




BUILDING A NEW TALL SHIP

A Youth Mentorship Project



S·A·L·T·S·

SAIL AND LIFE TRAINING SOCIETY



"I became less focussed on myself and more aware of the important things in life."

Program Trainee

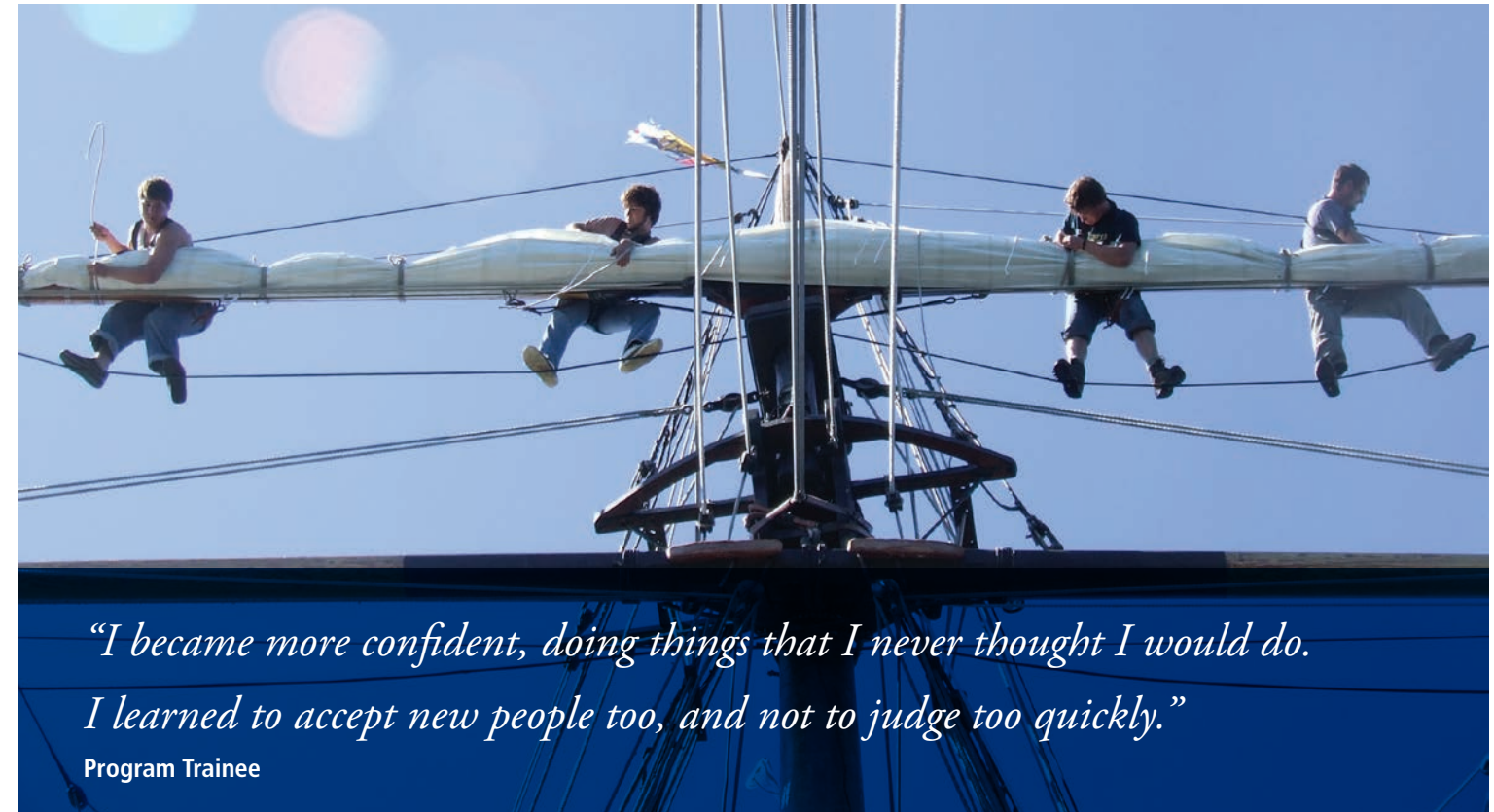
Photos/images by SALTS staff/crew members, volunteers, trainees, and larochelleimages.ca



The MENTORSHIP CHALLENGE

Our future depends upon our ability to raise up young people to be good citizens and caring individuals. When we invest in young people, the future is bright.

Young people need mentorship and community. As they enter their teenage years, they are very susceptible to influences outside the family. They will become like the people they associate with and admire. Young people need to have a sense of belonging, and to really know and be known by others. Through our programs at sea, teens and young adults learn to be themselves, to love others, and to live in genuine community. They overcome challenges and learn to do things they never thought possible. Confidence and relational abilities grow. They learn the value of hard work and teamwork. They gain physical skills such as sailing, navigation, and knot tying. Through intentional discussions they come to understand the importance of virtues such as faith, hope, charity, trust, and integrity.



*“I became more confident, doing things that I never thought I would do.
I learned to accept new people too, and not to judge too quickly.”*

Program Trainee

The SALTS PROGRAM

Every year, over 1700 young people experience mentorship and personal growth while learning to sail our tall ships.

SALTS was founded in 1974 and is a registered charity based in Victoria BC. We have an excellent safety record and strong community and volunteer support. Our programs fill up year after year, largely by word of mouth.

Who participates? Each ship has berths for 30 young people (ages 13-25) plus our professional and volunteer crew-members. Entire school classes sail with us in the spring and fall, and individual young people sign up for our summer program. The majority are from BC and Alberta with some from the rest of Canada, the USA and other countries. The young participants come from all walks of life, and those who cannot afford our program fees may apply for a bursary. Over \$100,000 in bursary funding is provided each year to young people from challenging life situations (financial, physical, mental, relational), many of whom are selected by other charity partners.

Where do we sail? We explore the west coast of British Columbia, renowned for its stunning natural beauty. We offer five-day trips from Victoria to the Gulf Islands in the spring and fall, and ten day voyages in the summer along the west coast of BC. Since 1988, we have also conducted longer offshore voyages to destinations as far away as the South Pacific, China, and the west coast of Europe. However, our existing ships are no longer certified for offshore sailing due to changing regulations — that is one of the key reasons we are planning to build another tall ship.

What do young people do on board? Participants are involved in every aspect of sailing the ship — learning by active involvement and through formal sail training lessons. They set and trim sails, take shifts on bow and stern watch, monitor the radio, help with galley chores, weigh anchor, climb the rigging, steer the ship, launch dories, and explore beaches, trails, and marine parks. They learn ship and sailing terminology, knots, and safe navigation. It takes the hard work of everyone on board to sail the ship.



“My son really wants to join your summer program, but he has been on the waiting list for the past two years.”

Mother of a Teenage Boy

Meeting OVERWHELMING DEMAND

EXISTING DEMAND:
3750 kids per year

CURRENT CAPACITY:
1700 kids per year

As we mentor over 1700 young people each year, thousands more remain on waiting lists.

At any given time we have 65 to 70 school groups on our waiting list, each representing 25-30 young people. We need a new ship to get these young people off the dock and into an inspiring experience at sea.



Photo by Diana Nethercott

“The precise nature of the offshore voyage, the community it creates aboard, and the places it takes us to, allows a kind of honest and deliberate cultural interaction. This kind of human experience, and the knowledge it give us, is impossible to recreate and unique to SALTS offshore.”

Offshore Voyage Participant



Resuming OFFSHORE VOYAGES

The new schooner will restore our ability to sail on extended offshore voyages.

For 25 years, our offshore sailing program has provided extended opportunities for youth mentorship and crew development. Our ships have sailed on six major voyages to destinations including the South Pacific, China, Japan, Australia, the Caribbean, UK, and Spain. New Canadian regulations require that offshore vessels comply with rigorous international standards that our current ships were not designed to meet. We therefore have no choice but to put our offshore sailing program on hold until the new schooner is completed. We can then resume providing mentorship and cross-cultural opportunities for young people through these extended voyages. Our new schooner will meet or exceed international requirements and will serve as our dedicated offshore sailing vessel, as well as meeting our need for additional coastal sailing capacity. Once the new ship is built and completes a coastal sailing season, we intend to send it on our first round-the-world offshore voyage, with about 150 young people participating in various sections of the voyage.



“Sailing reminded me that things worth living for are worth working for. Heaving up those sails was hard work but so worth all the effort.”

Program Trainee



New SHIP SPECIFICATIONS

More than 40,000 young people will receive “sail and life training” aboard our new tall ship over the next fifty years.

General Description: Purpose-built sail-training vessel of similar length to the *Pacific Grace* but with greater beam and displacement, with enhanced safety provisions to support both offshore and coastal programs.

Length Overall: 116 ft

Sparred Length: 147 ft

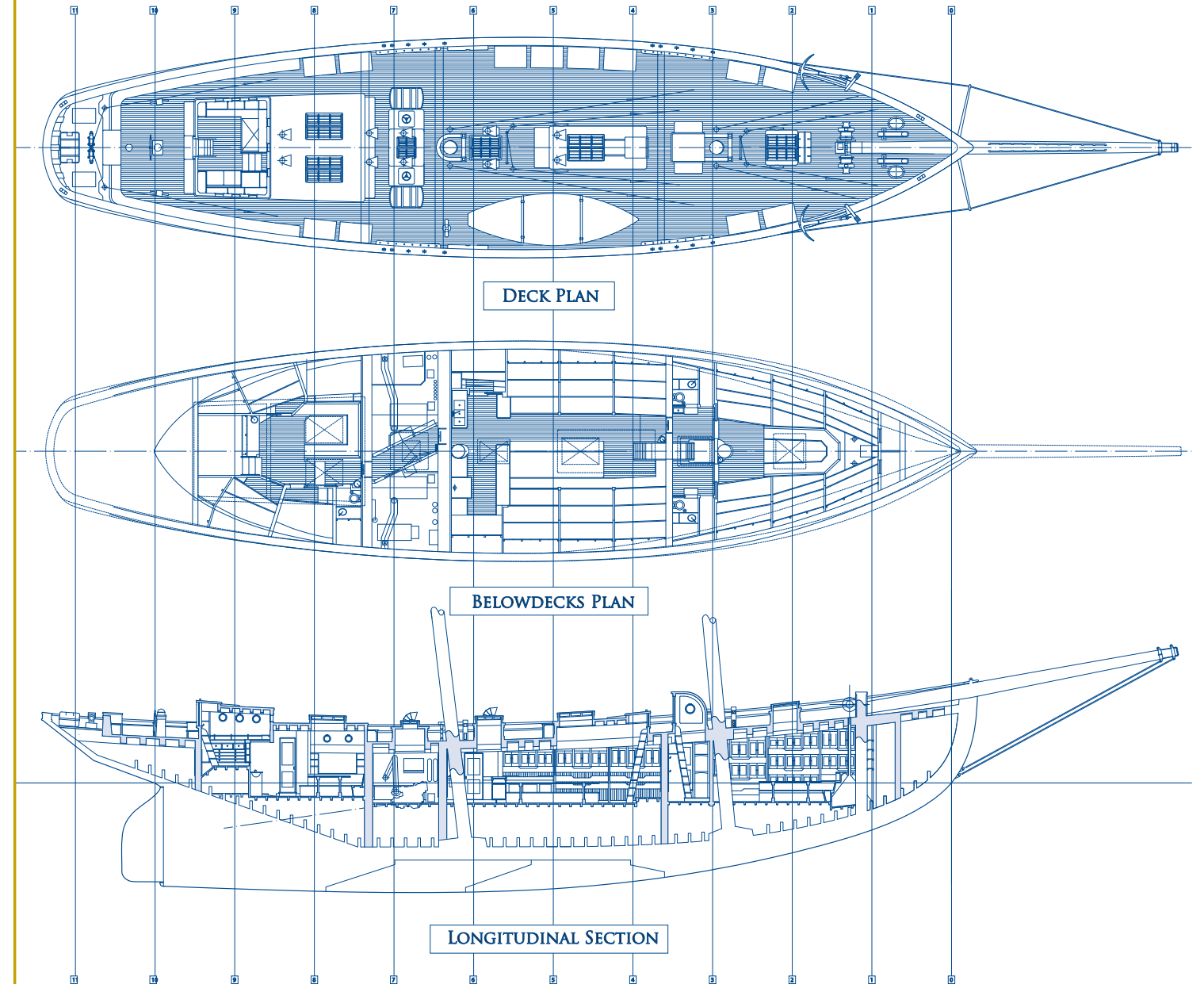
Maximum Beam: 27 ft

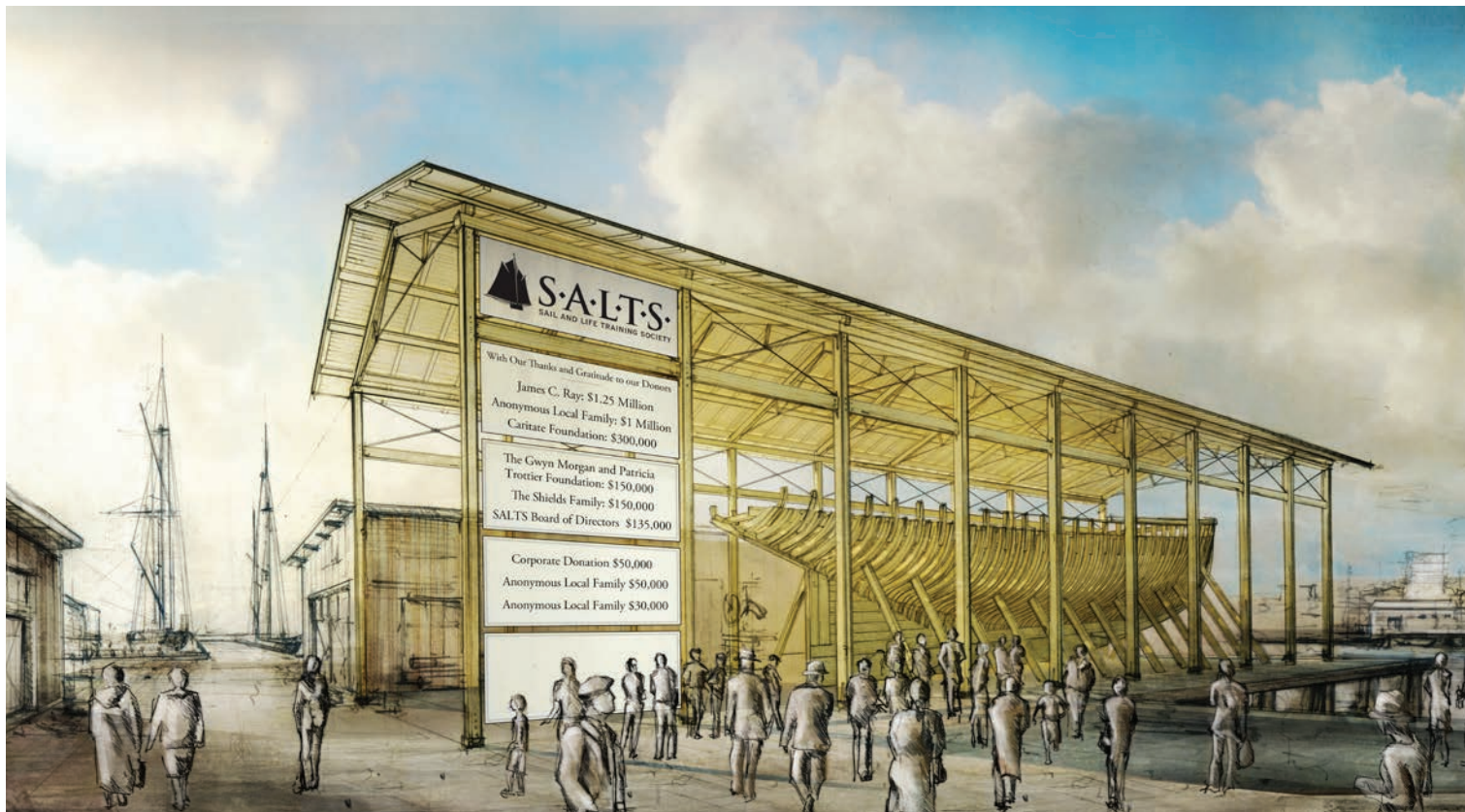
Displacement: 225 tons

Hull: Wood, plank on frame, open deck, external ballast, six watertight compartments, accommodation for 45 people.

Rig: Square topsail schooner with split courses and rafee, providing flexibility for both upwind and downwind sailing.

Construction Location: Victoria, BC





Design OBJECTIVES

Since 1974, SALTS has completed four major ship-building projects, and our ships have sailed over 300,000 nautical miles.

With the knowledge gained from past experience, we are designing a new sail training schooner that will be purpose-built to support our coastal and offshore programs.

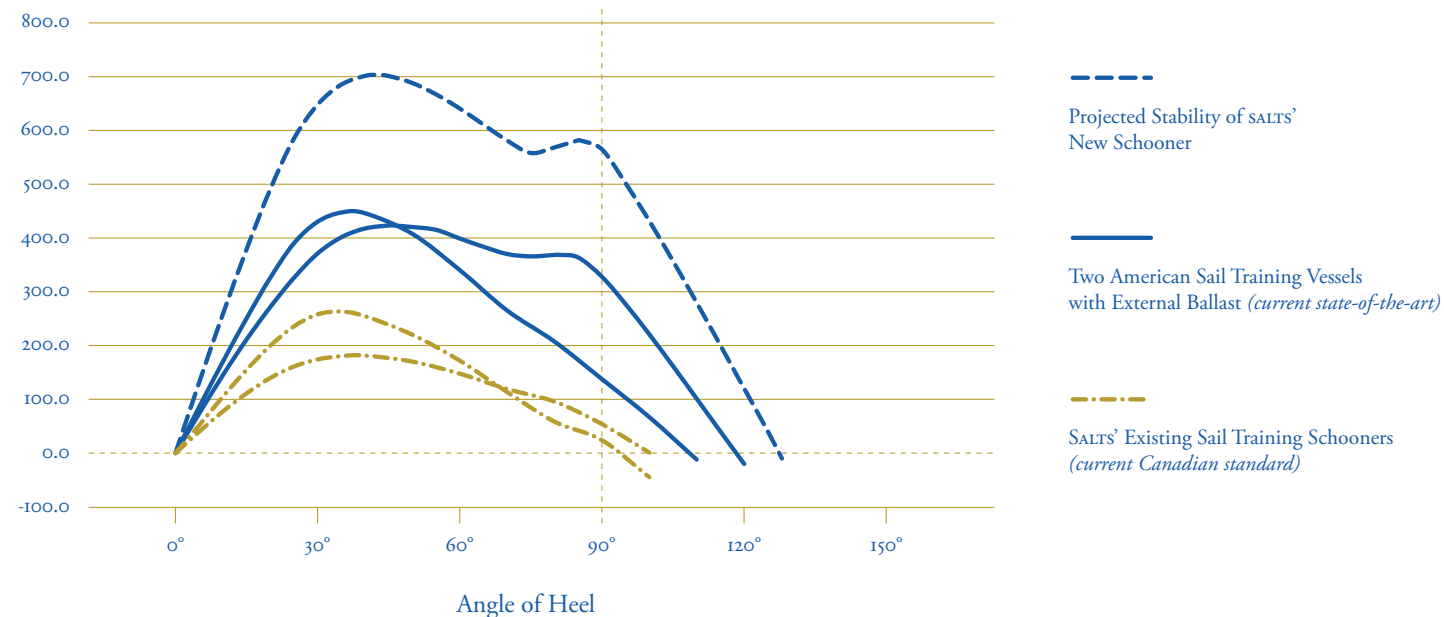
Design objectives include:

- surpass requirements for safety and stability
- increase deck safety with higher bulwarks and prioritized layout of safety equipment
- separate the ship management and navigation station from crew quarters for increased safety and efficiency
- improve the layout of common areas and provide a separate compartment for heads and wet gear
- enhance privacy of long-term crew quarters
- refine below-deck circulation and emergency exit routes to improve safety and livability
- significantly improve ship-wide storage systems

The TEAM

- Executive Project Manager Tony Anderson was the lead shipwright for the *Pacific Grace* and brings over 25 years of experience to the project
- Principal Design Consultant Stephen Duff is a professor of architecture and structural engineering and a former SALTS crew-member
- An international team of professional advisors support the project with expertise in naval architecture, engineering, computer analysis, and maritime industry
- A group of highly-skilled shipwrights, carpenters, hardware fabricators and systems contractors will form the core of the construction crew, requiring an estimated 73000 labour hours

Comparison of Righting Energy of Traditional Sail Training Vessels
(ft. — long tons)



Design PROCESS AND SAFETY

Our new schooner will significantly exceed Canadian and international safety and stability standards.

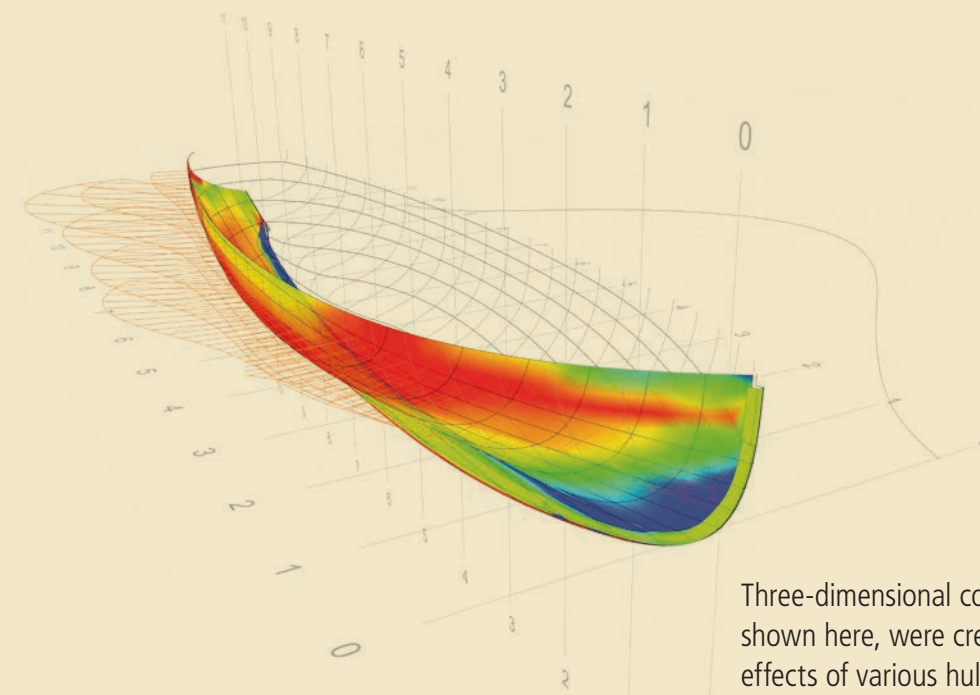
We have an excellent safety record, but we do not take it for granted. We are designing our safest and most functional ship yet. The addition of an external ballast keel—a large piece of lead that will be attached to the bottom of the keel—will allow for much greater righting capability. Utilizing hollow wooden spars instead of solid wood will reduce weight in the rigging without compromising strength. As a result, our new ship will surpass the stability characteristics of our existing ships and other similar wooden sail training vessels.



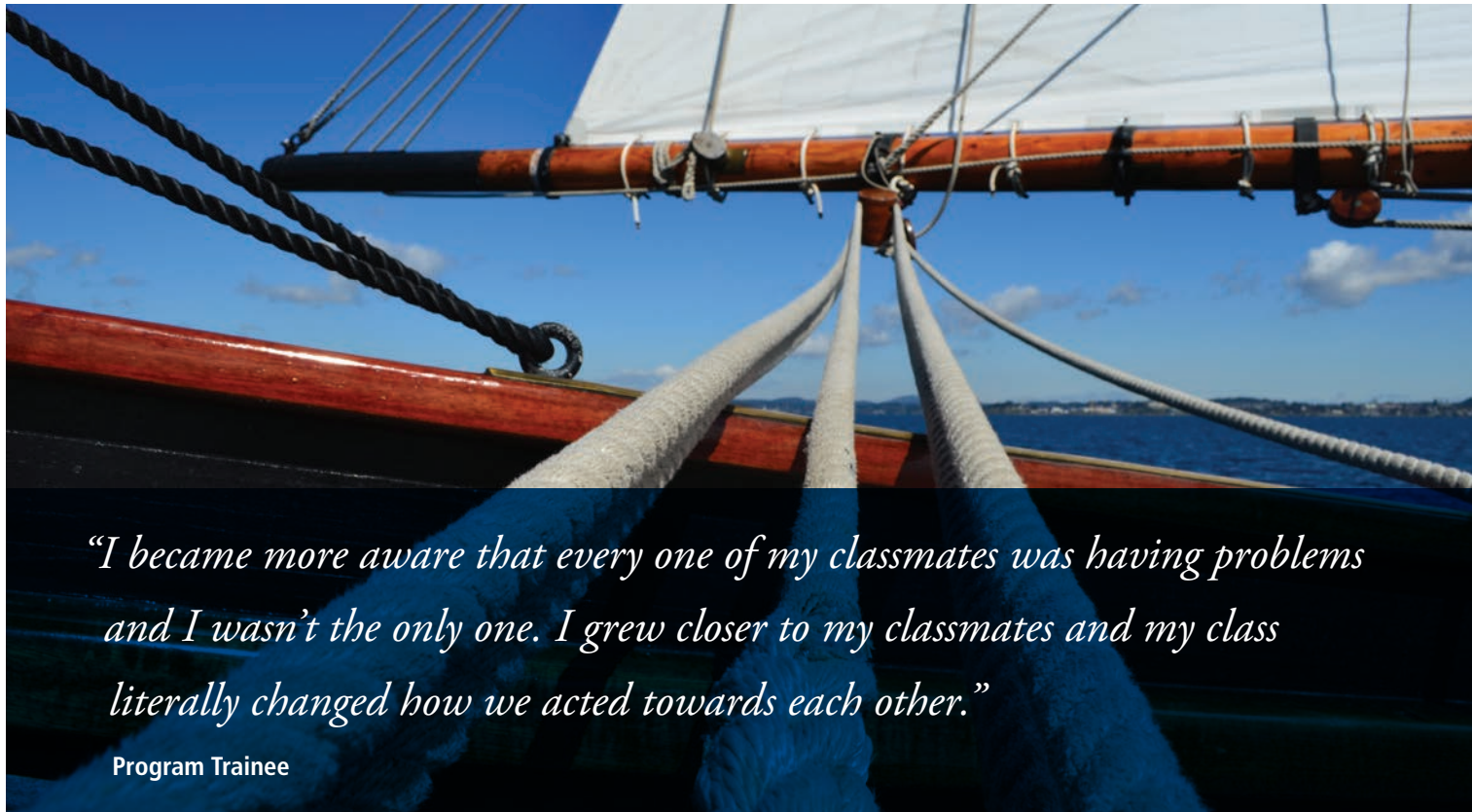
Wind Tunnel Testing of a Rigging Model



Towing Tank Testing of a Hull Model



Three-dimensional computer models, like the one shown here, were created to allow us to analyze the effects of various hull shapes on the stability and speed characteristics of the new schooner. Once we had refined the model to produce the desired results, scale models of the rig and hull (shown above) were built. Each model is approximately 8 feet long, and the rig model is about 8 feet tall. We worked with leading international experts at a wind tunnel in Italy and at a towing tank facility in England to fine-tune the sail plan and keel form.



“I became more aware that every one of my classmates was having problems and I wasn’t the only one. I grew closer to my classmates and my class literally changed how we acted towards each other.”

Program Trainee



The COST

This project will create a lasting legacy that will benefit generations of young people.
Over the next fifty years, the result will be more than 40,000 stronger contributors to society.

Over **3** Million
Dollars Already
Pledged or Donated

PHASE	PARTS & FEES	LABOUR	TOTAL	DESCRIPTION
One	\$1,975,000	\$800,000	\$2,775,000	Ship design & engineering, purchase wood and allow to dry, purchase lead and fastenings, lofting drawings, site prep
Two	\$425,000	\$575,000	\$1,000,000	Backbone shaped and stood up, frame raising ceremony , transom and stern added, hull planking, deck beams, deck planking and caulking, fair hull, ironwork, engine beds, rudder and propeller shafts, railcaps, bulkheads, bowsprit, hull caulking and fairing, launch!
Three	\$1,925,000	\$575,000	\$2,500,000	Interior finishing for cabinets, bunks, tables, spars and rigging, engines added, mechanical, electrical, commissioning!
Grand Total	\$4,325,000	\$1,950,000	\$6,275,000	



The OPPORTUNITY

We're excited to give you this opportunity to outlive your life by being a difference maker for future generations.

SALTS is now seeking financial gifts and multi-year pledges for this project. Construction will begin as soon as final design approvals are given by Transport Canada and 80% of the project funding is secured, and we are well on our way to that goal.

To make a one-time or monthly online gift, visit www.salts.ca/newschooner
Or mail a cheque to: **SALTS New Schooner, 451 Herald Street, Victoria BC, V8W 3N8**
To pledge a future gift amount or to ask questions, please email or phone us.
Thank you for your consideration.

p. 250.383.6811 | e. info@salts.ca | w. www.salts.ca



"I felt that I could be open and honest with the people around me... I had the freedom of expressing what I really was inside."

Program Trainee



www.salts.ca/newschooner



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