

TALLSHIP PHOENIX

INFORMATION PACK



SHIPS SPECIFICATIONS - UPDATED DEC 2022

(Please note there is a lot of out of date information about the ship online)

General

Vessel: Tallship Phoenix
Port of Registry: Portsmouth
Category: Two
Vessel insurance: £500,000
Indemnity: 10,000,000
Insured for charter and film work

Business

Owner: Shane McCarthy
Company: Deep Blue Events Ltd
Formally: Square Sail Ventures under the same owner, before we sold Charlestown Harbour.
Website: www.deepblue.events

Dimensions

Length overall: 34 meters
Length through water: 23.84 meters
Beam: 7.20 meters
Draft: 2.5 meters
Gross tonnage: 80

Propulsion

Main Propulsion: Sail
Number of operational sails: 8
(This includes 2 head sails, 3 squares on the fore mast, 2 stay sails between main and fore, 2 squares on the main and finally the aft most spanker).
Auxiliary Engine: Volvo Penta 6 cylinder (with turbo).

Power

Main Generator: Kohler 9kva. New 2021
Electrical system: 240v and 24v
Speed under sail: 9.5kn max
Cruising speed: 5kn
Fuel tanks: 2 X 600L = 1200L total

Capacity

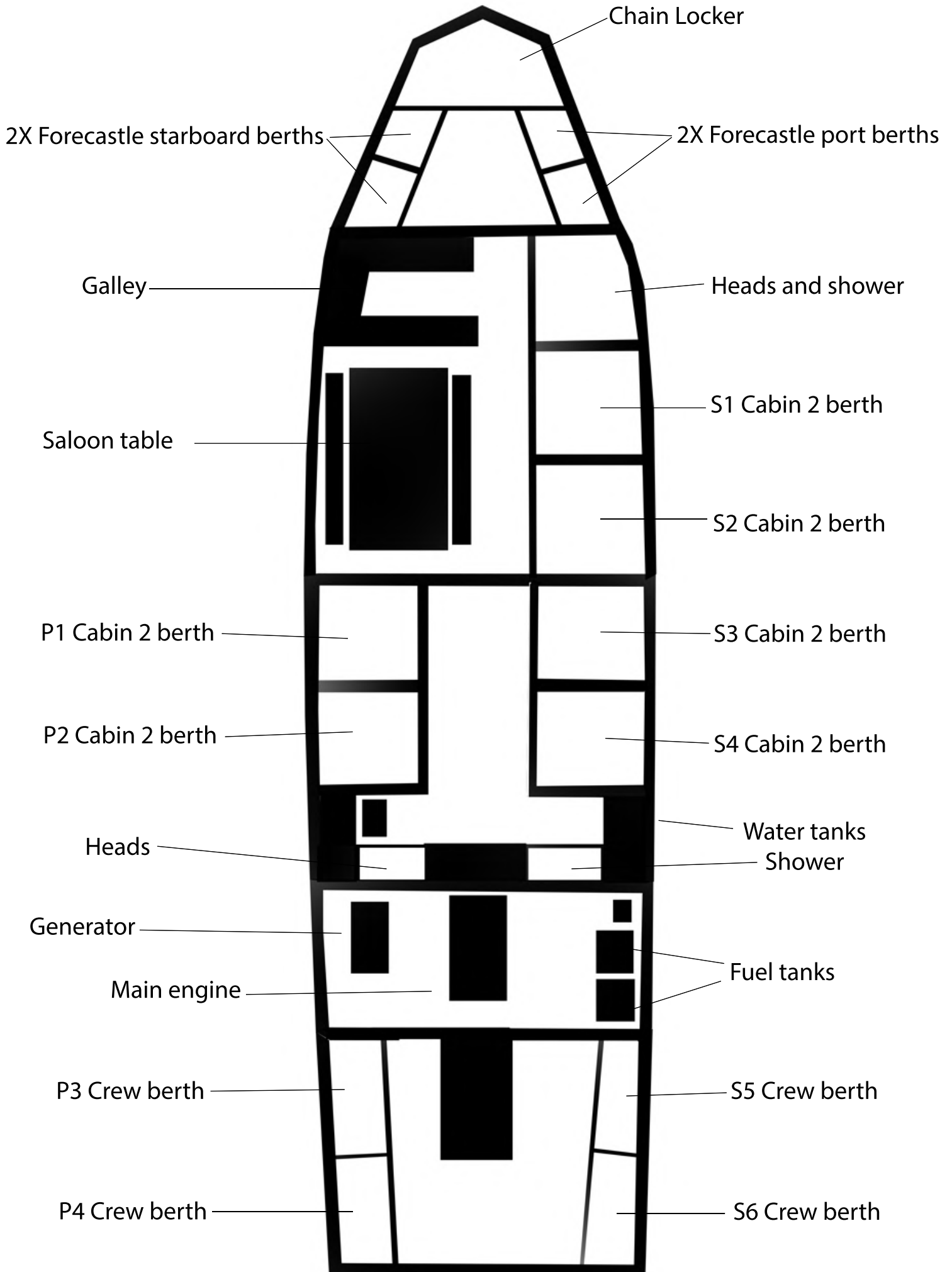
Maximum number of guests: 10
Maximum number of persons on board: 15
Number of berths: 20
We have 5 guest cabins with the capacity to take two per cabin. We also have 4 berths in the forecabin however they are not in use due to passenger limits. The chef sleeps up forward, with the rest of the 4 crew accommodated behind the engine space in the after most cabin.

Galley

Oven, microwave, 2x large fridge + freezer, large amount of stowage.
Fresh water tanks: 4X 1500L = 6000L total

TALLSHIP PHOENIX INTERIOR PLAN

Maximum 10 guests and 5 crew





STYLE OF THE VOYAGES

Life onboard

An authentic 17th century sailing experience. Due to the number of lines and how few run to deck level, guests can expect an active voyage should they wish. Guests can go aloft with a crew member and assist with sail stowing etc. When we wear ship (jibe) we have to generously adjust 14 lines whether fully set or not. As a crew we operate the ship under sail with traditional navigation sighting the chart plotter rarely, and we actively engage guests to join in with navigational practices. Should they have an interest in celestial navigation, we have a sextant on board and would very much encourage the use of it! We operate as closely to 18th century standards of seamanship as we can, still making use of the bosuns whistle and take every opportunity to manoeuvre under sail; which to do properly can take at least 10 people.

Charters are best onboard Phoenix when we have no set destination- rather choose an area of operation, whether that's a hop over to France, an Irish sea adventure, a course around the stunning Isle of Man or a relaxing Cornish coastline voyage. The key is to make the most of the wind we have been given and work with it so we can enjoy the ship to her full sailing potential.

Ashore

The crew is very social and when at anchor we will often send a scouting party to actively look for favourable coves for shoreside dinner and a fire on the beach. We ultimately take advantage of whatever the natural landscape offers. Each charter is unique, the upbeat nature of the crew spearheading the unforgettable memories many previous guests have had onboard Phoenix.



OPERATIONAL LIMITATIONS

Upwind sailing

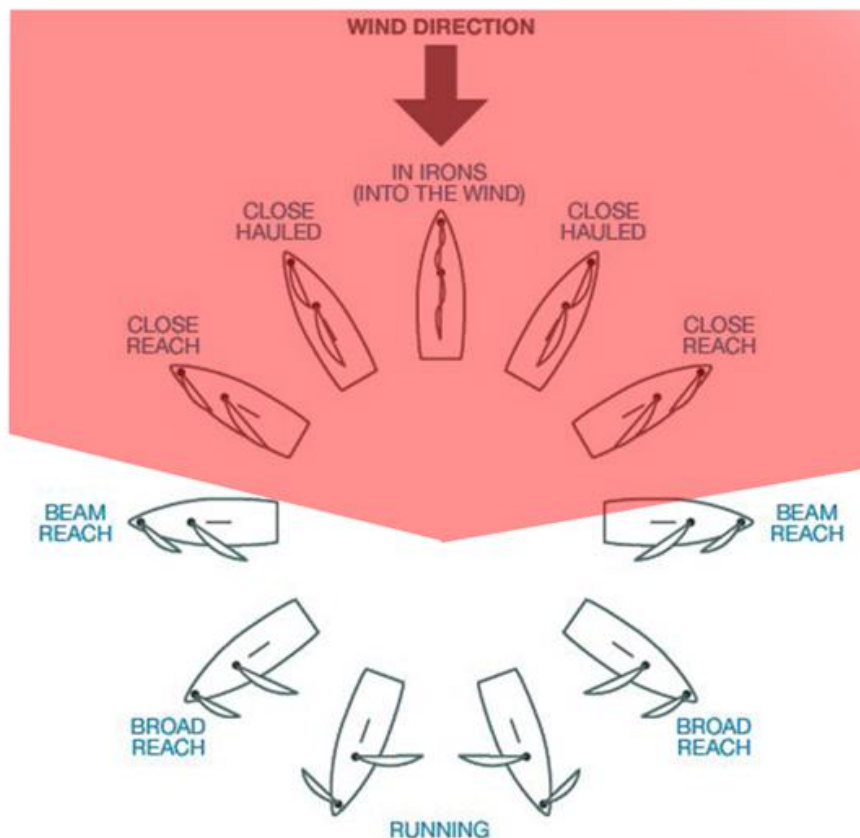
Phoenix is strictly a broad reach/downwind vessel under sail; it is not possible to get any more than a broad reach upwind. The ship is largely unable to tack. Under engine, between F 4-5 on the bow takes our speed down to 0.5kn through the water, and burns through a large amount of fuel.

It is possible to close reach motor sail up to F5 however if wave height exceeds 2.0 meters we have to turn around (unless we are running for cover).

As she is an old boat now, it is common to wait an extra day for more favourable and enjoyable conditions.

Downwind sailing

She's strong going downwind, and we can easily get 9kn with a single topsail in F6-7 and the ship is very happy in F8-9 with a good helmsman, though this is very much avoided.



THE CREW

The Crew

Whenever we do charter, our natural chemistry as a crew spills over to the guests which really does create some great memories, and ultimately makes the entire experience for the guests and crew alike something quite special. We have a highly skilled, charismatic crew.

My minimum manning for the ship is 4+ a deck/chef, their accommodation is outlined on the interior plan. All crew have a minimum of a STCW and ENG1, though many have additional qualifications such as power boat, Yachtmaster theory etc. At the start of the season the entire crew visit the local lifeboat station for a safety talk covering the practicalities of casualty recovery at sea and how they could assist in case of an emergency. As of next year we will also be doing a casualty recovery drill with the ILB for mutual training benefit. This is in addition to monthly fire, flooding, and man overboard drills.

Catering

We have an excellent chef onboard. She comes qualified with a lot of experience in hospitality as well as her ENG1 STCW and Food Hygiene level three. She has absolutely no issue cooking for a fully booked ship and will often unprompted assist on deck and with mooring. On charter she does a cooked breakfast every morning, sandwiches and snacks for lunch and a hearty mariners dinner which is often packed with flavour. She bakes regularly too, cookies, brownies and cakes are a common surprise when you venture below deck.

