship

Fully rigged ship the Christian Radich under full sail.

Fully Rigged Tall Ship

A fully rigged tall ship has square sails on three or more masts.
This is the pinnacle of tall ships, some would argue it is the only type of proper tall ship.
Others go even further and say the only ships in the world are fully rigged tall ships.
If that were true it would mean that there are under two dozen ships afloat today.
Meanings change and today the term ‘tall ship’ is now generic and applied to any traditionally rigged vessel.

Christian Radich Details
Owners the Christian Radich Foundation of Oslo Norway
Builder: Framnæs Mekaniske Værksted
Launched: February 1937
Homeport: Oslo
Identification:
IMO number: 5071729
Call sign: LJLM
MMSI number: 258373000
Status: active
General characteristics
Class and type: Full-rigged ship
18 permanent crew • 88 passengers

Displacement: 1,050 tonnes (2,310,000 lb)
Length:
62.5 m (205 ft)
73 m (240 ft) including bowsprit
Beam: 9.7 m (32 ft)
Height: 37.7 m (124 ft)
Draught: 4.7 m (15 ft)
Propulsion:
27 Sails, 1,360 m2 (14,600 sq ft)
Engine, Caterpillar 900 HK
Speed:
Sails, 14 knots (26 km/h)
Engine, 10 knots (19 km/h)

Four Masted Barque

Sedov - Photo: Christian Ferrer / Wikimedia Commons, via Wikimedia Commons

Four Masted Barques

Four Masted Barques have square sails on the three front masts.

Four Masted Barque Sedov
History Germany
Name:
Magdalene Vinnen II (1921–1936)
Kommodore Johnsen (1938–1948)
Builder: Friedrich Krupp Germaniawerft, Kiel, Germany
Launched: 1921

Fate: Acquired in 1945 by the Soviet Union as a war reparation
1945 Russia
Name: Setov
Acquired: 1945
Identification:
IMO number: 7946356
Call sign: UELO
MMSI number: 273510000

General characteristics
Tonnage: 3,500 GRT standard
Displacement: 7,300 long tons (7,400 t) (at 5,350 ts load)
Length: 117.5 m (385 ft 6 in) oa.
Hull:108.7 m (356 ft 8 in)
Deck:100 m (328 ft 1 in)
Beam: 14.9 m (48 ft 11 in)
Height: 54 m (177 ft 2 in)
Draft: 6.5 m (21 ft 4 in) Propulsion:
Auxiliary diesel
Sail plan: Sail area: 4,195 m2 (45,150 sq ft)
Speed:
18 kn (33 km/h; 21 mph) max
8 kn (15 km/h; 9.2 mph) under engine
Complement: 240 (Professional crew: 70; Cadets:
120; Guest trainees: 50)

Barques

Photo three masted Barque Europa

Three Masted Barques

Three masted barques have square sails on the fore and main mast. The aft most mast does not carry square sails.

Barque Europa
History - Built in Germany
Name: Senator Brockes
Namesake: Barthold Heinrich Brockes
Builder: H. C. Stülcken & Sohn, Hamburg
Cost: 300,000 Reichsmark
Yard number: 409
Launched: 1911
Out of service: 1977

History - Netherlands
Name: Europa
Owner and operator: Rederij bark EUROPA,
Port of registry: The Hague, The Netherlands
Christened:
Acquired:
In service: • Homeport: 1994

The Hague
Identification:
IMO number: 8951932
Call Sign: PDZS
General characteristics
Type: Three-masted steel barque
Tonnage: 303 GT
Length:56 m (184 ft)
Beam: 7.5 m (25 ft)
Height: 33 m (108 ft)
Draught: 3.8 m (12 ft)
Power: 2 × 365 HP Caterpillar 6-cyl. Diesel
Propulsion: Sail; auxiliary Diesel engine
Sail plan: 30 sails (incl. 6 studding sails; 1,250
m2 (13,500 sq ft) sail area
Speed: 13 knots (24 km/h; 15 mph)
Range: Worldwide
Complement: 64

Three masted Barque Tenacious

Three masted Barque Tenacious

Three masted Barque Tenacious
History
Tenacious is one of two tall ships specially built to enable people of all abilities to sail. There are up to eight wheel chair users per voyage.

United Kingdom
Name: STS Tenacious
Owner: Jubilee Sailing Trust
Builder: Jubilee Yard (Merlin Quay), Southampton
Laid down: 6 June 1996
Launched: 3 February 2000
Commissioned: 2000
Status: Operational
General characteristics
Tons burthen: 586 tons

Length: 54 m (177 ft) hull, 65 m (213 ft) including bowsprit
Beam: 10.6 m (35 ft)
Draught:4.58 m (15.0 ft) in summer
Propulsion:
Sails: 1,217 m2 (13,100 sq ft)

Engines: 2x400bph
Sail plan:Barque (three-masted))
Speed: 11 knots (20.37 km/h) under sail, 8 knots (14.82
km/h) under power
Complement:
Permanent crew approx 11 (incl. 3 volunteers)
Voyage crew up to 40 (50% of whom may be sensory impaired
or physically disabled)

Three Masted Barque Gloria

Gloria shown off Cape Horn photo by Adam Purser.

Three Masted Barque Gloria

Details
Owner Columbian Navy
Ordered: 6 October 1966
Builder: Astilleros Celaya S.A., Bilbao, Spain Commissioned: 7 September 1968
General characteristics
Type: Barque
Displacement: 1,300 tons
Length: 64.7 metres (212 ft)
Beam:10.6 metres (35 ft)
Draft: 6.6 metres (22 ft)
Propulsion: Diesel, 500 hp
Sail plan: 1,400 square metres (15,000 sq ft)
Speed: 10 knots (19 km/h; 12 mph) under power

Barquentines

Esmeralda Photo off Cape Horn by Adam Purser

Barquentines

Barquentines have three or more masts and only the foremast has a full set of square sails. The important distinction is that the foremasts has square sails from top to bottom.

Esmeralda Details
Operator: Chilean Navy
Laid down:
Launched:
Nickname(s):
Fate: training ship
General characteristics
Displacement: 3754 tons
Length:113 m (371 ft)
Beam: 13.11 m (43.0 ft)
Height: 48.5 m (159 ft)
Draft: 7 m (23 ft)
Sail plan: four-masted barquentine; 21 sails, total sail area of
2,870 m2 (30,892 sq. ft.)
Speed: max 13 knots engine, 17.5 knots sail
Complement:
Armament: May 12, 1953
300 sailors, 90 midshipmen
4 × 57 mm ceremonial gun mounts
1946

Main Mast Barquentine – Xebec or Polacre

STS Pelican of London, photo by Adam Purser

Main Mast Barquentine STS Pelican of London

A Main Mast Barquentine is a three masted vessel with square sails only on the main mast.

History Norway
Name: Pelican
Builder: Chantiers et Ateliers Augustin Normand, Le Havre, France
Launched: 1948
Status: Arctic fishing trawler

Name: Kadett
Acquired: 1968
Status: Re-classed as a coastal trading vessel

History
United Kingdom
Name: Pelican of London
Acquired: 1995
In service: 2007
Identification:
IMO number: 5273339
MMSI number: 235057366
Status: In use
Notes: Rebuilt as sail training ship, 1995–2007
General characteristics
Tons burthen: 226 GRT
Length: 45.0 M (148 ft.) LE; 34.6 M (114 ft.) LOA hull
Beam: 7.03 M (23 ft.)
Draught: 3.95 M (13.0 ft.) (aft)

Propulsion: Volvo Penta TAMD 120A-CC
290HP. Reconditioned 2000.

Topsail Schooner

Topsail Schooners

Photo Topsail Schooner Oosterschelde off Cape Verde
Topsail Schooners
Topsail Schooners have two or more masts and the foremast has square sails but only attached to the topmast or above.
In other words, there is no main mast square sail unlike a Barquentine that has a full set of square sails.

Oosterschelde Details
History
Completed: 1918
General characteristics
Type: Topsail Schooner
Tonnage: deadweight of 400 tons
Length:50 metres (160 ft)
Beam: 7.5 metres (25 ft)
Height: 36 metres (118 ft)
Depth: 2.95 metres (9 ft 8 in)
Installed power: Deutz 6 cylinder, 360 hp
Sail plan: Topsail schooner, 891 square metres
(9,590 sq ft) sail area

Capacity: room for 24 embarked passengers, up to

120 passengers on daytrips
Crew: 4to8

Malcolm Miller Three Masted Topsail Schooner

Malcolm Miller Details
Builder: John Lewis & Sons, Aberdeen
General characteristics
Past - Sail Training Ship, now private yacht Displacement: 299 metric tonnes full load
Length:
45.68 m (149.87 ft) sparred
41.15 m (135.01 ft) overall
Beam: 8.31 m (27.26 ft)
Draught:5.73 m (18.80 ft)

Photo © Rémi Jouan, CC-BY-SA, GNU Free Documentation License, Wikimedia Commons

Topsail Schooner La Recouvrance

Two masted topsail schooner - only has topsail square sails on the foremast.

Recouvrance Details
France
Name: Recouvrance
Namesake: Recouvrance
Owner: Goelette la Recouvrance
Build 1990
Chantier du Guip 11 July 1991
14 July 1992 1993
Brest, France
Fate: tourist vessel
Displacement: 150 tonnes (170 short tons)
Length:25 m (82 ft), 42 m (138 ft) overall
Beam: 6.4 m (21 ft)
Height: 28 m (92 ft)
Draft: 3.2 m (10 ft)
Sail plan: Two-masted square-topsail schooner, 430 m2 (4,600 sq ft) total sail area
Capacity: 30 persons
Complement: 5: captain, mate, and 3 crew including cook

La Recouvrance is the one of the three French ships the author would like to run a cutting out expedition.

Brig

Photo Two Masted Brig Morgenster

Brig

A Brig has two masts both with square sails, the main mast also has gaff sails on the stern side.

In this photo of Morgenster you can also see between the main and foremast a staysail has been set.

Brig Morgenster Details

Dutch
Owners: Marian and Harry Mutter • Type: Brig
Built: 1919 (restored 2008-2010)
Length: overall 48 metres
Length: on deck 39 metres
Draft: 2.4 metres
Sail Area: 600 sq metres
Guest Crew: 24 guests in 2 and 4 person cabins and optional hammocks.

Brig

Photo Niagara by Lance Woodworth, CC BY 2.0 via Wikimedia Commons

USS Niagara Details

Owner: Pennsylvania Historical and Museum Commission
Sunk: 1820
Raised: 6 March 1913
Restored: 1913, 1931–1943, 1963, 1988
Homeport: Erie, Pennsylvania
Flagship Niagara League 31 Dec. 1812
4 June 1813
General characteristics
Class and type: Niagara-class brig
Displacement: 297 long tons (302 t)
Length:110 ft 8 in (33.7 m) LBP
Beam: 32 ft (9.8 m)

Height:
113 ft 4 in (34.5 m) Foremast
118 ft 4 in (36.1 m) Mainmast
Draft: 9 ft (2.7 m)
Sail plan: 12,665 sq ft (1,177 m2) on two masts
Complement: 155 officers and enlisted
Armament:
18 × 32-pounder carronades
2 × 12-pounder long guns

1998:
Tonnage: 162 GT
Installed power: 2 × 200 bhp (150 kW) diesel engines
Crew: 20 professional, 20 volunteer
Armament: 2 × 32-pounder carronades

Three Masted Schooners

Three Masted Schooner

Three Masted Schooners only have gaff sails, no square sails. The masts are all the same height or the foremast is shorter than the main and or mizzen.

Adix Details
Builder Astilleros de Mallorca
Built 1984
Former Name Jessica, XXXX
Sailing Yacht – Three-masted Schooner
Construction Steel
LOA 64.85m (212.76ft)
Beam 8.88m (29.13ft)
Draft 4.09m (13.41ft)

Two Masted Schooner

Two Masted Schooner ‘When and If’

History United States
Commissioned by General (Then colonel) George S. Patton
Designed by John C Alden
Built by F.F Pendleton of Wiscasset, Maine in 1939
Named ‘When and if’
"When the war is over, and If I live through it, Bea and I are going to sail her around the world." George S Patton Jnr.
Unfortunately, General Patton died in 1945 before he ever had the chance to sail her around the world.

Owner ‘Sail When and If’	
Length overall	63 ft 5 ins
Length waterline	47ft 2 ins
Beam	15ft 1ins
Draft	8ft 6ins

Guest Crew Overnight	Max 3
Guests day sail	Max 32

Gaff Ketch

Gaff Ketch Bessie Ellen Photo by Debbie Purser

Gaff Ketches

A gaff ketch has two masts and there are gaff sails on both masts. The main mast is shorter than the foremast. The mizzen is positioned in front of the rudder.

Gaff Ketch Bessie Ellen

British
Owner: Nikki Alford
Built: 1904 Plymouth
Characteristics
Rig: gaff ketch 8 sails
Sail area: 320 sq m
Length on deck: 25.6m 84ft
Length overall: 36.5m 119ft
Beam: 6m 20ft
Draft: 2.4m
Air draft: 26.5m 86ft
Tonnage: 87 GRT
Professional crew: 4-6
Guest crew berths: 12
Day sail capacity: max 60 guests
Luxury dinner in saloon: max party of 32
Buffet in saloon: max 60 guests

Leader and Provident Two Gaff Ketches

Leader Gaff Ketch
British
Owner Trinity Sailing Trust
Number 99504
Port: Brixham
Builder W A Gibbs, Galmpton, Devon
Date Launched1892
Radio Call SignMFZX5
Gross Tonnage 53.21
Net Tonnage 47.12
Length Overall including spars30.50 m
100’ 0’’
Length of Hull 24.40 m 80’ 0 “
Sail Area 222 sq m 2390 sq ft
Displacement 100 tons
Ballast 15 tons
Engine, Daewoo 6 cylinder 119 kW 160 Hp
Water Capacity 2,300 litres
Fuel Capacity 1,040 litres
508 gals 229 gals

Provident Details
British
Owners Trinity Sailing Trust
Number 139433
Port Brixham
Builder J Sanders, Galmpton, Devon
Date Launched1924
Original Fishing Number BM28
Characteristics
Radio Call Sign MIGB
Gross Tonnage 41.62
Net Tonnage 34.43
Length Overall incl. spars27.56 m/90’ 5’’
Length of Hull 21.51 m / 70’ 6
Length of Waterline 18.29 m / 60’ 0’’
20.80 m 68’ 3 “ 5.90 m 19’ 4 “ 3.00 m 9’ 10
Maximum Beam 5.49 m / 18’ 0’’
Maximum Draft 2.83 m / 9’ 4’’
Sail Area180 sq m, 1940 sq ft
Maximum Sail Area 280 sq m / 3010 sq ft
Displacement 85 tonnes
Engine Gardner 6 Cylinder 95 kW / 120 Hp
Water Capacity1,957 litres / 431 gals
Fuel Capacity 950 litres / 209 gals

Three Masted Lugger

Photo Grayhound in St Mawes Harbour, by Debbie Purser

Luggers

Luggers have one or more masts and the sails are supported on a yard but to tack or wear ship (gybe) the foot of yards need to be dropped to the deck and moved to the opposite side of the mast and then hoisted again. There are other varieties of lug sails but in essence the dipping lugsail is the founding characteristic of luggers.

Grayhound Sailing Lugger - Specification
Three masted lug rig sailing vessel
Owners Freya and Marcus Pomeroy-Rowden
Builders Freya and Marcus Pomeroy-Rowden
Build started in 2010
Launched in 2012
length on deck 63’6”
length overall 108 ‘
Beam 19’5”
Draught 10’9”
56 tonnes
SQ feet canvas 3500
Crew5
Guest crew 9 (more for day sails)
Carries commercial cargo on certain voyages.

Yawls

Photo Courtesy Cirdan Sailing Trust

Yawls

Yawls are two masted but the mizzen mast is behind the rudder. You can see it has to have a bumpkin out the stern to control the set of sail. (The bumpkin is like a bowsprit sticking out the stern.)

Duet
Owners the Cirdan Sailing Trust
Designed by Linton Hope
Built at White's yard on the River Itchen in Hampshire,
Construction - wooden
Built in 1912
In 1996 Duet was the first vessel of the Ocean Youth Club
Guest Crew 7
Skipper and mate
Length 21.95 metres long (including spars)
Beam 3.38 metres

Gaff Cutters

Gaff Cutters

Gaff Cutters have a gaff mainsail and two or more head sails in front of the single mast.

Gaff Cutter Eve of St Mawes
Boat Specification - Eve of St Mawes
Construction: Larch on Oak, copper fastened throughout
Built and Designed by Luke Powell, Working Sail.
Launched April 1997 in Exeter Canal Basin.
Owners Classic Sailing
Characteristics
Length on deck 38’
Length with bowsprit 51’

Beam 12’
Draught 6’ 2”
Engine 42hp
Tonnage 14
Rig Gaff Cutter
Sails: gaff mainsail, gaff topsail, staysail, working jib, jib topsail

Photo courtesy of Eda Frandsen Sailing

Eda Frandsen Gaff Cutter

Eda Frandsen Vessel Specification
Year Built/Restored 1938/1995
Build Port Grenna
Owner James MacKenzie
Characteristics
Length Overall 73ft
Length on deck 56ft
Beam 15ft
Draft 8ft
Sail Area 2210sq ft
Guest Crew Overnight 8 persons
Professional Crew 3
Max for day sails 12 persons
Shower and 2 toilets
Generator for 240V

Tall Ships Races 2018 – England – Denmark – Norway - Holland

Four amazing cities and two awesome races across the North Sea will make the 2018 Tall Ships Races the highpoint of your summer.

Excitement aloft and on deck. Sail these magnificent ships with constant attention to the sails and your position in the race. After you have worked hard in your watch you can celebrate ashore with the whole ships company and those of the other competing ships.

SUNDERLAND, UK
The north of England had a distinct character all of its own. Forthright and friendly and a maritime history as long as your yard arm. The harbour is right next to the centre of the city and the coast is within a stone's throw over the harbour wall.
Ships in Port - 11 July 2018 - 14 July 2018
2018 Tall Ships Race 1 Starts on 14th July.

ESBJERG, DENMARK
The majestic ships, a maritime celebration, an enthusiastic crowd, a friendly city and a great atmosphere are just some of the things you will experience when visiting Esbjerg in July 2018. For the fourth time Esbjerg looks forward to welcoming The Tall Ships Races in 2018. In 1993, 2001 and 2014 the event certainly made its mark on the entire city, and The Tall Ships Races stand as the event not to be missed in 2018.
Getting there You can fly to Billund about 45 minutes from Esjberg from UK airports, London City, Stanstead, Manchester and Edinburgh.
Ships in Port - 18 July 2018 - 21 July 2018
2018 Tall Ships Cruise in Company Starts on 21st July

STAVANGER, NORWAY
A vibrant and energetic city
Stavanger is Norway's third largest city but retains a small port feel around the old harbour. It is a rich city as the centre of the oil industry, and past importance as a fishing centre. The City of Stavanger was European Capital of Culture in 2008. There is a medieval cathedral, much timber architecture including big timber wharf buildings on the waterfront, and lovely parks, lakes and harbour sidewalks. There is a high concentration of museums and many restaurants and bars - all within walking distance from the harbour. Debbie recommends the Oil Museum which has some great models of oil rigs and full size under water submersibles.
Ships in Port - 26 July 2018 - 29 July 2018
2018 Tall Ships Race 2 Starts on 29th July

HARLINGEN, THE NETHERLANDS
Harlingen is one of the oldest seaports in The Netherlands. Coming from the North Sea it is the gateway to northern Holland and homeport for sea-going trawlers and a large traditional sail charter fleet. Harlingen is a yachting centre.
Two ancient tidal docks, the Noorderhaven and Zuiderhaven, surround the historic city centre and lend Harlingen it's unique character. Smaller Tall Ships can berth in the Noorderhaven, lined with historic warehouses and stately houses of ship owners.

Ships in Port - 3 August 2018 - 6 August 2018

Got a Question Contact Classic Sailing