



STS *POGORIA*

Nationality	Polish
Home Port	Gdynia
Length overall	48 m (158 ft.)
Professional Crew	5
Volunteer Crew	Captain + 4 Officers
Trainees	up to 43

HISTORY

Pogoria was built between 1979 and 1980 in Gdansk, Poland, for the Iron Shackle Fraternity, a marine education and sail training organisation linked with Polish Television. She was designed by Zygmunt Choreń as a prototype of the line of tall ships designed or redesigned by him (in 2009 it was 17 square riggers). The man responsible for getting her built, Cpt. Krzysztof Baranowski, already had the idea for Class Afloat – combining traditional high school education with a long-distance marine voyage, which is why the barquentine's bow superstructure was built as a classroom.

Pogoria was launched on January 23rd, 1980, and made her international debut in the 1980 *Cutty Sark* Tall Ships' Races from Kiel to Karlskrona, Frederikshavn, Amsterdam and the windjammer gathering in Bremerhaven that followed. Commanded by Cpt. Krzysztof Baranowski, with a young crew from the Iron Shackle Fraternity, she was entered in class A, among the world's largest tall ships. Both legs of the event saw the *Pogoria* cross the line first in her class. Finally, after a handicap calculation, she was classified third over each stage, but nevertheless she was unofficially titled the fastest vessel of the race.

In 1980-81 (summer in the Southern hemisphere), *Pogoria* was chartered by the Polish Academy of Sciences to transport scientists and their equipment to the Polish Antarctic station on King George Island in the South Shetlands, and there picked up another group and took them back to Poland. Commanded by Cpt. Krzysztof Baranowski, after 132 days' sailing, she returned to Gdynia, logging 20,820 Nm. On that voyage

she called also at Stanley in the Falklands and Rio de Janeiro.

In 1982, *Pogoria* took part in the *Cutty Sark* Tall Ships' Races from Falmouth to Cadiz, Lisbon and Southampton. The following summer she sailed in the Baltic.

From September 1983 to June 1984, *Pogoria* was used for the 'Class Afloat' project of Cpt. Krzysztof Baranowski, in which 30 Polish students, who were the winners of a one-year nationwide competition, were given the chance to combine traditional high school education with a long-distance sea voyage. The 278-day trip from Gdynia to Gdynia, Poland, was planned as a clockwise circumnavigation of Africa, with a loop around Bombay and Colombo.

From 1985 until mid-1988, *Pogoria* was under full-time charter to the Canadian Educational Alternative of Ottawa and Montreal, working with Canadian floating school (with breaks only for maintenance holidays). She had a Polish crew of 9 and 20-40 Canadian students together with their teachers. In 1985, she made another circumnavigation of Africa. That voyage ended in Montreal and she then sailed back to Poland, by way of the New York Op Sail '86. In 1987-88, she sailed around the world.

In 1988-1989, *Pogoria* made a voyage around South America with 'International Class Afloat,' another project of Cpt. Krzysztof Baranowski, combining a school year with a sea-voyage under the slogan "Let's Learn to Live and Work Together" for students from the USA, USSR and Poland.

In late 1989, *Pogoria* was chartered to the Canadians again and operated in the Atlantic between Europe and the West Indies, the USA and Canada. The charter ended at Cape Town before Christmas 1991, after which she set sail for home and another refit. This took place in 1993 and was financed by the City of Gdynia, as the Sailing Foundation of Gdynia had become the co-owner of the ship.

Immediately after the refit, *Pogoria* joined the cruise-in-company and the second leg of the 1993 *Cutty Sark* Tall Ships' Races from Bergen to Larvik and Esbjerg. In 1994, she sailed across the Atlantic to join the series of Maritime Festivals on the Great Lakes.

In 1995, the *Sail Training Association Poland* became the ship's operator and *Pogoria* entered the *Cutty Sark* Tall Ships' Races from Edinburgh to Bremerhaven, Frederikshavn and Amsterdam.

In 1996, the operator chose the Mediterranean series of *Cutty Sark* Tall Ships' Races from Genoa to Palma and Naples. *STA Poland* is a subsidiary of *Sail Training International*, which educates young sailors through

marine voyages and organizes the Tall Ships' Races also known as Operation Sail. From 1997 onward, *Pogoria* participated in the Tall Ships' Races every summer.

In 1999, in Aalborg, the final port of the race series, *Pogoria* won the most important and prestigious award – the *Cutty Sark* Trophy. The winners of this award are the crew and the ship which contribute the most to international understanding and friendship during the series of races.

In 2000, *Pogoria* successfully completed the *Cutty Sark* Tall Ships' Races 2000 on the route from Genoa to Cadiz, Bermuda and ports on the eastern coast of the US (Boston, Halifax) to Amsterdam. In 2001, *Pogoria* joined the *Cutty Sark* Tall Ships' Races from Antwerp to Ålesund, Bergen and Esbjerg.

Since 1999/2000, the ship has been operating in wintertime from her base in Genoa, sailing in the Mediterranean in cooperation with *STA Italia*.

ON BOARD

Trainees live in the 2, 2 x 4, 8, 10 and 15-person cabins, where each of them has his/her own bunk.

They are divided into four watches of 11 people each. Three of those 11 do four hours on watch and eight off, while the fourth person is on the galley watch, helping the cook with the preparation of meals and also keeping the ship tidy. Most of the watch time is spent on look-out, taking the helm, keeping the log and trimming sails. It is not absolutely necessary to go aloft, but most trainees do so for the experience and thrill of handling square sails.

During the Class Afloat voyages, which are commanded by Cpt. Baranowski, all trainees except those on galley watch have classes from 08.15 to 13.30.

Pogoria's permanent crew consists of a Chief Mate, Boatswain, Engineer, Mechanic and Cook together with a voluntary Master and four Mates. The usual trainee age is between 15 and 25.

POGORIA Trainees' Guide

1. Why should you read this text before you join the crew?

When you get on board *Pogoria* for the first time, especially if you had no sailing experience before, the inevitable confrontation of your imagination with reality of life on board will occur. Usually reality differs much from what you have imagined, sometimes is disappointing, but by the end of the cruise vast majority of participants is very much satisfied with the experience they had. And very often even those, who just after the cruise said to themselves “never again”, are coming back. In order to help your imagination in creating the picture of what you are heading for closer to the truth we have developed these guidelines.

2. What kind of vessel is *Pogoria*?

You shall get some ideas from the attached drawings. The *Pogoria* is a three-masted barquentine (this the type of rigging) almost 48 meters in length overall with the sail area of 1000 square meters. Her crew consists of 49 people, the Captain, 4 Mates, 3-4 permanent crew and 40 young people like yourself.

3. What should you take with you?

Remember that the space on board for your personal exclusive use is very limited, take it into account when you pack your belongings which will have to be put in the locker above or under your bunk and into the wardrobe which you will share with some others. Also your bags will have to be put in there so **do not bring stiff suitcases and rucksacks with you.**

Do not take very expensive and unnecessary things with you which may be damaged and eventually stolen. You will have to take a good care of your iPod, camera, video-camera and not to leave these items at any places unattended.

You have to take with you:

- passport or ID, your personal log-book (if you have one);
- sailors sack or soft bag you pack your belongings in;
- waterproof coat and trousers;
- laced-up shoes with rubber (**not plastic**) sole and sandals. For your safety we do not allow loose sandals to be worn on the deck.
- T-shirts, spare trousers, shorts, jeans, shirts, jumpers, socks and underwear. Select your clothing in such way to be able to put it on in layers. Do not forget the warm cap and underwear also in Summer;
- towels and personal toilet equipment;
- pillow-case and sheets – you will find pillows and blankets on your bunk. Sleeping-bag if you like;
- sun-glasses, protective cream, a cap protecting from the sunshine;
- a book you like, you may have some time to read;
- musical instrument of your own if you can play, we have guitar on board.

4. Whom you are going to meet on board?

Obviously you will meet your colleagues, boys and girls, most of them in exactly the same situation as yours – joining for the first time. Some of them will have some experience on board *Pogoria* – they will be Watch Leaders. The crew will be divided into four groups called watches under command of Watch Officers (Mates). The Watch Leaders will help you to find out what to do, how and when. You will also meet the permanent crew:

- Bosun, who is responsible for the sails, rigging and all the devices on the deck. Occasionally you will help him in his work and you will learn a lot from him.
- Engineer, who is responsible for all mechanical and electrical devices. In heavy weather conditions he will help you with sails.
- Bosun-motorman, who helps the Bosun and Engineer in their tasks.
- Cook, whom you will help in feeding almost 50 people.
- Last but not least you will meet the Captain, who is responsible for whatever happens on board.

5. How life on board is organized and what are your duties?

The daily schedule is as follows:

07.00	wake-up call
07.00 – 07.30	morning toilet
07.30 – 07.55	breakfast
08.00	morning colours and briefing
09.00 – 13.00	programmed activities
13.30	lunch
15.00 – 18.00	programmed activities
18.30	dinner (supper)
from 23.00	night silence

Regardless the daily schedule the ships duties or watches (what in this case means not only the group of crewmembers but also duties fulfilled) are carried on around the clock. They differ depending on whether the vessel is sailing, anchoring or mooring in the harbour.

So be ready to accept that while sailing you will have navigational watch four hours in the daytime and four hours at night. During this watch you will be steering, setting, lowering or trimming sails, standing on the look-out post and assisting in the chartroom.

- While in the harbour, you will spend some time on guard at the gangway (entrance to the vessel), some hours during the day and at night.
- While setting sails it will be necessary to go aloft (climb the mast). No one is forced to do this, only volunteers go, but we know by experience that most of you want to go sooner or later and some of you become very skilful in doing it.

- Every fourth day your watch will be off duties on the deck in order to:
 - a. help the cook to prepare the meals, lay the tables, tidy them up and wash the dishes
 - b. tidy-up and keep tidy the whole interior of the vessel, especially lavatories.

Moreover, every fourth day your watch will be free of navigational duties from 8.00 to 20.00. In such case you will be to the bosun's disposal, from 9.00 to 18.30 with the break for lunch, to help him in keeping the vessel ship-shape.

During the Class Afloat voyages, which are commanded by Cpt. Baranowski, all trainees except those on galley watch have classes from 08.15 to 13.30.

6. What rules should you obey?

You do not need to remember all the rules before you join, they will be reminded to you on embarkation. But you have to agree to obey those given in bold letters before you come on board. The basic rule of life on board is **SAFETY FIRST**. Furthermore the following rules coming from regulations and practice must be obeyed:

- Going aloft and onto bowsprit is allowed only after training and always with the watch officer consent.
- Trainees are not allowed to use any mechanical, electrical, navigational and radio equipment without having been instructed how to use it. Trainees are not allowed to take the seat of the radio operator in the chart room at any time.
- Before you unfasten any rope, make sure what this line is for.
- It is recommended to plait (tie) or put into the cap your loose long hair, especially while working on the deck and aloft and not to wear any pendants, necklaces, rings and earrings which can hurt you when jammed in the rigging. Your finger nails should be cut short.
- It is forbidden to run while on board and to walk barefooted on the deck.
- **Smoking is strictly prohibited in the whole interior of the vessel. Violation of this rule is a crime.**
- **Trainees under 18 years of age are not allowed to smoke at all. For these over 18 smoking is merely tolerated and allowed only on the stern deck leeseide. It is not allowed to smoke while one participates in any activity on the deck and/or takes any position during his watch hours.**
- **Trainees are not allowed not only to drink any alcoholic beverages while on board but even to possess them. The same applies to drugs of any kind. Violation of this rule may result in immediate forced disembarkation (in the next port while at sea).**
- Potable water tanks capacity is limited so we have to save it. The taps installed enable quick water temperature regulation and turning off/on without necessity of repeated regulation. This allows to minimize water consumption in showers.
- Due to the risk of sewage system clogging, nothing what has not been eaten (except for the toilet paper) must NOT be put into lavatory pan. We have plenty of water for toilet flush (the whole sea). You are expected to flush the toilet minimum 5 seconds (15 seconds is recommended) after having used it.

- You are expected to keep your personal belongings in the lockers and NOT on your bunk.
- Remember that persons who are overwise, sarcastic and such whose own wishes are always most important to them are not good companions.
- The vessel is not the best place for couples in love. If you want to spend your holidays with the dearest person whose eyes are fixed on you, we recommend to choose rather the tent somewhere on land instead.

7. What you will have to learn?

Most importantly you will have to learn how to live together with other people in the limited space, sometimes in the rough weather, with very limited privacy avoiding conflicts and forming a team.

Before the vessel leaves harbour you will be introduced to:

- ship's rules and regulations;
- ship's interior and the crew accommodation;
- emergency drills;
- emergency equipment location and usage;
- sails and rigging handling;

During the voyage you will have to learn the names of all sails and most ropes and how to handle them (the basic knowledge you will get before departure from the first port). It is not so difficult as it looks like at first sight – many people have succeeded before you. In order to make the task easier and to enable you to learn some basic terms we have attached some drawings. We do not expect you to learn all the names but you should learn at least the names of sails before you come on board.

8. What you have to remember?

The routes of *Pogoria* voyages are planned to give you an opportunity of seeing attractive places. The realization of the plan depends on two basic factors. One of them is weather which you and us have no influence upon. Unfavourable weather conditions may make getting to the planned ports impossible. The other factor is yourselves, your attitude to training and working on board which may help the captain to achieve planned goals as well make it impossible for him.

9. Who are we?

Sail Training Association Poland is an organization established by people who strongly believe that enabling young people to spend some time as a crewmember on a sailing vessel makes sense and is very advantageous for them in many respects.

We believe that your voyage will be as successful as all of them before and we wish you good winds and unforgettable memories.

The Board of the Sail Training Association Poland