



A NEWSPAPER IN EDUCATION CURRICULUM SUPPLEMENT

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ST. PETE



TALL SHIPS®

MARCH 30 - APRIL 2, 2023

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FOUNDATION



TALL SHIPS® ST. PETE IS AN OFFICIAL HOST PORT IN THE TALL SHIPS CHALLENGE® 2023 GULF COAST

What is a tall ship?

A tall ship is not a strictly defined type of sailing vessel. Most people use the term to mean a large, traditionally rigged sailing vessel. The United States Coast Guard's training ship *Eagle* is technically a "barque." And a tall ship also can be a schooner, ketch, sloop, brigantine, barquentine or a full-rigged ship – it all depends on the number of masts and the cut of the sails.

Tall ship designs are varied and sometimes unique to a specific ship, and so are their programs.

Many tall ships offer training and education in maritime history and heritage, environmental science and stewardship, marine and nautical sciences, sailing, leadership and team building. Others are ambassador ships representing different states and countries or recreational vessels offering short day sails as an opportunity for people to get out on the water.

All of the ships are working vessels at the dock and underway, and they create pathways and training opportunities for a maritime career.

TYPES OF TALL SHIPS

Sailing ship rigs can be divided into two broad categories: the "fore and aft rig," in which the sails lie along the same plane as the ship's fore and aft line; and the "square rig," in which the sails are rigged athwart (across) the ship. Each rig has certain advantages.

THE FORE & AFT RIG

The fore and aft rig, or schooner rig, required only a small crew and was generally used in the coastal and fishing trades. Ships with this rig could point higher into the wind and were usually more maneuverable when working in the changing winds along the coast. The rig was not limited to coastal schooners, and big fore-and-aft rigged ships could be seen plying across the Atlantic Ocean bound for Europe, the Caribbean, Africa or South America. Types of fore and aft rigs include:

SLOOP – fore-and-aft rigged vessel with one mast. In the early 1800s, some large sloops traded with



the West Indies, but most sloops in the 19th century were small inshore fishing vessels. In the 20th century, sloops became the most popular rig for yachts and racing vessels.

SCHOONER – fore-and-aft rigged on all of its two or more masts, with the forward mast being shorter than the main. *When and If* and *Suncoast Horizon* are both schooners. There were many variations of schooner rigs to meet different needs, including:

• **Square Topsail Schooner** – a combination of fore and aft sails and small square sails. They were popular for trading in the late 1700s well into the 1800s. *Pride of Baltimore II* and *Jolly II Rover* are square topsail schooners.



• **Grand Banks Fishing Schooner** – commonly used by Americans and Canadians for fishing the waters off Newfoundland. In addition to all the normal lower sails, these often carried a main gaff topsail and a fisherman's staysail set between the masts. *Ernestina-Morrissey* is an example of a Grand Banks fishing schooner.

KETCH – two-masted sailing vessel where the mizzenmast is ahead of the rudder. The rig is like a schooner, but the main mast (the tallest mast) is the first mast, not the second mast. Ketches were common in 19th century Europe but didn't gain much popularity in North America until they became very popular for yachts in the 20th century.



FOUR-MASTED SCHOONER

– simply a larger version of a traditional schooner. This design attempted to reduce individual sail area, raise tonnage and still manage with a small crew. In the early days, sails were hoisted by hand. Gradually, the gasoline hoisting engine was introduced, saving work, wages and food. She could operate with eight hands and reached 500 to 700 tons. At the turn of the century, these schooners were used in the coastal trade between Canada and the United States, the West Indies, South America, and some trans-Atlantic voyages to Europe and West Africa. Along the New England coast, several five- and six-masted schooners also were built, and there was even a seven-master, the steel-hulled *Thomas W. Lawson*.





GOING BEYOND THE TEXT

Do the research

A long and flat peninsula surrounded by the Gulf of Mexico, the Caribbean and the Atlantic Ocean, Florida has a long and rich maritime history. Go to [nps.gov/articles/maritimehistory.htm](https://www.nps.gov/articles/maritimehistory.htm) and read about the maritime history of Florida. Write down the main points of the article: the who, what, when, why and how points. Then using the articles in the Tampa Bay Times as models, write a newspaper article about the history. Be sure to include the important facts and any information that you read that may have surprised you. Create a PowerPoint presentation to share the key points of what you learned with your classmates.

Florida Standards: SS.8.A.3.16; SS.8.A.4.17; SS.6.W.4.10; SS.8.A.1.6; SS.6.W.1.6; SS.8.A.1.1; SS.8.A.1.3; ELA.68.C.1.3; ELA.68.C.1.4; ELA.68.C.1.5; ELA.68.C.2.1; ELA.68.C.3.1; ELA.68.C.4.1; ELA.68.C.5.2; ELA.68.R.2.1; ELA.68.R.2.2; ELA.68.R.2.3; ELA.68.R.2.4; ELA.68.R.3.2; ELA.68.V.1.1

*Sailing onboard a tall ship is not just learning to sail. It is learning from sailing.
From the ships, the sea, your shipmates and yourself.*

THE SQUARE RIG

The square rig was normally an off-shore rig used by vessels making long ocean passages and taking advantage of the prevailing wind and current patterns of the globe. These ships varied in size from the smaller brigantines and brigs to large full-rigged ships and barques of more than 2,000 tons. Smaller brigantines were often used in coastal trading on the Atlantic coast of the United States. Square rig types include:

BRIG – two-masted vessel, square rigged on both masts. The brig is a very old and efficient sailing rig, and the class was still in use up



to the very end of commercial sailing ships. Brigs were common in American, Canadian and European shipping and naval fleets.

BRIGANTINE – two-masted vessel square rigged on the foremast, with fore-and-aft sails on the mainmast. This rig became more popular near the 20th century because it required fewer crew members to sail.



BARQUE OR BARK – usually a three-masted vessel, the fore and main masts are square-rigged and the mizzenmast and any other masts behind the main are rigged fore and aft. The barque was a popular rig for shipping



and whaling, and more of this type were built than all other square rigs combined. *Elissa* is an example of a barque.

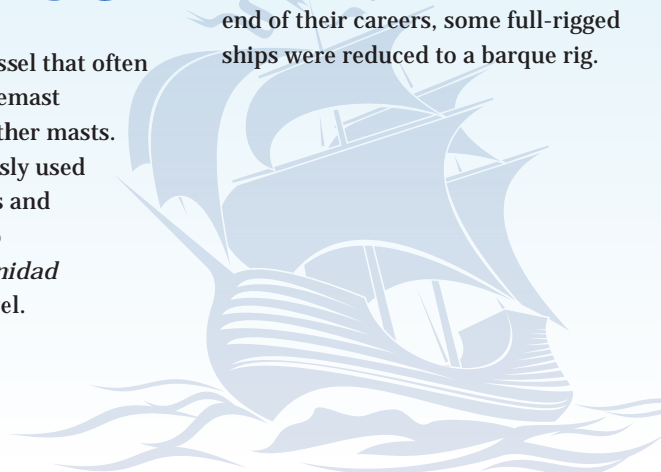
BARQUENTINE – a vessel with only the foremast rigged square and the other masts rigged fore and aft.



CARAVEL – a vessel that often had a square-rigged foremast and lateen sails on its other masts. These were most famously used by Portuguese explorers and colonizers in the 15th to 17th centuries. *Nao Trinidad* is an example of a caravel.

FULL-RIGGED SHIP – square rigged on all masts. Staysails could be set between the masts.

Outboard of the square sails might be set studding sails, and above the royals (uppermost sails) might be set sails with such names as skysail, moonraker, Trust to God, or Angel Whispers. Toward the end of their careers, some full-rigged ships were reduced to a barque rig.



SHIPS VISITING



2023

ST. PETERSBURG, FL
MARCH 30 - APRIL 2

PENSACOLA, FL
APRIL 27-30

GALVESTON, TX
APRIL 13-16



ERNESTINA-MORRISSEY

NEW BEDFORD, MA (1894)

As the *Effie M. Morrissey*, launched in 1894 in Essex, Massachusetts, this historic schooner's first lives were as Gloucester Grand Banks fisherman, Arctic explorer and WWII survey/supply vessel. As *Ernestina*, from 1946 to 1965, she plied the transatlantic waters as the last of Cabo Verde's long line of transatlantic packet ships. After being gifted by the Republic of Cabo Verde to the "people of the United States" and repatriated in 1982, she embarked on her new life as an environmental/maritime/sciences educator and cultural ambassador.

ELISSA

GALVESTON, TX (1877)

Galveston Historical Foundation (GHF) brought *Elissa*, an 1877 square-rigged iron barque, from a scrapyard in Piraeus Harbor, Greece, to Galveston to begin restoration work in 1978. By 1982, GHF staff and volunteers completed restoration and transformed this rare, historic vessel into a floating museum that would actively sail. Today, the 1877 tall ship *Elissa* is one of only three ships of her kind in the world to still actively sail. She also serves as the Official Tall Ship of Texas and a National Historic Landmark.



The *Jolly*
topsail sch
American
of Key Wes
distinctive



Sun
tops
Flori
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GOING BEYOND THE TEXT • Learning about the ships

Your teacher should break your class into seven small groups to research each of the ships on these pages. Each group will choose a topic and present to the class. Each group will choose a classmate to be the ship's captain. Your presentation must include an image of the ship, a map showing the ship's journey, and a newspaper article from the Tampa Bay Times for that ship. Be creative!

Florida Standards: SS.7.G.1.2; SS.8.G.6.1; SS.8.A.3.16; SS.8.A.4.17; SS.6.W.4.10; SS.8.A.1.6; SS.6.W.1.6; SS.8.A.1.1; SS.8.A.1.3; ELA.6.R.2.2; ELA.68.R.2.2; ELA.68.R.2.3; ELA.68.R.2.4; ELA.68.R.3.2; ELA.68.V.1.1; VA.68.S.1.1; VA.68.S.1.2; VA.68.S.1.3; VA.68.S.1.5



JOLLY II ROVER KEY WEST, FL (1994)

Jolly II Rover is a classic, square-rigged, topsail schooner – a replica of an early 1800s coastal schooner. She operates out of Key West's Historic Seaport and boasts 100-foot red sails.

SUNCOAST HORIZON TAMPA, FL (2000)

Suncoast Horizon is a 55-foot Merry Rover gaff-rigged, topsail schooner. *Horizon* was built in 2000 in Old Town, Tampa, Florida, just off the Suwannee River, and previously served as *Capt. Kidd* in Galveston, Texas.

Choose one ship to learn more details about. Create a presentation – a poster, song or video – to teach your class about the ship's journey and six interesting facts about the ship. Next, your group will create a full-page advertisement for the ship.

8.C.1.3; ELA.68.C.1.4; ELA.68.C.1.5; ELA.68.C.2.1; ELA.68.C.3.1; ELA.68.C.4.1; ELA.68.C.5.2; ELA.68.R.2.1;



NAO TRINIDAD HUELVA, SPAIN (2018)

Formerly known as the *Nao Santa Maria*, *Nao Trinidad* is owned by the Nao Victoria Foundation, a nonprofit that specializes in promoting historical events through the construction of historical ships that are sailed throughout the world's ports. *Nao Trinidad* is one of Huelva's hallmarks, evoking the region's ships, seamen, the seafarer's tradition and its most universal history.



PRIDE OF BALTIMORE II BALTIMORE, MD (1988)

Pride of Baltimore II is a topsail schooner built to the lines of an 1812-era Baltimore Clipper. She is Maryland's working symbol of the great natural resources and spectacular beauty of the Chesapeake Bay region and a reminder of America's rich maritime heritage. *Pride of Baltimore II's* mission is to educate the public on Maryland's maritime history, tradition and commerce opportunities.



WHEN AND IF NEW YORK, NY (1939)

General George S. Patton commissioned John Alden, one of America's greatest naval architects, to design this schooner. It is said that Patton remarked, "When the war is over, and if I live through it, Bea and I are going to sail her around the world," this phrase being the source of the yacht's name.

What skills does it take to be a tall ship sailor?

The most important requirement for being a tall ship sailor is a willingness to always learn. Traditionally rigged vessels can be complicated, and the professionals, volunteers and passengers who sail the ships from port to port work together as a team to sail the ship safely and effectively.

The skills required onboard during a voyage may vary from ship to ship depending on the type of trip, but there are both life skills and technical vessel operation skills required to be part of the professional, volunteer or passenger crew.

LIFE SKILLS

- ▶ Leadership
- ▶ Critical thinking
- ▶ Decision making
- ▶ Communication
- ▶ Teamwork
- ▶ Self-awareness
- ▶ Self-efficacy
- ▶ Resourcefulness
- ▶ Responsibility
- ▶ Cultural competence

TECHNICAL SKILLS

- ▶ Understanding nautical terms
- ▶ Marine communication, signaling
- ▶ Personal shipboard safety
- ▶ Safety as part of a team
- ▶ Rope handling
- ▶ Knot tying
- ▶ Sail handling
- ▶ Navigation
- ▶ Watchkeeping
- ▶ Emergency management
- ▶ Survival at sea
- ▶ Weather knowledge
- ▶ Firefighting
- ▶ Ship maintenance

How do I get on board?



TALL SHIPS ST. PETE
MARCH 31 – APRIL 2, 2023

Tall Ships America® and Tall Ships® St. Pete invite Pinellas County Middle School students and their families to explore these majestic ships at Port St. Pete.

Students, Use promo code “YouthSail” to receive \$5 off one general admission + on-deck tour ticket



Advance reservations for timed entry are required. One discount ticket per order. May not be combined with any other offer.

TallShipsStPete.com

TALL SHIPS CHALLENGE®
Gulf Coast 2023



TRACK THE TALL SHIPS
Download the app to track the tall ships while they travel the world!



GOING BEYOND THE TEXT

Maritime careers

Research maritime careers using the Bureau of Labor Statistics Occupational Outlook Handbook at bls.gov/ooh/transportation-and-material-moving/water-transportation-occupations.htm and bls.gov/ooh/architecture-and-engineering/marine-engineers-and-naval-architects.htm.

Next, research the educational options available to young people interested in maritime careers, both civilian and military. Some websites to start with include:

- Tall Ships America Sail Training & Education at Sea: tallshipsamerica.org/for-students
 - United States Navy: navy.com
 - United States Coast Guard: gocoastguard.com
 - United States Merchant Marine: usmma.edu
 - United States Department of Transportation Maritime Administration: maritime.dot.gov/education/maritime-academies/maritime-academies
- Select a maritime occupation that seems interesting to you and answer the following questions:

- How does the occupation fit your skills and interests?
 - What will you be doing in the occupation?
 - What is the necessary education and/or training?
 - How many jobs are there in the occupation currently?
 - Is the occupation projected to grow, decline or remain unchanged? Why?
 - How much does this occupation pay? What do the top 10 percent earn? The bottom 10 percent?
- Using the article you read above and the articles in the business section of the Tampa Bay Times as models, write

a news article using the information you collected to help others assess whether they would pursue a career in the selected occupation and why or why not. Present your findings to your class.

Adapted from: U.S. Bureau of Labor Statistics, “Choosing a career: activity”

Florida Standards: SP.68.VI.3.3; SP.PK12.US.3.3b; SS.8.FL.1.2; SS.8.FL.1.1; ELA.68.C.1.3; ELA.68.C.1.4; ELA.68.C.1.5; ELA.68.C.2.1; ELA.68.C.3.1; ELA.68.C.4.1; ELA.68.C.5.2; ELA.68.R.2.1; ELA.68.R.2.2; ELA.68.R.2.3; ELA.68.R.2.4; ELA.68.R.3.2; ELA.68.V.1.1;

About the TALL SHIPS CHALLENGE[®] and Tall Ships St. Pete

Tall Ships America is the National Sail Training Organization of the United States of America. They advance the ships, the people and the programs across the North American fleet of tall ships.

Tall Ships America also organizes an annual series of tall ship races, cruises, crew rallies and maritime port festivals called the TALL SHIPS CHALLENGE[®]. They work with U.S. and Canadian ports on the Pacific, Atlantic and Gulf Coasts of North America and in the Great Lakes. Maritime festivals in each host port draw visitors to the waterfront and provide them with the opportunity to board ships, get out on the water and experience our nation's rich maritime history. These maritime festivals and events contribute to the local economy and bring visibility to host ports on a national stage – all while promoting and connecting with the working fleet of tall ships and their commitment to Adventure and Education Under Sail[®].

The city of St. Petersburg is proud to partner with Tall Ships America to co-host a magnificent fleet of tall ships along the waterfront. The ships are visiting March 30 to April 2, 2023. This four-day waterfront festival is an opportunity for families to enjoy live entertainment, food, beverage and the tall ships at the dock.



GOING BEYOND THE TEXT

Scavenger Hunt

With your class, make a list of all the terms you have learned from this publication. Words such as schooner, barque, rigged, sloop, caravel, etc. are not the only words associated with ships. Have your teacher split your class up into teams to see which group can find the most words related to ships, boating or traveling in the Tampa Bay Times. By “blacking out” or erasing the non-relative words, create a blackout poem to share with your class.

Florida Standards: ELA.68.C.1.3; ELA.68.C.1.4; ELA.68.C.1.5; ELA.68.C.2.1; ELA.68.C.3.1; ELA.68.C.4.1; ELA.68.C.5.2; ELA.68.R.2.1; ELA.68.R.2.2; ELA.68.R.2.3; ELA.68.R.2.4; ELA.68.R.3.2; ELA.68.V.1.1; ELA.6.V.1.3



Learn more at tallshipsamerica.org
and tallshipsstpete.com.

Newspaper in Education

The Tampa Bay Times Newspaper in Education program (NIE) is a cooperative effort between schools and the Times Publishing Co. to encourage the use of newspapers in print and electronic form as educational resources – a living textbook.

Our educational resources fall into the category of informational text, a type of nonfiction text. The primary purpose of informational text is to convey information about the natural or social world. NIE serves educators, students and families by providing schools with class sets of the Pulitzer Prize-winning Tampa Bay Times plus award-winning original educational publications, teacher guides, lesson plans, educator workshops and many more resources – all at no cost to schools, teachers or families.

In 2021-2022, NIE provided more than 1 million print copies and nearly 10 million digital editions of the Times to area classrooms. For more information about NIE, visit tampabay.com/nie, call 727-893-8138 or email ordernie@tampabay.com. Follow us on Twitter at twitter.com/TBTimesNIE. Find us on Facebook at facebook.com/TBTNIE.



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Florida Standards

This publication and the activities focus on the following Florida Standards: **Social Studies:** SS.8.FL.1.2; SS.8.FL.1.1; SS.7.G.1.2; SS.8.G.6.1; SS.8.A.3.16; SS.8.A.4.17; SS.6.W.4.10; SS.8.A.1.6; SS.6.W.1.6; SS.8.A.1.1; SS.8.A.1.3
Language Arts: ELA.68.C.1.3; ELA.68.C.1.4; ELA.68.C.1.5; ELA.68.C.2.1; ELA.68.C.3.1; ELA.68.C.4.1; ELA.68.C.5.2; ELA.68.R.2.1; ELA.68.R.2.2; ELA.68.R.2.3; ELA.68.R.2.4; ELA.68.R.3.2; ELA.68.V.1.1; ELA.6.V.1.3
Visual Arts: VA.68.S.1.1; VA.68.S.1.2; VA.68.S.1.3; VA.68.S.1.5
Special Skills: SP.68.VI.3.3; SP.PK12.US.3.3b

THANK YOU TO OUR TALL SHIPS ST. PETE SUPPORTERS

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