

International Sail Training & Tall Ships Conference

organised by Sail Training International & the American Sail Training Association



Sail Training International

Halifax, Nova Scotia

14-15 November 2008



CONFERENCE NEWSLETTER

400 DELEGATES FROM 28 COUNTRIES... CONFERENCE RATED NEAR 'EXCELLENT'

Four hundred delegates from 28 countries around the world converged on Halifax, Nova Scotia, at the end of last week (14-15 November) for the International Sail Training and Tall Ships Conference 2008. Organised by Sail Training International in collaboration with the American Sail Training Association (the biggest of STI's 25 member national organisations), the conference had an overall rating from delegates of close to 'Excellent'.

Sail training vessel operators from Australia, New Zealand, South Africa, and throughout both Europe and North America attended, along with representatives of host ports from Europe, the Caribbean and North America. The conference comprised a mix of plenary sessions for all delegates and an à la carte menu of 16 workshops. These covered a range of topics from dealing with the current 'economic tsunami' and navigating the regulatory seas, to recruiting trainees, the development of a successful sail training programme,

and the ingredients of a successful Tall Ships event (see pages 2-8 for session summaries). The conference also included a session for the Sail Training International Youth Forum, attended by 36 young sail trainers.

sail training in changing the lives of young people, the imperative of exemplary safety standards, and the perils of organisational complacency in the sail training industry (see page 2).

	Excellent	Good	Satisfactory	Poor
How do you rate the conference overall?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
How well has Sail Training International and ASTA met the conference goals?				
To provide the sail training community with the best opportunity in the world to network with each other	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To deliver a conference programme that 'informs, educates and entertains' and is judged by delegates as valuable	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
To leave the impression that Sail Training International and ASTA's goals are aligned to the best interests of sail training operators and host ports	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

See also story on page 8.

The Rt Hon Rodney MacDonald, Premier of Nova Scotia opened the conference and welcomed the delegates, followed by Nigel Rowe (President and Chairman, Sail Training International) and Mike Rauworth (Chairman of the American Sail Training Association). The première of a dramatic new two-minute film ([click here](#)) aimed at attracting young trainee crews to participate in Tall Ships events preceded an inspirational key-note address by Peter Neill, Director, World Ocean Observatory. He talked about the value and importance of

The conference was preceded by a full session of the Class A Tall Ships Forum, an organisation created by Sail Training International in 2004 to address the needs and interests of the big square-rigged ships. The delegates to this meeting made considerable progress on the codification of a modular training programme to meet the demands of the new IMO Code for Special Purpose Ships, and on a process for developing new ideas to improve the economics of participating in Tall Ships events. In parallel with this, representatives from host ports met for a separate seminar (see story on page 8).

Go to: www.sailtraininginternational.org or www.sailtraining.org
for more pictures and many of the conference presentations (after pm 18 November)

WORKSHOPS AND DISCUSSION GROUPS

The following schedule of plenary sessions, workshops and discussion groups lists their speakers and moderators.

△ indicates that presentation texts and other materials are available via the Sail Training International and American Sail Training Association websites from pm Tuesday 18 November

Opening Plenary Session

Opening Addresses:

△ Nigel Rowe, President and Chairman, Sail Training International.

△ Mike Rauworth, Chairman, American Sail Training Association.

Keynote Address: Peter Neill: Director, World Ocean Observatory.

This entertaining and lively keynote speech looked at the Why and How we are involved in sail training. After 30 years in the sail training business, he said he believed the industry was in danger of complacency, which could be seen as half way to bankruptcy and urged everyone to think about how to improve things imaginatively.

One area he said was important for all operators to keep in the forefront of their minds is safety. He advised everyone to look at every aspect of what they do and realise that any incident on any vessel has ramifications

for the entire sail training family. Good seamanship means that we do not seek out trouble, we seek to do everything as safely as possible.

In the current economic climate, he suggested that it is important that ships not only survive but flourish. He said that there is often a misunderstanding between 'economy' and 'productivity' and that it was important to be careful that any cuts made did not remove essential parts of the operation that contribute to meeting the challenge. Everyone may be busy but he suggested an economic crisis is a perfect time to look for new opportunities.

Warning against complacency, he advised everyone to look towards invention and new ways to use their vessels to open up the sail training experience to a new market. Collaboration with other operators was another area that vessel operators were urged to embrace. In addition he believed it was not good enough to simply say 'we've always done it this way' and encouraged change as he believed that by doing something that is unexpected and different, and link to new partners, operators can extend their curricula and expand their mission. Finally, he talked about the ocean, how it connects us all and

how the whole world depends on it. He said ships are a potent symbol of its power and it was therefore up to operators to educate the world on its importance to everyone. He also drew attention to the World Ocean Observatory, an on-line resource open to everyone and which has huge amounts of information to help operators with their education programmes, (www.thew20.net).



Sail Training Workshops

Delivering Sail Training as Part of a Long Term Personal Development Programme

Examples of using sail training as part of long term personal development programmes was explored. Delegates heard about the Spirit of Fairbridge programme which works in 15 disadvantaged areas of England, Scotland and Wales. It supports young people aged 13-25 who are not in education, employment or training. Ways to help provide them with the motivation, confidence and skills they need to change their lives was discussed, including the preparation of young people prior to sailing, delivery during a week on board and how achievements are both measured and built upon beyond the sailing training experience.

Delegates were advised that for such programmes to be successful, there must be a continuous evaluation of how they are delivered. Organisations must challenge themselves and their structures to move forward in a way that remains meaningful





to their customers, knowing that their core activity remains a perfect tool for personal development. Safety was another issue that was raised as an essential priority. Staff must subscribe to the educational ethos of the organisation and not just the sailing of the ship.

Speakers:

△ Craig Wilson: Manager, *Spirit of Fairbridge*

Peter Neill: Director, World Ocean Observatory

Kalanne O’Leary: STI Country Representative, Ireland

(facilitator)



Weathering this Economic Tsunami

The dire economic climate in the developed economies of the world, and the likely impact of a prolonged recession on discretionary activities such as sail training, was explored. The session was not all ‘doom and gloom’ as time was spent defining ways to deal with it and where opportunities had arisen. While no ‘silver bullet’ solutions emerged, the panellists were able to leave a useful inventory of concepts, ideas and tools with those attending. Remarkably, some of the operators present reported growth in the current climate and some new opportunities for development, all precipitated by timely attention to the changing conditions. Participants, in an

active question-and-answer period, took the opportunity to probe further the expertise and advice of the panel. Sailors are good at recognising conditions that oblige them to change course, to take in sail, and to batten down the hatches. This session effectively directed them to recognise opportunities within a crisis and to move forward with a measure of confidence.

Speakers:

△ Per Langhelle: Chairman, Sail Training International Class A Tall Ships Forum, and General Manager of the Statsraad Lehmkuhl Foundation

Mark DuPlessis: Principal, Grant Thornton LLP

Pat Lyall: President and CEO, Destination Halifax

△ Terry Davies: CEO West Island College (facilitator)



Navigating the Regulatory Seas

The difficulties sail trainers face complying with international regulations designed for commercial shipping was discussed. Given the shortage of professional seafarers, the potential for a cross over between sail training and commercial shipping was explored as well as ways to improve mobility between sectors.

New amendments to the IMO SPS Code, recognising sail training, were discussed and what this means for sail training vessels.

The workshop also looked at current US regulatory issues.

These included the new Transport Workers Identification

Credentials that licensed US mariners are required to obtain, Vessel Security officers and medical requirements for mariners, (most of which are post 9/11 measures which, although designed for large commercial vessels, had implications for all vessels in the sail training and school ship fleet).

Speakers:

△ Peter Cardy: CEO Maritime and Coastguard Agency

David Ralph, Maritime and Coastguard Agency

△ Sigurd Gude: Acting Director General, Norwegian Maritime Directorate

△ Luke Harden, US Coastguard

Ron Dadswell: STI Country Representative, UK (facilitator)



Medicine at Sea: Appropriate Technology for Wilderness and Marine Medicine

‘Be prepared for some unconventional thinking’ was the basis of this workshop. It explored administering medical care in the unconventional setting of being at sea. This workshop looked at how nature can be very hostile, creating an environment that is not conducive to providing good healthcare. Discussions focussed on how to use medicine and technology in these remote circumstances. The speaker stressed the importance of sound judgement in executing the correct care. He suggested avoiding high-risk solutions to low risk problems, such as calling for an emergency helicopter when it is not necessary. A wilderness rescue plan was discussed which focuses on a specific plan

for the environment in which one is operating. Various pain medications were introduced as well as technical devices such as vacuum mattresses and defibrillators.

Speaker:

Jeffrey Isaac: President, MedicalOfficer.Net Ltd
Deborah Hayes: St George's School, Rhode Island (facilitator)



Protecting the Marine Environment

The reasons for looking after the environment and how to go about it was outlined, together with details of the work of the Green Blue, before delegates were split into three groups. They were asked to develop a list of actions relevant to improving the environmental actions of sail training vessels. The group then looked at each of these plus other issues that were often overlooked.

Why we should change our behaviour was discussed, how difficult it is to get people to behave in an environmentally friendly way and what can be done to overcome this. Finally the unique role of instructors on vessels was reviewed to see what a hugely powerful role they have in changing behaviour.

Speaker:

△ Sarah Black: Project Manager RYA 'Green Blue'
Chris Bickert: STI Country Representative, France (facilitator)



Characteristics of an Effective Sail Training Programme

The various aspects of an effective sail training programme were explored. These included looking at how to capture and

capitalise on that 'a-ha' moment, and linking with environmental education. The critical role of Masters and Mates was looked at as well as the hiring and training of crew and instructors. This was seen as a critical element of any successful programme.

A complimentary overlap for leadership and team-building programmes, and environmental education, was seen as important as was creating challenges where none present themselves.

Speakers:

△ Murray Henstock, Young Endeavour Youth Scheme
△ Nancy Richardson, Los Angeles Maritime Institute
Jonathan Boulware, Soundwaters Inc
Jim Gladson, Los Angeles Maritime Institute
△ Captain Chris Sinnett, US Coast Guard Barque *Eagle*
Otto Loggers: Education Director, ASTA (facilitator)



Risk Management for Sail Training Organisations

This session discussed how risk management can and should be handled. The speakers stressed the importance of anticipating danger and consequences before taking action. Knowing all situations that may be potentially risky, and having a meticulous checklist to resort to, was seen as an essential part of preparation for any event. One of the most important aspects of avoiding risk and danger was having a well-informed and well-educated crew as well as equipping your vessel appropriately, and of course obtaining the relevant and

sufficient insurance. Examples were given of several real life situations and how they can be avoided.

Speakers:

△ Gene McKeever: Allen Agency Insurance
Captain Marcus Seidl: *Statsraad Lehmkuhl*
Bert Rogers: Executive Director, ASTA (facilitator)



Youth Forum



Open to sail training delegates under 30 years of age, the aim of this session was to allow young sail trainers to express their ideas on how to attract other young people to sail training, and how to keep them involved, including considering it as a career. A clear message to emerge was that in spite of the value of social networking, word of mouth was still felt to be one of the most effective ways of communicating about sail training.

The young sail trainers felt that using the enthusiasm of people who have just been on a voyage is fundamental. One suggestion was that all participants should be given postcards to send to their friends at the end of a voyage. The group was asked to suggest ideas for future Youth Forums and involvement by young sail trainers in the conference. There was a consensus that rather

than just having a Youth Forum meeting they would prefer a formal process for young people to communicate throughout the year with representatives with each country that can be called up on an ad-hoc basis. In addition, there should be at least one under 25 year old on the Sail Training International Board, with full voting rights and rotated every two years.

Speaker:

Craig Wilson, Manager, *Spirit of Fairbridge* (facilitator)



Sail Training for Disabled and Special Needs Trainees

Sailing training is generally seen as an activity for young able-bodied people. However there are several programmes that include people of all ages as well as people with a range of disabilities. This popular and informative workshop asked why there were not more disabled and special needs trainees aboard Tall Ships.



It was thought there was a lack of information about the possibilities for disabled people. The various factors on what could make inclusion possible were discussed, including ship design and programme content but most importantly the attitude and approach of the organisation. The presentation focussed on the work of the Jubilee Sailing Trust

but provided some ideas that could be extended to other organisations as well as smaller vessels that wish to include people with disabilities into their programme.

Speakers:

△ Amanda Butcher: CEO Jubilee Sailing Trust
Paul Tingley: Paralympic Gold Medallist 2008
John Lister: STI Country Representative, New Zealand (facilitator)



Incident Analysis - European and North American incident

Presentations and discussions centred on theories and models regarding accidents, their investigation, and prevention in both Europe and North America. Detailed information and advice was provided on ways to prevent near misses and incidents that lead to accidents and best practices of documenting these activities. Delegates heard about the UK's approach to accident analysis and were also told about the first Safety at Sea Seminar, held in Halifax in 1984. Discussion took place on the roles and interactions between the US Coast Guard and the National Transportation Safety Board in US accident investigation.

Speakers:

△ John Lang, Past CEO Marine Accident Investigation Board
△ Captain David Wood: former captain of US CG Barque *Eagle*
△ Ken Potter: Transportation Safety Board of Canada
Michael Rauworth: STI Country Representative, USA (facilitator)



Recruiting Trainees - Remaining Competitive with 'New Media' based Marketing

As the recession bites, so our thinking needs to change to remain competitive. However no-one wants to spend money so this deeply informative workshop told delegates about search engine optimisation and how to ensure their keywords were working hard with a no-cost or low-cost budget. Delegates were informed about the do-it-yourself and free resources available. These require no technical skills to optimise websites and use web presence to appeal to the younger generation which are key to most sail training organisations' survival. Social networking, video sharing, podcasting, article directories, blog directories, RSS feeds and auto-responders, among others, were all explained and demystified.

Speakers:

△ Tony Treacy: eConsultants. it Ltd
Emma Laird: STI Programme Support (facilitator)



Search and Rescue Case Study

This session focussed on the Search and Rescue network and response capabilities of the Coast Guard. The primary scenario discussed and explored was a man overboard at sea. Rescue Coordination Centre (RCC) response and communications were discussed, as well as expectations and possible actions for the reporting vessel. The presenters also explained the Coast Guard's new Search

and Rescue Optimal Planning System (SAROPS) software and the lessons learned and outcomes of drills performed with the USCG and S.E.A.'s ship's *Seamans* and *Corwith Cramer*.

Speakers:

△ LCDR Aurora Fleming: US Coastguard Search and Rescue
Dr Eric Shaw: US Naval War College (facilitator)



Host Port Workshops

Ship Recruitment - Making the Economics Work for All

Taking the time to engage, cultivate and maintain relationships between host ports and Tall Ships was the main focus of this workshop. Ways to recruit naval ships was discussed with some useful tips and a lively discussion took place on appearance fees for ship visits. Many ships agreed that appearance fees were important and provided an incentive for the ships to visit more ports. Ways to offset these fees were discussed, along with the reiteration that the ships and the ports must work together to ensure that each Tall Ships' visit is a success.

The point was made that ships need to know what the ports can do for them well in advance, especially in terms of corporate hospitality and trainee berths.

Speakers:

△ Paulina Brooks Northover: Bermuda Project Coordinator
△ David Choate: Vice President, Conventures Inc
△ Reinoud van der Heijden, Rederij Bark *Europa*
Andrew McCall: Project Director TSAC (facilitator)



Risk Management - Security, Crowd Control, Inclement Weather etc.

The overwhelming message in this focus session was that the safety issue should never be underestimated and always placed first when planning an event. It is the actions taken prior to an event that are so crucial in reducing the risks involved. It is the duty of the organisers to protect the crew, staff, and public during an event, as well as to protect the reputation of the organisation and the industry. Risk Management is not the bells and whistles of an event but rather the nuts and bolts. The importance of being properly insured during an event was discussed and the speaker said it was important always to be prepared for what could happen and always to expect the worst. Discussion took place on levels of insurance necessary for events and whether it was possible to have too much insurance.

Speakers:

△ Mike Richmond, Managing Director, Richmond Event Management
△ Gene McKeever: Allen Agency Insurance
Christer Samuelsson: STI Country Representative, Sweden (facilitator)



How to Conduct an Economic Impact Study

This session addressed the subject of assessing the economic impact of hosting a Tall Ships event. Experience shows that the need to measure and prove positive impact is increasingly essential to securing regional and national government support. The value and effectiveness of such studies depends very much on the use of a credible research methodology. Another key factor, particularly in relation to attracting sponsorship funding for future events, is an understanding of the local market and its demands for future events. Delegates were also advised to start planning impact studies early.

One final idea put on the table was for Sail Training International to develop a single methodology that could be validated and used by both host ports and Sail Training International to evaluate the essential ingredients of a successful event.

Speakers:

△ Bill Campbell: VP, Waterfront Development Corporation
△ Karen McNutt: Snr Research Analyst, Nova Scotia Department of Tourism, Culture and Heritage
Thomas McGuire: Economic Development Consultant
Doug Prothero: President, Canadian Sail Training Association (facilitator)



Corporate Hospitality

From the ship operators' point of view, the income generated from corporate hospitality is an

essential part of taking part in Tall Ships events. By working together with the ships, the ports can make the most of the ships' visiting their port and ensure their attendance. A range of tips were provided to the host ports on ways to source corporate hospitality and match them to the ships taking part in the event. One of the best ways to do this is to match the vessel with the sponsor to present the most effectively company and exploit the venue aspect of the ship. In the past, corporate hospitality has been left primarily in the hands of the ports and there was interest and speculation about whether Sail Training International should become involved in the negotiation process.

Speakers:

- △ Mark Tower: Topsail Charters
- △ Daan Meijer: Chairman The Tall Ships' Races Den Helder 2008/Director, Sail Amsterdam
- △ Patti Lock: Great Lakes Sailing Ship Adventures
- Mark Guscini: Ayuntamiento de La Coruña (facilitator)



Media Relations & Management

Delegates were taken through the various stages of media management for a Tall Ships event, with examples of media and marketing plans, how to create media partners and how to make the most of media attention.

The importance of early contact with the media was advised, and ensuring that the sail training message is included in all promotion of a Tall Ships event was strongly encouraged. It was also

suggested that by promoting the entire event rather than just the port activities, ports would be able to expand their media coverage. Using the example of Sail Boston, delegates were given examples of how to create media partners, details of successful campaigns and ways to work with media partners.

Speakers:

- △ David Choate, Vice President, Conventures Inc
- △ Corinne Hitching, Media & Publications Manager, Sail Training International
- Patti Lock: Great Lakes Sailing Ship Adventures (facilitator)



Ingredients for a Successful Tall Ships Event

Vivid descriptions of the process leading up to and executing a major Tall Ships event were provided, with an emphasis on the fact that it was a huge undertaking which should not be underestimated. The advice is to start as many years in advance as possible, and a minimum of three years, with detailed planning and an early definition of responsibilities for specific aspects being a key to success. It was emphasised that using the experience of previous host ports was an important tool and to set up good channels of communication with them at an early stage. Also, form a close tie with other ports in the same year's race series.

A host of planning ingredients were covered, including budget, letters of invitation, getting together your team of salaried and volunteer workforce, knowing where the ships are

coming from and what special assistance they will need. On the operational side the agreement and support of the port authorities was essential along with safety and security implications, and the support of the emergency services.



Speakers:

- △ Judith Feather: Head of Events, Liverpool Culture Company
- △ Karen Scherberger: Norfolk Festival Events
- Mike Bowles (facilitator)



Recruiting and Placing Trainees

Trainees should earn participation in a scheme, and not be allowed to take part for free, to demonstrate a commitment. Acquiring funding was the key to success for ports, and various ways to obtain private and public sector funding were explored. The value of mixing 'disadvantaged' trainees with others, both in terms of raising funds as well as the value of the experience for the trainees was a key conclusion. Liability, P&I insurance, a code of conduct, personal medical and travel insurance and the written assent of parents were all discussed. Targeting groups through schools, universities, Lions and Rotary clubs was discussed as well as the

importance of sponsorship and the media. The importance of trainee selection and briefing was stressed.

Delegates also heard about the experience of a web-based crewing agency that was developing a voyage search capacity. Delegates heard that having information on a ship's programme on the website is desirable to match trainees with voyages.

It was suggested that in a world where all sorts of schemes for young people claim to be life-changing, the sail training community should look hard at its 'offer' to make sure its 'life-changing experience' was competitive.

Speakers:

▲ Monique Touw: At Sea Sail Training

▲ Dexter Donham: Sailing Ship Adventures

Peter Newell: STI Race Director (facilitator)



PORT DAY

Delegates taking part in the port day on Thursday 13 November were welcomed to Halifax by Doug Prothero (President of the Canadian Sail Training Association) and then heard a presentation on 'Growing the Legacy of Tall Ships Events in your port'. Speakers from the Halifax based charity SEASTAR and a marketing group based in the Great Lakes provided delegates with a vivid description of programmes that aim to get underprivileged kids involved in sail training. SEASTAR, an acronym for the aims of the organisation which are Self Fulfillment, Education, Achievement, Sail Training,



and Responsibility, currently work with three local vessels although none of them are dedicated to sail training, but schemes have been devised so that some of the young people can be accommodated on voyages alongside the paying passengers. Both of these organisations have demonstrated great initiative and drive in getting their respective programmes up and running. Both also talked about the problem of funding but said that with determination and imaginative pursuit of assistance, they had found success in this area, although noted there is never any room for complacency.

A second presentation entitled 'The Atlantic Gateway', was given jointly by Mike McMurray, Manager of Trade Development in Halifax and David Oxner of the Atlantic Gateway Initiative. Discussions focused on the strategic importance of Halifax as the most easterly major port on the eastern seaboard of North America and one with natural deep water and the ability to handle ships of any size. Halifax is a major trans-shipment port for vessels coming from Europe and from the Middle and Far East via the Suez Canal. The day ended with a tour of the port of Halifax and a city tour.

QUESTIONNAIRE FEED-BACK PROVIDES A FUND OF NEW IDEAS

Questionnaire feed-back from conference delegates is proving to be a rich source of information and ideas for both Sail Training International and ASTA. Apart from the 'tick-box' feedback on the overall quality and usefulness of the conference (see page one), ideas for how future conferences could be improved, particularly in terms of topics for work-shop sessions, will be fed into the planning process for next year.

More thorough analysis will be required before firm conclusions can be drawn; but there is a strong plea for a longer and more structured Youth Forum for young sail trainers, and even wider support for the inclusion of young people in the rosters of speakers. Many delegates asked for more structured opportunities for sight-seeing outside the conference days ... and one port representative suggested that each port attending the conference should provide bursary support for at least one Tall Ship Captain to attend also!



TROPHIES AND AWARDS

The following trophies were presented during the conference.

SAIL TRAINING INTERNATIONAL ANNUAL AWARDS

These awards are presented to individuals and organisations that have made a significant contribution to sail training. They are decided by the Trustees of Sail Training International following a review of nominations made by National Sail Training Organisations.

The Robin Duchesne Memorial Trophy 'Robin's Hat' awarded for outstanding services to sail training:

Captain David Wood.

A former captain of the US Coast Guard Eagle, former Chairman of ASTA and former member of the International Council, Captain Wood has lead, with diligence, persistence and success, our efforts to achieve recognition for sail training in the International Maritime Organisation's Code for Special Personnel.



The Janka Bielak Medal

awarded to a person who has made an outstanding contribution to international friendship and understanding:

Cdr Chris Biggins of *Shabab Oman*. Cdr Biggins is the captain of the ship that usually wins our Friendship Trophy whenever he participates. This year *Shabab Oman* won it for both The Tall Ships' Races and the Funchal 500 Tall Ships Regatta.



Sail Training Organisation of the Year (larger vessel/s) Spirit of Adventure Trust, New Zealand.

The Trust operates one of the world's busiest Tall Ships, *Spirit of New Zealand*, which sails 340 days a year with her berths almost always full and with a constant waiting list. The Trust is also one of New Zealand's best fundraisers, enabling all berths to be subsidised up to 60 percent of the cost. The vessel has also been integrated into the education system with 93 percent of high schools sending pupils to sail on *Spirit of New Zealand*. The award also recognises the remarkable contribution of Captain Paul Leppington, Sheila Budgen and the organisation's Chief Executive, John Lister OBE.



Sail Training Organisation of the Year (smaller vessel/s) Concorci el Far, Spain.

The organisation has developed a programme 'Grumet EXIT', that links sail training into the educational system and school curricula in Barcelona. For the first time ever in Spain, sail training has been accepted as a school subject for young people.



Sail Trainer of the Year Captain Tony Anderson (SALTS).

Tony has had an outstanding dedication to sail training for over 26 years and has a remarkable ability to lead and mentor young people. He recently returned from a 12

month, 18,000 nautical mile voyage from western Canada to the South Pacific and Far East with 37 people on board, including his wife and children.



Young Sail Trainer of the Year Caleb Pifer (ASTA)



Caleb has already made a remarkable contribution to sail training in the USA. He is ASTA's youngest board member and has served as the Class Afloat's Shipboard Director and lead the start up of the American Foundation for Education Under Sail Inc, helping to build the company from the ground up.



Sail Training Volunteer of the Year

Antje Nahnsen (South African Sail Training for Life Skills Association). Antje has spent an enormous amount of her personal time promoting sail training in South Africa and has been the driving force behind making it possible for a group of young people to take part in The Tall Ships' Races in 2007 and 2008, often working against considerable odds.



Young Sail Training Volunteer of the Year



Alison Bowles (Discovery Sailing Project, UK).

Alison has made a significant contribution to the Discovery

Sailing Project and serves on the management committee representing its young membership. She has also played a major role in developing the new Watch Leader Training Scheme, has given up a great deal of her time to sail as Junior Mate and assist with maintenance and familiarisation weekends.



Best Newcomer to The Tall Ships' Races awarded to **Cisne Branco** (Brazil) who took part in

The Tall Ships' Races for the first time in 2008.



The Loyalty Award to The Tall Ships' Races awarded to **Alexander von Humboldt** (Germany) for their commitment to The Tall Ships' Races over the years.



The Boston Teapot awarded to the ship that has covered the greatest distance in any period of 124 hours: **Statsraad Lehmkuhl** (Norway): 1116 n.m.

AMERICAN SAIL TRAINING ASSOCIATION ANNUAL AWARDS

Each year ASTA membership honours a select group of sail trainers and supporters who have been chosen by their peers and fellow sail trainers for their outstanding accomplishments.

ASTA Sea Education Programme of the Year Class Afloat, West Island College International. After just one year of a partnership with Acadia University, the Class Afloat programme is fully subscribed with more than 160 university course enrollments this year alone. A second year of collaboration is now agreed.



ASTA Sail Trainer of the Year Captain J. Christopher Sinnett, USCG. With 25 years of active military service and now in his third year as Eagle's Commanding Officer, Captain Chris Sinnett exemplifies the definition of a sail trainer. Chris uses every opportunity to encourage progress and

recognise achievement and has a clear goal to develop qualified successors at every level of the chain of command.



ASTA Sail Training Programme of the Year Lynx Educational Foundation

This year marked the fifth annual Pacific sail training voyage to Hawaii from San Francisco on which five students, aged 15-18, were selected to participate in a programme that brings American history back from the past. The students learnt Polynesian and celestial navigation,



received hand-on experience with sextants, sail and wind theory, charts, navigation and marine sciences and how to sail a ship through Pacific trade winds. Ultimately they learned leadership skills, confidence, responsibility and personal growth.

Perry Bowl

Privateer Lynx. Lynx was the only vessel that took part in all four races of the Tall Ships Challenge® Race Series along the Pacific Coast. Of the four races, Lynx won two and was placed in two making them the most prizewinning ship in the fleet.



ASTA Port of the Year Tacoma, WA. A port that exemplifies the mission of the American Sail Training Association and the Tall Ships Challenge® by welcoming visiting ships into their hometown, inviting the public to rediscover their waterfront and maritime history and encourage the crews to share their knowledge and enthusiasm for Tall Ship sailing.



ASTA Lifetime Achievement Award

Captain Walter Rybka Awarded to an individual who has dedicated his life's work to getting people to sea under sail and who has worked to preserve the traditions of sail training.





ISTANBUL TO HOST SAIL TRAINING INTERNATIONAL CONFERENCE 2009

The city of Istanbul, Turkey, will host the Sail Training International Annual Conference in November 2009. The announcement was made at the final plenary session of the conference in Halifax. In making the announcement, Sail Training International President Nigel Rowe said: "Hosting our conference requires pretty significant financial and other support. Only those port cities with a genuine interest in and commitment to sail training and what we do are prepared to undertake this."

Istanbul is the thriving capital of Turkey, with centuries of culture and maritime heritage. It is a host port for the Historical Seas Tall Ships Regatta 2009 and

has been designated European Capital of Culture 2010. It is the place where Europe meets Asia.

Financial and other support for the 2009 conference will come from the Turkish Chamber of Shipping and Istanbul 2010 European Capital of Culture.

"I promise you that you will have a wonderful time in our city as well as a very valuable conference experience," said Captain Yilmaz Dagi of the Turkish Chamber of Shipping. "The fact that Istanbul will be European Capital of Culture in 2010, starting really just after the conference, means you will be seeing Istanbul at its very best ...the conference will be an event you simply will not be able to resist attending!"



Delegates represented the following countries:

Australia
Belgium
Bermuda
Bulgaria
Canada
Denmark
Finland
France
Germany
Greece
Ireland
Italy
Japan
Lithuania
Netherlands
Netherlands Antilles
New Zealand
Norway
Poland
Portugal
Russia
South Africa
Spain
Sweden
Turkey
UK
USA
US Virgin Islands

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