



Fair Jeanne

History and Background

A more modern member of the tall ship family, the Fair Jeanne was built by the Ottawa River between 1979 and 1982 in the backyard of the late Captain Fuller. The keel was launched in 1978 and launched in 1980. Since that time, the ship was sailed by the captain and his wife to locations in the Caribbean and the seas of Europe. During the past 15 years alone, the ship has logged over 280,000 kilometres.

In 1984, the Fuller family founded the Bytown Brigantine Foundation which included the Fair Jeanne's sister ship, the STV Black Jack, which has its port at the Britannia Yacht Club. After 14 years of the yacht being sailed by the family, the Fair Jeanne was added to the foundation's sail training program as well, allowing the Bytown Brigantine to expand its program to offer sail training for youth between the ages of 15-18. Donated by Mrs. Jeanne Fuller, the ship was now to be used by young trainees as part of the sail training programs on the Great Lakes and St. Lawrence Seaway.

With her home port in Ottawa, the Fair Jeanne travels mostly close to home with the majority of her jaunts on Lake Ontario. She is berthed in Kingston, Ontario during the summer months.

Beginning her life as the Fuller family's private family yacht, and moving on to be one of the fleet of the internationally-revered Tall Ships, the U.S.S. Fair Jeanne, is a 110-ft traditionally rigged brigantine which is powered with a Detroit Diesel auxiliary propulsion system.

Youth Sailing Programs

Through the Bytown Brigantine Foundation, youth keen on living the nautical life and learning about the Tall Ship can set aboard the Fair Jeanne for a voyage through the Great Lakes. Youth trainees work in concert with fellow enthusiasts to experience their dream of sailing a Tall Ship. Participants are able to get a hands-on experience that includes steering the ship, hoisting the sails, standing anchor watches and more. Trainees are fully immersed in the experience through living and eating aboard the ship while traveling in Canada and sometimes to the U.S. During a scheduled program, the Fair Jeanne operates 24-hours a day, 7 days a week and participants work in four hour shifts

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around the clock to keep the vessel navigating and operating safely and on course. Available programs include Sailing to the Thousand Islands (Ages 15-18), Officer in Training - a program aimed at youth with an eagerness for leadership in a naval capacity and a Whaler Expedition (suggested for more experienced young sailors). For more information on the full range of programs and participation details, go to <http://www.tallshipsadventure.org>.

Quick Facts

- The Fair Jeanne has sailed the oceans of the world and has logged over 280,000 kilometres (150,000 nautical miles)
- The Fair Jeanne started out as the Fuller family's private yacht before being donated to the Bytown Brigantine Foundation for use in youth training programs
- Over 2,000 trainees have gone through the Fair Jeanne program in the last 20 years.
- The ship boasts a fiberglass over steel frame construction
- Dimensions include: 34m (spared length), 25m (length on deck) displacement – 125.25 tonnes, beam – 7.5m, propulsion - GM671 - 140hp diesel engine

Sources: <http://www.tallshipsadventure.org/AboutUs/OurFleet.aspx>,
http://en.wikipedia.org/wiki/STV_Fair_Jeanne



Liana's Ransom

History and Background

Liana's Ransom is a "Class B" tall ship that is unique in that it is a replica of an 18th century Pirate Schooner. Her original home port was Halifax, Nova Scotia before moving to warmer waters in the British Virgin Islands. The vessel boasts a one-of-a-kind experience for any passenger in its midst, as it is fully outfitted with authentic gear that was used by pirates 300 years ago. The crew, dressed in pirate costumes, is armed with flintlock pistols and cutlasses. A memorable experience for those traveling on Liana's Ransom is guaranteed as the schooner is armed with four black powder cannons. Those wishing to "walk the plank" and "swing from the yardarm" need not look further as they are able to experience the full Pirate lifestyle aboard the vessel.

Built in Houston, Texas, construction on this tall ship began in 1998, however completion and launch was not achieved until 2002. Using the United States Coast Guard specifications as its blueprint, the vessel was subsequently certified by Transport Canada to carry 70 passengers. The ship sailed home to Nova Scotia in the fall of 2006 with the 2500 nautical mile voyage taking 20 days. The ship was originally designed as a Staysail schooner but was converted to a gaff-rigged, square topsail schooner over the winter of 2006-2007. The schooners typical of the Gulf of Mexico were a definite influence on the appearance and construction of the ship and accordingly, the Liana's Ransom is broad beamed with a shallow draft. She has two masts and is gaffe-rigged with a square top sail, which is typical of the types of ships that were common to pirates throughout the 1700's and early 1800's. Many of the crew of Liana's Ransom are from the same family, with a common grandfather who was a fisherman from Devil's Island and whose great-grandfather sailed from Halifax over 100 years ago on sealing and fishing schooners. Operating as a "boat and breakfast,"

the vessel is frequently cruising the Caribbean waters, providing travelers with an unparalleled experience on the open seas.

For Pirates and Privateers

Those wishing to live the life of a Pirate on a stunning replica of a period Pirate ship are urged to book a cruise or day trip on Liana's Ransom. The topsail schooner can comfortably carry up to 70 guests who can either book a day trip on the vessel or a week-long sailing vacation through the British Virgin Islands (made up of approximately 60 islands). Those making the trip for the week are welcomed to a rustic, realistic Pirate experience with accommodations below deck that accurately mirror the lifestyle of Pirates in the 18th century. Configured in true schooner fashion, there is one cabin forward the sleeps eight passengers in schooner-style bunks. In addition, the ship houses a great cabin with a galley and table that seats 10. During the weeklong cruise, the schooner sails to various islands in the BVI, anchoring off of a different island each day. The schedule is determined by both the wind and the desires of the on-board passengers – allowing for a different and unique experience each time the ship sets sail. Guests are also provided with food, costumes and accessories (to get into the Pirate spirit) and snorkeling equipment, if diving in the beautiful Caribbean waters is desired. For more information go to <http://www.lianasransom.com>

Quick Facts

- The ship provides day trips and weeklong cruises for those wishing to fully experience the Pirate lifestyle where both crew and passengers are dressed and outfitted with 18th century clothing and equipment
- The ship has a permanent crew of three to five
- Guests can experience activities such as steering the ship, hoisting the sails and firing cannons as part of their trip
- Dimensions include: Length overall – 25.9m, length on deck – 19.8m, armament – 4 ¼ scale, 24 pounder black powder cannons, speed – under power – 8.5 knots, under sail – 9 knots, draught – 1.98m centre board up, 3.04m centre board down, displacement – 53 tons

Sources: <http://aeltari.deviantart.com/art/Tall-Ships-Liana-s-Ransom-130327814>,
<http://www.lianasransom.com>



Sørlandet

History and Background

Built in 1927 at Høivolds Mek , Norway, the Sørlandet is the oldest of the three Norwegian tall ships that boasts three or more square-rigged masts still in operation. Based in Kristiansand and recognized as the “King of the Ocean”, the ship was the national merchant marine training vessel that represented the Norwegian nation at the 1933 Century of Progress Exposition in Chicago.

The Sørlandet had her maiden voyage to Oslo in 1927 and was inspected by HM King Haakon and HRH Crown Prince Olav. Having successfully met all expectations the Tall ship sailed on to London later the same year.

One of the Sørlandet’s early highlights was its voyage to and participation in the Chicago World Fair in 1933.

The Sørlandet - meaning “Southern Land” in Norwegian – is still in near-perfect condition, despite its advanced age. Regularly crossing the Atlantic to such distant locales as the Caribbean, this tall ship is kept in pristine shape by the Royal Nordic Marine. The administration of the Tall ship is provided by a non-profit foundation based in Kristiansand which provides the opportunity for paying trainees to experience what life at sea on a traditional sailing ship would be like.

The Sørlandet sets sail yearly through the months of May through September, venturing to various locales in Europe. With a permanent seasoned crew on board, the Tall ship provides

participation on various legs to persons between the ages of 15 and 70 years old. No sailing experience is required as the crew will give trainees a full sailing lesson as part of the trip.

Youth Sailing Program

Young adults interested in experiencing the Sørlandet are able to do so through a unique course run by West Island College International, located in Lunenburg, Nova Scotia. The "Class Afloat" program provides an experiential opportunity for teens in grades 10, 11, 12 or first-year university to explore various cultures by visiting 20 ports of call on four continents. With an average class size of 12, participants are able to complete their academic requirements within the context of a stunning and ever-changing visual backdrop. The program is approved by the Nova Scotia Ministry of Education high school curriculum and is also a Quebec Ministry of Education approved partner of Cegep Marie Victorin. The school is a partner of Acadia University in Nova Scotia, Canada and graduates of the program will be solidly prepared for the Nova Scotia Ministry of Education High School Diploma. For more information, visit, www.classafloat.com.

Quick Facts

- The Sørlandet was the first Norwegian Training Ship to cross the Atlantic on its venture to the World Fair in Chicago in 1933
- Since 1977, the ship has been cared for by a non-profit organization that provides the administration, travel details and vessel maintenance
- The ship has been restored four times: in 1948, 1958, 1977 and 2006
- Dimensions of the Sørlandet include: mast height – 35m, length – 64m, engine capacity – 560 PK, sail – 1200 m², beam – 9m
- The ship has the capacity of 70 trainees; separately a crew of nine to 15 officers and seamen man the vessel during the sailing season.

Source: Wikipedia, http://www.sailtraininghellas.org/p/17/2_29,
<http://www.fullriggeren-sorlandet.no/en/fullriggeren>,
<http://www.ourkids.net/school/school-profile.php?id=53>, www.classafloat.com



St. Lawrence II

History and Background

With its home port in Portsmouth Harbour, Kingston, Ontario, the St. Lawrence II is a tall ship that is designed for the sole purpose of youth sail training. Designed in 1952 by Francis MacLachlan and Mike Eames and launched in 1953, the vessel boasts being the host of one of the longest running sail training program with 60 years of instruction provided to students.

Built in the Kingston Shipyards in 1953, the vessel was lovingly finished by the Kingston Sea Cadets, local craftsmen, who donated their time. Throughout the years, the St. Lawrence II has been seen on expanses that range from Lake Huron to the Northeast Atlantic seaboard, in many instances representing Kingston and Canada in a variety of tall ship gatherings and maritime events.

Unique to the St. Lawrence II is the complement and makeup of the crew. The ship has three watches, red, white and blue. Each watch has a Watch Officer that oversees the system; the remainder of the watch consists of a petty officer and up to six trainees. Most of the tasks that are completed on the ship are by the trainees who have signed up for the cruise and are aware that they will become the basic unit of the ship who will complete most of the required tasks, under the watch and instruction of the Petty Officer. The remaining permanent crew on the ship includes the cook, the Bosun, the Executive Officer and the Captain.

Constructed using welded steel, the St. Lawrence II is powered by a 125 horsepower diesel engine which provides 8 knots under power. The 12.5 diesel generator provides electricity

for the ship and the communication equipment on board includes a GPS and VHF radio. Accommodation for 25 officers and trainees is spread amongst three cabins and is separated by watertight bulkheads for a smooth and comfortable ride for all.

Youth Sailing Program

Supported by The Brigantine Incorporated organization, the sail training program for the St. Lawrence II is a much sought out experience for youth who interested in learning the nautical ropes. Those aged 12 to 18 are able to acquire the fundamental skills of sailing while aboard one of the famous tall ships. Available in cruises which range from six to 10 days in length, participants will leave the vessel with a solid knowledge of sailing on the open waters.

The youth sailing program facilitates discipline, self-esteem and self-reliance for participants through a range of duties and responsibilities provided. Trainees are provided a wide range of opportunities such as preparing meals and cleanup, to steering the ship to manipulating the sails and more. The 24-hour watch system provides the trainees with the ability to always have one of their peers sailing the ship or monitoring the anchor under the guidance of the permanent crew. With the same experienced crew overseeing all aspects of the learning process, the on-the-job instruction provides a lifelong experience for youth who attend. For more information on the full range of programs and participation details, go to <http://www.brigantine.ca>

Quick Facts

- The captain and the executive officer on the St. Lawrence II are usually the only people on the ship who are over 18 years of age
- The St. Lawrence II was at the 1984 Tall Ships gathering in Quebec City to mark the 450th anniversary of Jacques Cartier's exploration of the St. Lawrence River.
- The ship is equipped with a VHF radio (monitored 24 hours a day), a GPS navigation system, radar, and an Emergency Position Indicating Radio Beacon.

Dimensions include: 22m (spared length), 18m (length overall), propulsion - 125 horsepower (diesel), beam - 4.6m, complement - Accommodation for 28 officers and trainees in three cabins.

Sources: http://en.wikipedia.org/wiki/St._Lawrence_II, <http://www.brigantine.ca/>



U.S. Brig Niagara

History and Background

The U.S. Brig Niagara has a compelling history. Built between 1812 and 1813, its purpose was to protect the American coastline on Lake Erie from the British. A result of discussions between then-President James Madison, Secretary of the Navy, Paul Hamilton, and Daniel Dobbins, a merchant on the Great Lakes, the vessel was built as part of a fleet to be sheltered in the bay formed by Presque Isle.

A few years later in 1820, the ship was sunk for preservation (as were many other warships) on Presque Isle. After resting in its watery location for many years, the ship was raised in 1913 and rebuilt for the Battle of Lake Erie. The newly-restored Niagara was launched on June 7th of that year and from July to September, was towed by the USS Wolverine to various ports on the Great Lakes including Milwaukee, Chicago, Detroit, Buffalo and Cleveland. By the 1930's the vessel was requiring additional restoration that commenced early in the decade. Unfortunately this revitalization was hampered and subsequently put on hold due to lack of funds caused by the Great Depression. The job that had begun 30 years previously was only completed in 1963. In the 1980's, a more comprehensive restoration was carried out whereby more modern equipment and materials were incorporated into the vessel. On September 10, 1988, the Niagara was launched in Erie ceremonies marking the 175th anniversary of the Battle of Lake Erie

The U.S. Brig Niagara continues to sail to many ports on the Great Lakes each summer, manned by a crew of 17 professionals and 24 trainees who have the privilege of living onboard the ship and experiencing the day-to-day lifestyles of sailors in the 19th century. During the winter months, the crew of the ship is decreased to five full-time staff and a core of 50 to 100 volunteers who donate maintenance hours. The time spent by these volunteers can be used towards their later tuition to sail as trainees during the summer.

Sailing School Vessel Accreditation

In August, 2005 The Pennsylvania Historical and Museum Commission announced that the U.S. Niagara was certified as a Sailing School Vessel by the United States Coast Guard. Fully outfitted with modern equipment, the program allows participants to receive a full day's introduction to the square rig under the sail. The brig also supports and encourages partnerships with various educational institutions such as athletic clubs Sea Scouts or other maritime groups, in addition to high schools and colleges. With the goal of teaching leadership and the "nuts and bolts" of operating the vessel, students leave the program with a solid bonding experience and a greater understanding and appreciation of the skills required to run the ship. For more information go to <http://www.eriemaritimemuseum.org/> and <http://www.flagshipniagara.org/>

Quick Facts

- The U.S. Brig Niagara is one of only two remaining vessels that served in the War of 1812; the other vessel is the U.S.S. Constitution
- The Niagara is an ambassador for the Commonwealth of Pennsylvania
- Over a 15 year period, the U.S. Brig Niagara's sailing program and has given over 1,000 crew members the opportunity to sail
- Dimensions of the U.S. Brig Niagara include: Length – 33.7m, height – 34.5m (foremast), 36.1 (mainmast), displacement – 302t, sail plan - 1,177 m² on two masts

Sources: http://en.wikipedia.org/wiki/USS_Niagara_%281813%29 ,
<http://www.thefreelibrary.com>, <http://brigniaagara.wordpress.com/about-us-brig-niagara/>, <http://www.eriemaritimemuseum.org/>
