

ALMA DOEPEL

Youth Development Foundation



Sponsorship Prospectus

VOYAGE OF A LIFETIME

Creating opportunities for tomorrow's youth

Tall Ship Sailing is unmatched in its abilities to achieve outcomes with young people. Building resilience, leadership, teamwork and communication skills, while boosting confidence and enabling young people to reach their own goals and ambitions. These outcomes help combat youth suicide, depression, drug use and enable young people to realise their own potential as a person.

ALMA DOEPAL PROJECT

- Creating opportunities for young people to grow and learn about themselves, others and the ocean.
- Combatting youth suicide, depression and drug use through sail training.
- Restoring the last Australian ship of her kind to her former glory.
- Preserving maritime and world war history.



THE ALMA DOEPAL

Alma Doepal was launched on October 10, 1903 in Bellingen, northern New South Wales. During her first year, the Alma Doepal plied the Tasman, and set a record for the fastest voyage by a sailing ship between Australia and New Zealand. In 1905 she traded along the New South Wales coast and became a familiar sight in the ports of Australia's east coast over the next 12 years. In 1917 ownership changed and she traded from Henry Jones (IXL) in Hobart to the mainland-based South Yarra Jam Factory. Alma Doepal established another record, sailing from Hobart to Melbourne Heads in 58 hours 30 minutes.

During the Second World War Alma Doepal was commissioned by the Australian Army who renamed her to 'Army Ketch 82'. Following the war she resumed trade across Bass Strait. In the 1960s she became a limestone carrier in Tasmania. But finally, after lying idle for 12 months, she was purchased in 1976 and restored to become a youth training ship. She operated Youth Sail Training Programs in the 1980s and '90s on Melbourne's Port Phillip

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Much of the youth development today is contrived to replicate real world scenarios such as 'team building' exercises. However, on a tall ship there are no 'exercises'. There is only the real world of sailing the ship. The crew is a team and its task is to sail the ship. It's a formula that has worked for thousands of years.

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YOUTH DEVELOPMENT



Sail training 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. It promotes an acceptance of others whatever their social or cultural backgrounds, and it develops a willingness to take controlled risks. For most who undertake sail training on a Tall Ship, it is a positive life-changing, voyage-of-a-lifetime experience.

Our mission is to challenge and inspire young people to realise their personal potential and make a positive contribution to the wider community, through the unique medium of a tall sailing ship.

According to a study by the University of Edinburgh;

“Young trainees who participate in off-shore sail training programs show measurable improvements in social confidence and their ability to work with others ... and the benefits are sustained over time after the voyage experience...The positive value of the sail training experience transcends national and cultural boundaries.”

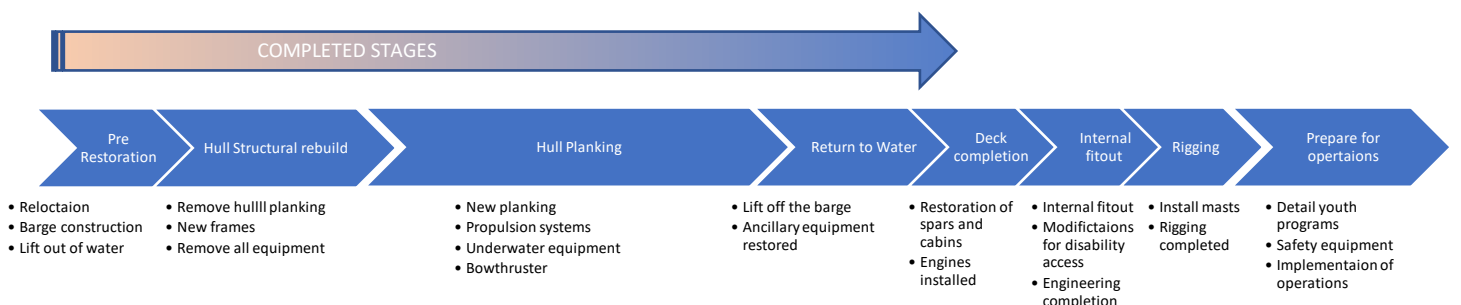
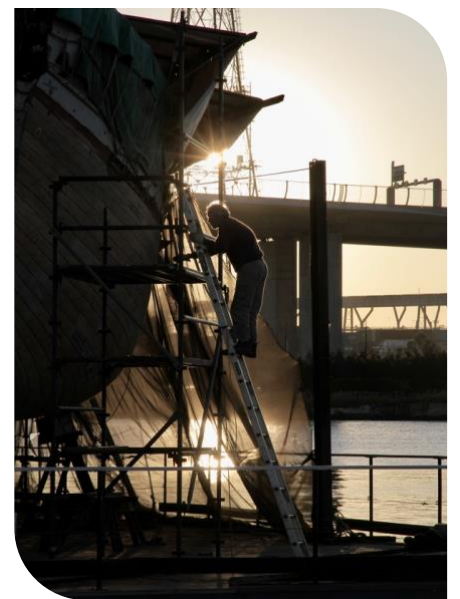
The Alma Doepel Youth Sail Training Program in the 1980s and 1990s assisted many of Victoria's Youth to learn more about themselves, others and the sea—helping them to overcome adversity, challenge themselves and reach their own goals and ambitions.

THE PROJECT

The restoration of the Alma Doepel is currently underway in the Docklands. The project aims to restore the ship to her former glory and recommence youth sail training on the Victorian Coast. The total cost of the project is \$4.9 million.

The Alma Doepel has a proven business model which self-funds youth development programs once the ship is operational.

At the core of the future Alma Doepel work is the delivery of 9-day Youth Sail Training Voyages. These voyages are designed to enable young people to learn about themselves, others and the maritime world. It builds their life skills and resilience through a method that has been used for centuries the world over.



ACHIEVING OUTCOMES FOR YOUNG PEOPLE

The case for funding the Alma Doepel project

YOUTH ISSUES

- One in 16 young Australians is currently experiencing depression
- One in six young Australians is currently experiencing an anxiety condition
- Suicide is the biggest killer of young Australians and accounts for the deaths of more young people than car accidents
- Young people are most concerned about coping with stress, school or study problems and body image in that order
- Young people see mental health as a more important issue than things such as the environment, bullying, education and employment
- A quarter of young Australians say they are unhappy with their lives



PROGRAM OUTCOMES



Teamwork

When 36 young people join together for 9 days and collectively sail a traditional tall ship, teamwork is the first outcome. No task can be done as an individual. The crew must work together to assign roles, delegate and collaborate in order to sail the ship.



Leadership

Sail training requires participants to work in teams to achieve success in sailing a traditional tall ship. Through both structured and non-structured learning opportunities young people explore what leadership is and the skills required to lead and motivate others.



Suicide Prevention

Suicide is the number one killer of young people in Australia and is linked to depression and life satisfaction. Youth Sail Training Programs engage young people with each other, themselves and the medium of sailing. It gives them access to support networks, life satisfaction and something to be passionate about. These are all factors which have been proven to reduce the likelihood of suicide.



Self Awareness

Through the key concepts of challenge by choice, teamwork and reflection, young people explore their own identity and how they cope with stress and work with team-members.

“ Young trainees who participate in off-shore sail training programmes show measurable improvements in social confidence and their ability to work with others ... and the benefits are sustained over time after the voyage experience ”

SPONSORSHIP OPPORTUNITIES

The following table details the items available for sponsorship.

Organisations who sponsor an item / part of the ship will have a plaque fixed to the item they have sponsored.

The plaque will have a message or quote to inspire the



Item / area	Description	Cost
Captain's Cabin	This exclusive location onboard the ship is home to the Captain, 1st Officer and Engineer. The Captain's Cabin is beautifully appointed with traditional Australian timberwork and handcrafted furniture.	\$30,000
Engine room	The Engine room is the powerhouse of the ship providing power for crew and trainee services including lighting, refrigeration and cooking as well as the engines for when the vessel is not under sail. The engine room is fitted with modern diesel engines, generators and electrical equipment necessary to sustain life onboard for longer voyages.	\$150,000
Navigation Cabin	The navigation cabin or chartroom is where the ship's crew navigate the ship and where trainees learn to navigate. It contains modern navigation tools including GPS, Plotters, Radar etc. and also has traditional navigation equipment including charts, sextant and hand bearing compass.	\$50,000
Ship's Wheel	The ship's wheel is the centre-piece of a tall ship. Traditionally crafted and finished with brass trim, the wheel allows the crew to maintain the ship's course through the water. It is manned at all times by at least one or two crew members.	\$8,000
Fore Course Yard	The longest yard arm on the ship, this huge timber holds up the fore course sail. It is the first place where young people will go when training to work 'aloft' up the ship's masts.	\$10,000
Lower Topsail Yard	The Lower Topsail yard is the second highest yard arm on the foremast. It is home to the square sail most often used when sailing the ship and is where young people will learn how to work 'aloft'	\$6,000
VIP Cabin	The VIP cabin - This cabin is home to any VIPs travelling onboard the ship. It can also be used by senior crew member or school teachers when a school is sailing onboard.	\$17,000

Upper Topsail Yard	The upper topsail yard is the highest yard on the ship. It is home to the upper-topsail and is the highest working platform for young people onboard the ship.	\$6,000
Galley	The galley is the source of all nutrients and energy for the young people onboard the ship. The food produced in the galley powers the young people to continue to sail the ship and face their daily challenges. The meals that come from the galley can be a great source of delight at sea... particularly when the weather is cold!	\$18,000
Fo'c'sle	The fo'c's'le or "Fore Castle" is traditionally home to the ship's crew. It is forward of the fore mast and is the place where the original crew of Alma Doepel would have lived while she was working as a cargo carrying vessel in the early 1900's.	\$12,000
Fore Peak	The Forepeak is the go-to place for bits and pieces on a ship, things to fix, mend, paint, screw or varnish - they can all be found in the fore-peak.	\$9,000
Fore Deck	The Fore Deck is the area at the very front of the ship. This area is home to the ship's bell and anchor windlass and is where a lookout is posted at all times while at sea.	\$30,000
Main Deck 'midships'	The Main Deck or 'midships' is the middle of the ship and the heart of the on-deck operations of the crew. The crew and trainees gather in this space every morning to raise the flag and the area is used for training and for morning exercise, it is the largest open space on the ship.	\$30,000
Quarterdeck	The Quarterdeck is a slightly raised area of deck surrounding the ships wheel from which the vessel is 'conned'. The Captain and the Officers control the ship from the quarterdeck.	\$30,000
Fore Boom	The Fore Boom is a large timber spar that controls the bottom or 'foot' of the Fore Sail. This spar is the closest spar to the guests onboard the ship and the foresail is one of the most used sails on the ship.	\$6,000
Fore Gaff	Holding the top side or 'head' of the fore sail is the gaff. The gaff is the smaller brother of the boom and is raised by the crew when setting the sail. The gaff requires at least 6 crew members to raise it working as a team.	\$3,500
Main Boom	The Main Boom is a large timber spar that controls the bottom or 'foot' of the Main Sail. This spar is the closest spar to the guests onboard the ship and the mainsail is one of the most used sails on the ship.	\$6,000

Main Gaff	Sitting on the top side or 'head' of the Main sail is the gaff. The gaff is the smaller brother of the boom and is raised by the crew when setting the sail. The gaff requires at least 6 crew members to raise it working as a team.	\$3,500
Mizzen Boom	The Mizzen Boom is a large timber spar that controls the bottom or 'foot' of the Mizzen Sail. This spar is the closest spar to the guests onboard the ship and the mizzen sail is one of the most used sails on the ship.	\$6,000
Mizzen Gaff	Sitting on the top side or 'head' of the Mizzen sail is the gaff. The gaff is the smaller brother of the boom and is raised by the crew when setting the sail. The gaff requires at least 6 crew members to raise it working as a team.	\$3,500
Bowsprit and jibboom	The Bowsprit and Jibboom make up the long timber spar which sticks out from the front of the ship. This is a special feature of a tall ship and the place where most young people will first learn to climb on the rigging and out over the side of the ship.	\$9,000
Saloon (dining area)	The Saloon is the heart of the ship. The crew and trainees will eat all meals in the saloon. They will undertake training, personal development and have their leisure time in the saloon. The saloon is also home to many of the ship's plaques, rope work and historic items and is furnished with beautifully varnished Huon Pine furniture.	\$30,000
Water Tanks	The water tanks are specially fabricated from Stainless Steel to fit the shape of the ships' hull. All of the fresh water onboard is held in the water tanks and these determine the length of time the vessel can be at sea.	\$9,000
Mooring Posts	The 'mooring posts' are large timber posts on each side of the vessel that are used to tie off mooring lines when the ship is alongside a berth. These are very prominent structures and essential to ensuring the vessel is securely tied up.	\$8,000
Sampson Post	The Sampson Post is a large timber post at the front of the ship that secures lines when the ship is tied to the shore. It can also be used to secure the anchor or is the ship is towed. It is a strong connection point to the ship.	\$3,500
Bow Thruster	The Bow Thruster is a tunnel from one side of the ship to the other which has a propeller inside which can pump water from side to side. This assists the ship to maneuver when she is coming alongside a wharf or berth.	\$45,000
Anchor Windlass	The anchor windlass is on the foredeck at the front of the ship and is a prominent piece of machinery. It is used to haul up the anchors and can be used to haul in lines when mooring or lift heavy loads on the derrick. The ships bell sits on the windlass.	\$6,500

Fore Mast 'Shrouds'	The 'Shrouds' are the collective term for the rigging which holds up the mast. The shrouds form the 'ladder' which young people climb in order to get up the mast to furl sails and complete work 'aloft'. This plaque will be in a very prominent place and all trainees climbing the mast will climb the shrouds.	\$10,000
Main Mast 'Shrouds'	The 'Shrouds' are the collective term for the rigging which holds up the mast. The shrouds form the 'ladder' which young people climb in order to get up the mast to furl sails and complete work 'aloft'. This plaque will be in a very prominent place and all trainees climbing the mast will climb the shrouds.	\$10,000
Mizzen Mast 'Shrouds'	The 'Shrouds' are the collecting term for the rigging which holds up the mast. The shrouds form the 'ladder' which young people climb in order to get up the mast to furl sails and complete work 'aloft'. This plaque will be in a very prominent place and all trainees climbing the mast will climb the shrouds.	\$10,000
Propeller Shafts	The propeller shafts connect the Main Engines to the Propellers. They have a diameter of 100mm and are 4metres long. Each shaft has to be specially machined and tapered to fit the propeller and the ship.	\$9,000
Propellers	The propellers are connected to the main engines by the Propeller shafts and are turned in the water to drive the ship forward. These propellers have been designed to give the ship the maximum amount of power while enabling low drag while sailing.	\$20,000
Silent Generator	The silent generator is a smaller generator of around 25kVA which supplies a base load to all of the essential services such as lighting, pumps and ventilation systems. This will run overnight and while the ship is sailing.	\$30,000
The 'Derrick'	The Derrick is the ships 'crane'. It is a traditional timber spar (similar to a gaff or yard) that is located on the Mizzen Mast. The Derrick is used to lift the ship's boats or other heavy loads. Traditionally the Derrick would be used to lift the cargo on and off the ship when loading or unloading in port.	\$6,000
Chain Plates	The Chain Plates are connected to the hull of the ship and hold the rigging which is connected to the masts. The Chain plates are a critical part of the strength of the rigging as they transfer the sailing forces into the hull of the ship.	\$6,000
Wet areas	The wet areas are the bathrooms, showers and toilets on the ship and the system associated with these. This involved the fit-out of the bathrooms, piping, pumps and tanks	\$40,000
Fuel Tanks	The fuel tanks provide the storage of the fuel for the operations of the main engines and generators. Although sailing is the preferred method of propulsion, engines need to be used to get on and off the berth when the wind is not blowing!	\$16,000

DISABILITY ACCESS MODIFICATIONS

Bulwarks Access	In order to provide access to the ship for a wheelchair, walking frame or stroller an opening of at least 900mm needs to be constructed through the ship's side or the 'Bulwarks'. This will provide access to the ship that was previously unavailable due to steps being required to climb over the side.	\$20,000
Accessible Cabin	The cabin on the main deck can be modified to enable people of all abilities to join the ship on a voyage. This cabin will be altered to provide 4 berths, 2 for wheelchair users and 2 for carers as required.	\$15,000
Wheelchair access to Ship's Wheel	The only raised area on the ship is the 'Quarterdeck' where the ship is steered from. This item includes a small ramp and chair 'lift' platform that will lift a wheelchair and occupant up to the level from which the wheel can be operated.	\$15,000
Accessible bathroom	The all abilities bathroom is on the main deck and is located alongside the Accessible Cabin. This cabin will enable wheelchair access to a shower and toilet to enable those with limited abilities to take part in a voyage.	\$15,000
Modifications for all abilities access to Saloon (dining area)	Modifications to the Saloon include altering of an emergency exit port to form a doorway and a lift to bring the wheelchair and occupant into the cabin. Modifications to one of the Huon Pine dining tables and to the centre passage so that a wheelchair users can come to the front of the cabin and take part in food distribution and washing up. The Saloon is the place where talks and presentations are made and will allow voyagers with disabilities to be included fully in the social and educational activities.	\$17,000
Addition of shower and basin to VIP Cabin	The VIP cabin is on the lower deck of the ship, and although not accessible to wheelchair, this item would enable the provisioning of a shower and wash basin to make the space more accessible for people with limited mobility.	\$9,000
Gangway	In conjunction with the modifications of the Bulwarks, the Gangway will enable wheelchairs to move from the dock to the ship's deck. The gangway will be at least 900mm wide and connects the ship to the shore for passengers to embark.	\$14,000

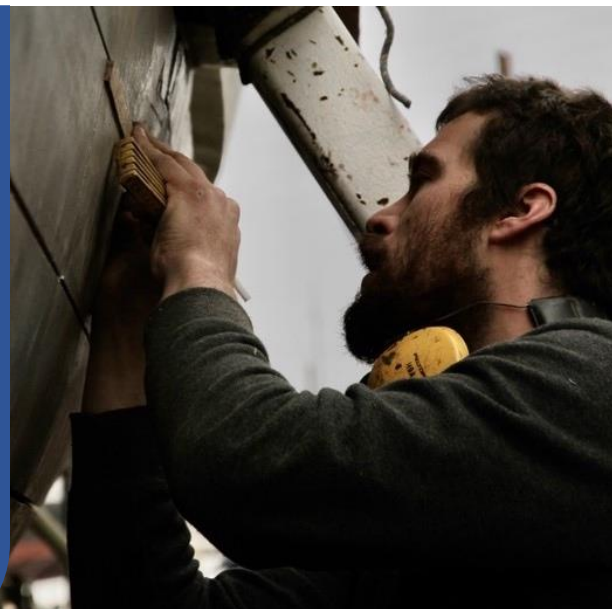
A PROVEN MODEL

The Youth Sail Training Programs are based on a proven business model which is self-funded through revenue raised from private charters, functions and day sailings.

Our objective is to fine-tune these programs in future—to include additional scholarships and a more stringent maintenance program—through ongoing funding from external sources.

AN INVESTMENT IN THE FUTURE

The Alma Doepel project is a one of a kind, once in a lifetime opportunity, and has a time clock ticking. It is a professionally managed enterprise with a successful track record. The story of Alma Doepel is inextricably linked to the Melbourne story.



GENERAL SPONSORSHIPS

General sponsorships are available to support the restoration and to assist in achieving the activities and outcomes of the Alma Doepel Project.

These sponsorships provide much needed funds for the operations of the restoration and future planning for the commencement of youth development programs. These sponsorships provide the much needed funds for the following costs and activities:

- **Shipwright labour**
- **Insurances and overheads**
- **Ancillary equipment**
- **Consumables**

General sponsorships can be tailored to individuals and organisations based on funding available and key outcomes which are to be supported.

General Sponsorships can be tailored to include the following elements:

- Recognition of a sponsor of the project through signage and website
- Access to sailing opportunities once the ship is operational
- Access to the Alma Doepel restoration site for events and tours
- Talks/presentations by key Alma Doepel personal
- Naming rights to key parts of the vessel or future programs.

General Sponsorships start at a \$20,000 commitment. Please be in contact to tailor a sponsorship package to suit your requirements and outcomes.

FURTHER INFORMATION

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