



# Sail Training International

## PORT GUIDE

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**Sail Training International**



The purpose of this Port Guide is to help port authorities understand the needs of visiting sail training vessels and to encourage them to meet these needs.

This Guide is not a set of demands, or even a list of expectations. It sets out the 'attitude', facilities and services that sail training vessel operators regard as necessary for a port to be regarded as a good port of call.

Sail Training International also recognises that this should be a 'two way street', and that it is reasonable for ports to expect a standard of conduct from sail training vessels that will help make them welcome in the port. This Guide deals with these aspects too through a Code of Conduct for Sail Training Vessels.

Sail Training International plans to publish an international register of ports, listing the facilities offered to sail training vessels, based on the guidelines in this Guide. Sail Training International also takes into account a port's support for sail training year-round when selecting host ports for its Tall Ships' races.

(This Port Guide is aimed at developing the relationship between ports and sail training vessels on a year-round basis. It does not replace or conflict with the Port Manual issued by Sail Training International to host ports for its Tall Ships' Races.)

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# WHAT IS SAIL TRAINING?

Sail training is an outdoor adventure activity, mainly for young people. It is a defined programme of instruction in sail handling, navigation, passage making, safety at sea, and ship management. But its purpose goes far beyond this. Sail training uses this experience principally as a means to help young people learn about themselves, discover hidden strengths and talents, and understand the value of others and of working as a team. In some programmes today it forms the setting for much wider aspects of education at sea.

It requires participants to confront many demanding challenges, both physical and emotional. It is an activity that inspires self-confidence and the acceptance of personal responsibility, promotes an acceptance of others whatever their social or cultural backgrounds, and develops a willingness to take controlled risks.

Most sail training vessels are owned and operated by charities or foundations, trusts, schools or universities, governments or other institutions. They generally seek to reflect the breadth of social backgrounds in society at large in the crews they attract. Many have funding programmes to subsidise the participation of those who could otherwise not afford it. Some also run special programmes for those with physical, mental or social difficulties.

Sail training takes place all over the world and in many different types of vessel. Some of the most effective programmes take place on small vessels with the benefit and intimacy of working on board within a small team. Different challenges confront those who undertake sail training on the huge and glamorous square-rigged ships, with much demanding work aloft as well as on deck.

Sail training is a growing adventure activity for young people everywhere, with a record of considerable success in developing men and women of character and ability for the challenges of adult life.

# THE SAIL TRAINING FLEET

There are several hundred sail training vessels operating throughout the world, but most are in Europe and North America. Sail training vessels range in size from yachts under ten metres to the huge and glamorous square rigged ships, some with a length overall of over 100 metres. The big square rigged ships are often a distinguished part of a nation's maritime history and supporting these vessels also contributes to the international maritime heritage we all share.

Because most sail training vessels are owned and operated by not-for-profit organisations, they rely a great deal on volunteer help and donations to support their work. What they do contributes a great deal to society at large and deserves wide support and encouragement ... not least from and within the ports they visit.

Most sail training vessels belong to a national organisation of sail training owners/operators. These national organisations are members of Sail Training International, itself a registered charity. Sail Training International plans to publish an annual register of sail training organisations and sail training vessels which will be available free of charge to all port authorities. This register will assist the port identify bona fide sail training vessels.

# KEY PORT CRITERIA

There are three key criteria used by sail training vessel operators to determine good ports from bad: attitude, facilities, and services.

## Attitude

The attitude of a port to the arrival of a sail training vessel usually depends on whether or not it has a general policy of encouraging and supporting sail training. This might be reflected simply in the welcome given to an arriving sail training vessel and the offer of various facilities and services. It might also be that the port acts as permanent 'home port' for a particular sail training vessel, or even owns and operates one itself.

Having someone, or a small group of people, in the port familiar with the sail training activity helps both the vessel and the port – especially if these people are available to act as a liaison with the vessel's captain and perhaps assist with customs and immigration formalities, etc. People suitable for this task may be on the staff of the port or available through local yacht clubs.

A welcoming port recognises that sail training vessels are special, do valuable work, and deserve help and support. If a port is willing to be helpful, but for a limited period only, this should be clearly explained ... and it will be appreciated.

## Facilities

The large sail training ships are usually self-sufficient in several basic areas. Normally they have their own on-board laundry, showers and lavatories, and generate their own power. They have engineering and sail making workshops. They will also normally have appointed a local agent to assist with bunkering and victualling, etc.

Vessels owned by Navies will generally visit a port as part of an official programme and usually be assisted through their own Embassies and by representatives of the local Navy. But those owned by not-for-profit organisations often seek assistance with no-cost or low-cost access to tugs, pilots and berthing or anchorage, and a reduction or elimination of harbour fees. These ships will always seek to make advance arrangements with the port. Most are usually very willing to arrange tours of the ship for local people. Some will make their ships available for corporate hospitality events and even day-sailing subject to local regulations.

The smaller sail training vessels, mostly yachts, are also encouraged to make advance arrangements with a port; but generally operate to a more flexible sailing programme than the big ships. No-cost or low-cost berthing will be important to them, as will access to laundry facilities, showers and lavatories. Here again, though, a designated liaison person from the port to help contact with local services, if required, can make a big contribution to the vessel's visit.

## Services

While the big ships are fairly self-sufficient, they too may need specialist services for repairs and victualling, and access to no-cost or low-cost fuel is always a major incentive to visit a port. For all visiting sail training vessels, access to information and assistance with local services (medical, entertainment, cultural and tourist attractions, and also repair shops and sail makers) makes a valuable contribution to a port visit.

## Recommendations:

- Develop a positive policy towards encouraging sail training vessels to visit, and take active steps to support sail training in your area.
- Identify a few people locally, port staff or from local yacht clubs, who can act as a liaison with visiting sail training vessels.
- Be able and willing to advise visiting sail training vessels on relevant local regulations, local repair and other services, and interesting things for their crew to do locally.
- Assist where you can with the provision of no-cost or low-cost berthing or anchorage, and access to electricity, fuel and water.
- Make sure the visiting sail training vessels knows what you expect of them!



# CODE OF CONDUCT FOR SAIL TRAINING VESSELS

Sail training vessels wish to be made welcome in a port, and recognise that their own conduct can affect this. They know that if they are to be treated as guests in a port, they must behave as guests and leave behind only good memories! Sail Training International expects sail training vessels to adhere to the following Code of Conduct when visiting or planning to visit a port:

## Before arrival:

- 1 Contact the port authority (and local tourist office if appropriate) well in advance of a visit and agree: date, time and duration of visit; requirements for tugs and pilots; berthing arrangements; opportunities for corporate hospitality or day sailing; visiting opportunities for local people.
- 2 It is recommended that the local agent is engaged, particularly by the larger vessels, as many major ports contract out their services and do not have direct control over many of the services you may need.
- 3 Advise the port of any changes to the agreed itinerary as soon as these are known.

## On arrival and after clearance from Customs and Immigration:

Pay a courtesy visit to the Harbourmaster or Port Captain and, if appropriate, the Mayor and other civic authorities; liaise with the local tourist office for any planned crew activities; provide on-board hospitality for those who have been helpful in the port; ensure the crew is properly supervised and well behaved; dispose of garbage where instructed and in accordance with local regulations; do not stay longer than the agreed period.

## On departure:

Thank all those involved in the visit; leave no trace of the vessel having been in port.

# ABOUT SAIL TRAINING INTERNATIONAL

Sail Training International is a registered charity (not-for-profit organisation). Its purpose is the education and development of young people of all nationalities, religions and social backgrounds through sail training. It has a wholly owned subsidiary, Sail Training International Events Limited, which has been established to organise and manage the Tall Ships' Races and other trading activities.

The Founding Members of the Sail Training International charity are the national/representative sail training organisations of Australia, Belgium, Bermuda, Canada, Denmark, Finland, France, Germany, Ireland, Italy, Latvia, Netherlands, Norway, Poland, Portugal, Russia, Spain, Sweden, UK and USA.

For further information or details on any of these national sail training organisations, please contact:

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**ASTO** 

ASSOCIATION OF SEA TRAINING ORGANISATIONS

[www.asto.org.uk](http://www.asto.org.uk)

The Association of Sea Training Organisations is an umbrella association representing  
the interests of the major sail training schemes in the UK and is a founder member of  
Sail Training International

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