

ALMA DOEPEL

VOYAGE OF A LIFETIME



Alma Doepel Ocean Youth Foundation

Restoring Australia's Maritime Heritage for the Youth of Victoria

Sponsorship Prospectus

history
youth
maritime
heritage
community

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. Outcomes that help combat youth suicide, depression, drug use and enable young people to realise their own potential as a person".

Helping to combat youth suicide, depression, drug use and enable young people to realise their own potential as a person".



ALMA DOEPEL 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 DOEPEL

Alma Doepel was launched on October 10, 1903, in Bellingen, northern New South Wales. During her first year the Alma Doepel 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 and the South Yarra Jam Factory. Alma Doepel established another record, sailing from Hobart to Melbourne Heads in 58 hours 30 minutes.

During the Second World War Alma Doepel was commissioned by the Australian Army as Army Ketch 82, then 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 to be restored as a youth training ship. She operated Youth Sail Training Programs in the 1980s and '90s on Melbourne's Port Phillip.

"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 are a team and their task is to sail the ship, its a formula that has worked for thousands of years".



YOUTH DEVELOPMENT

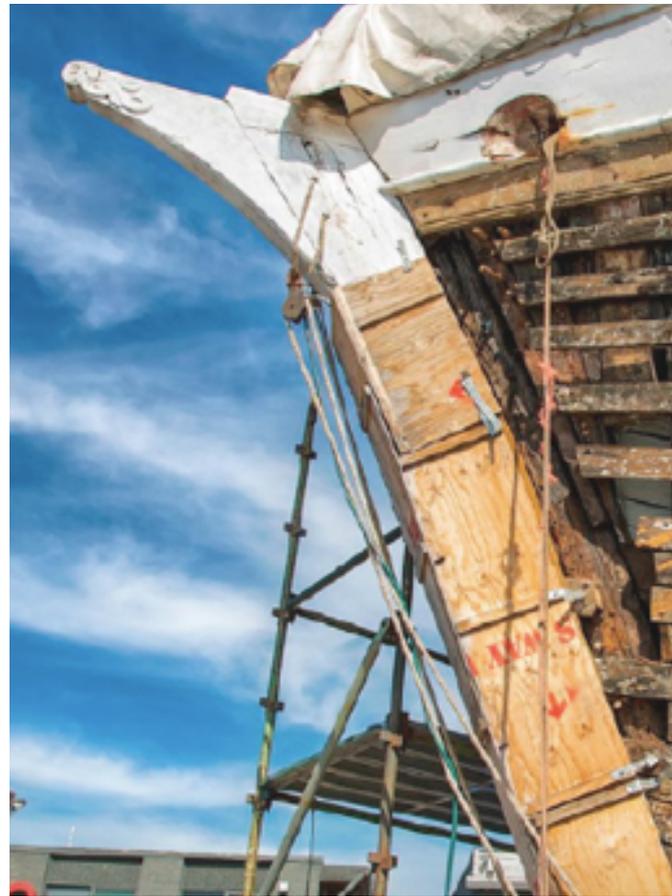
Sail training requires participants to confront many demanding challenges, both physical and emotional. It is an activity that inspires self-confidence and the acceptance of personal responsibility. It promotes an acceptance of others whatever their social or cultural backgrounds, and develops a willingness to take controlled risks. For most who undertake sail training on Tall Ships it is a positive life-changing 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 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"...

"The positive value of the sail training experience transcends national and cultural boundaries"

The Alma Doepel Youth Sail Training Program in the 1980s and '90s 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 Cost of the Project is \$3.3 million, to-date \$2.1million has been raised through sponsorships and donations. The remaining \$1.2 million required to finish the project is being sought from a number of sources including the Federal Government.

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 for enable young people to learn about themselves, others and the maritime world. Building 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

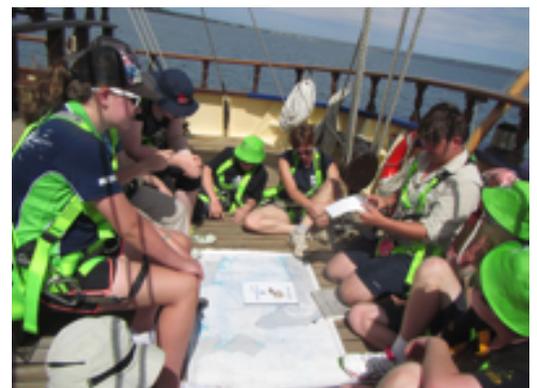
TEAMWORK

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. Giving them access to support networks, life satisfaction and something to be passionate about. 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”...

University of Edenborough

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 future young people onboard:

The following is an example of the plaque to be fixed to the sponsored item:

This Navigation Cabin has been proudly sponsored by:

SEAROAD FERRIES

“May the wind be at your back”

FURTHER INFORMATION

Matt McDonald
Director - Sail and Adventure Ltd



A PROVEN MODEL

Once restored, the delivery of Youth Sail Training Programs does not require ongoing funding from external sources, the vessel has a proven business model which will enable youth training programs to be delivered in an on-going basis through revenue raised from private charters, functions and day sailings.

AN INVESTMENT IN THE FUTURE

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



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.	\$200,000
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 ships 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 ships masts. - SOLD	\$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 scholl 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 nutrient 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's'le	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 Mast	The Fore Mast is the most forward mast on the ship and is home to the foresail and to the three yards and their sails. The foremast has the most sails on it. A plaque on the foremast will be located in a very visible and public position.	\$12,000
Main Mast	The Main Mast is the highest of the three masts. A plaque on the mainmast will be located in a very visible and public position.	\$12,000
Mizzen Mast	The Mizzen mast is the most 'aft' of the three masts and closest to the Captain of the ship. A plaque on the mizzen mast is located in a very visible and public position.	\$12,000
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 Mizzen 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 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
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 mizzensail is one of the most used sails on the ship.	\$6,000
Mizzen Gaff	Sitting on 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
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