



About the Jubilee Sailing Trust

Named after Britain's most famous disabled sailor, *Lord Nelson* epitomises the true spirit and ambition of the Jubilee Sailing Trust. Such has been the success of this remarkable square-rigged sailing ship that a second purpose-built tall ship, *Tenacious* was constructed in Southampton.

The aim of bringing together as a team, both physically disabled and able-bodied people, was achieved in the building of the new ship as well as crewing of *Lord Nelson*. Given a common aim, the JST has demonstrated that many of the problems of disability can be overcome.

One man's dream

As a school teacher who had been involved in dinghy sailing with physically disabled people, the founder of the JST, Christopher Rudd, hated leaving them behind when he went offshore sailing. It was with this in mind that in 1977 the concept of the JST was born. The charity was established with a donation from the Queen's Silver Jubilee Appeal Fund in 1978, with the mission of integrating able-bodied and physically disabled people through sharing the challenge of crewing a tall sailing ship at sea.

The emergence of STS LORD NELSON

In the early 1980's, pilot schemes were conducted using volunteer able-bodied and physically disabled crew, in TS Royalist and SV Soren Larsen.

They proved that the idea of integration through sailing was an excellent one but the vessels were not wholly suitable. The JST therefore commissioned the well-known naval architect Colin Mudie to design a suitable vessel and *Lord Nelson* emerged from the drawing board.

On 19th October 1984 at Wivenhoe in Essex, the keel of the *Lord Nelson* was laid and on 4th July 1986, after completion by Vosper Thornycroft (UK) Ltd in Southampton, the *Lord Nelson* was named in the presence of the JST's patron HRH The Duke of York. After trials, the vessel was commissioned on 3rd September 1986 and with a well qualified and experienced permanent crew undertook her maiden voyage in October 1986.



Past Support

Since the JST was founded it has benefited from the generous support of many sectors of industry and commerce, charitable trusts, societies, JST volunteer branches and individuals. In the past help has been given by the Beaverbrook Foundation and Sir Jack Hayward, who enabled building to commence on the *Lord Nelson*.

Thanks to the many people who have taken the *Lord Nelson* to their hearts over the years, the JST was able to raise the £2.5million to pay for the design and building of the ship and pay off all debts in 1993.

SV TENACIOUS

In April 1994, the JST looked to the future with a fresh challenge. To meet the demand for voyages, the JST built a second ship, *Tenacious*, a 65m wooden barque. The ship was built by mixed ability teams of able bodied and physically disabled volunteers who, under the guidance of professional shipbuilders, participated in unique Shorewatch shipbuilding holidays.

Tenacious is built of Siberian Larch and Sapele using a combination of modern and traditional methods of construction. The ship is the largest of her kind to be built in the UK in over 100 years and undertook her maiden voyage in September 2000.

Meeting the challenge

Lord Nelson and *Tenacious* are based in Southampton where the JST office oversees all fund-raising and administration. The cost of building this amazing new ship has been £14.3 million and the JST was given a great financial boost when the National Lottery Sports Fund awarded the JST £6.5 million, based on partnership funding. The efforts and dedication of the staff and volunteers have reduced the amount left to be raised to £1.6 million. In addition, a considerable sum of money must be raised each year to offset ever increasing running costs for essential refits, maintenance and a fund to assist those who cannot raise the full amount of their berth fees to sail on the *Lord Nelson* or *Tenacious*.

Enthusiasm Undiluted

Today the JST has grown beyond all expectations and enthusiasm is undiluted.

Over 39,000 mixed ability people have sailed with the JST. Of these, 14,000 people were physically and over 5,000 were wheelchair users.

The JST has a growing international network of volunteer branches, which help to recruit crew, attract new members and raise funds for potential crew and general running costs. The support of local helpers is vital to the charity and full details of the JST's membership scheme and Branch Network are available from the JST Office in Southampton.

