

1 THE AFTERDECK

Also called the "quarterdeck". This raise in the deck provides increased visibility.

2 THE HELM

The helmsman can see the "binnacle," which holds the ship's compass, in addition to modern equipment, such as radar and GPS. However, the best helmsmen learn to use their eyes to look around the sea and sky- rather than rely solely on technology. The ship's wheel is the oldest part of the vessel, dated from the early 20th century.

3 THE LT. CHARLES WESCHLER GREAT CABIN

The Great Cabin is the aftermost space on the ship. This area, serves as a meeting space and reception area. While here, you can see videos about Lt. Weschler as well as about Cmdr. Oliver Hazard Perry.

4 ACCESS TO THE ENGINE ROOM (off limits)

This is located on the portside of the vessel between the galley and the berthing.

Engines are certified to run on a 20% biodiesel-to-diesel fuel blend, provided by Newport Biodiesel. Bio diesel is a clean-burning and sustainable fuel from waste vegetable oil collected from over 1700 restaurant partners in the New England area. At OHP, we remain dedicated to preserving and protecting the oceans. We proactively reduce our carbon footprint by partnering with Newport Biodiesel.

5 THE GALLEY (off limits)

Here, the meals are prepared. Below the galley is a large area called "dry stores," which holds nonperishable food items and three additional freezers.

6 THE MESS AREA

No hard tack here! The food is phenomenal and plentiful! Typically, the ship's company eats their meals in two shifts so that one group stands watch of the vessel.

7 THE LIBRARY (off limits)

Most learning happens on deck, but often trainees will regroup in the library for classes with their watch team. Trainees have access to a wide range of nautical books that were generously donated.

8 THE MAIN MAST

The main mast is the tallest of the masts, 130 feet tall. Holding the masts in place is about 4 miles of standing rigging.

9 THE SCIENCE LAB

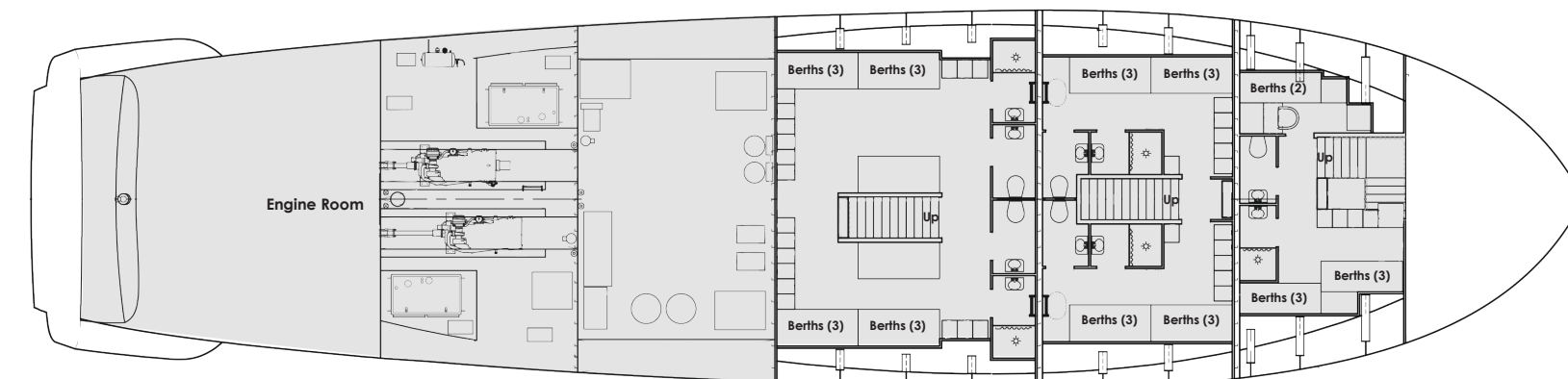
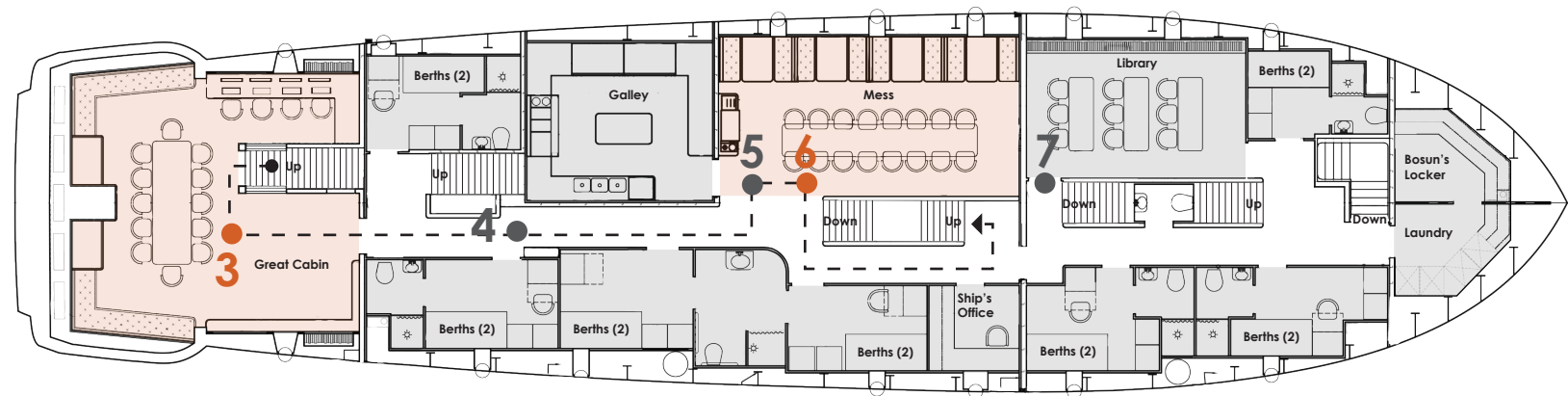
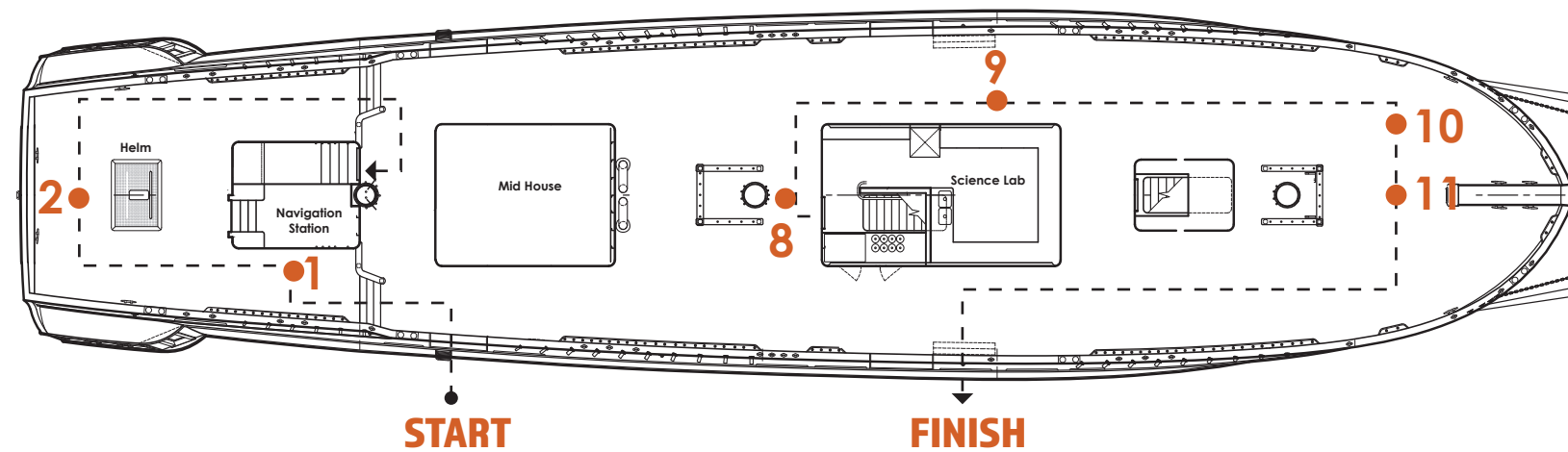
Our curriculum is designed for hands-on, innovative learning, including extensive marine science.

10 THE FOREDECK

Here you will find the windlass. These large winches are used to haul in chain and the two 1,200 lbs anchors. The windlass is the only mechanical assistance used aboard- all else is done by hand.

11 THE SHIP'S BELL

Is mounted on the foredeck, and used to signal between the fore and quarterdeck when dropping or hauling the anchor, or best of all, calling sailors for mealtime!



For all safety standard terms and designations, please visit ohpri.org/safety

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SSV OLIVER HAZARD PERRY

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COME SAIL WITH US!

SSV *Oliver Hazard Perry* is not a replica, but a modern Tall Ship certified as a Subchapter R Sailing School Vessel, meaning we carry NO "passengers"! All who sail are officially classified as crew members according to the United States Coast Guard and guided by our 18 professional crew members.

EDUCATION-AT-SEA PROGRAMS:

Our students range in age and interests. Our voyages promote personal growth, discovery of the maritime environment, and inspire stewardship of the oceans..

TEEN & ADULT VOYAGES:

Each individual participates to the best of their ability within the rotating watch system. The efforts of every crew member are vital to the voyage's success.

CUSTOM VOYAGES:

Contact us to design personalized program for your group that suits your schedule, educational interests,

As a 501(c)(3) non-profit organization, Oliver Hazard Perry Rhode Island relies on the generosity of our donors. Please join us in our mission to provide life-changing experiences.

SHIP STATS

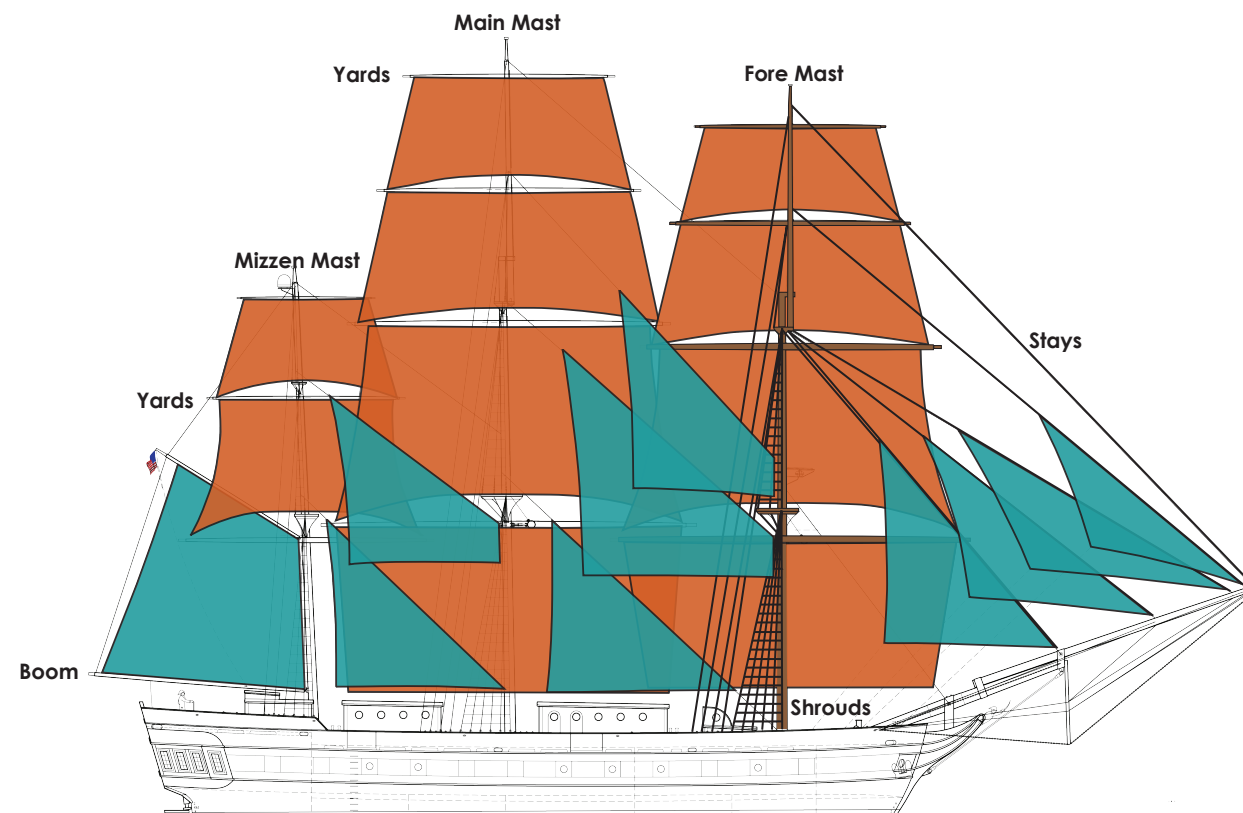
Named for Battle of Lake Erie hero Oliver Hazard Perry, credited with saving the American cause in the War of 1812. He is best known for the line, "DON'T GIVE UP THE SHIP!"

YARDS

The yards, or "spars," are perpendicular to the masts, connected to the vertical masts, from which the square sails are set.

STEEL HULL

SSV *Oliver Hazard Perry*'s steel hull is designed to maintain the highest safety standards. It is also more manageable to maintain than wood!



Draft: 13 ft | 3.9 m

Length on deck: 123 ft | 37.5 m

Length overall: 200 ft | 60.96 m

4 MILES OF STANDING RIGGING

Standing rigging on a square-rigged vessel supports a mast comprising three steps: main, top, and topgallant. The **shrouds** support each section laterally and the **stays** support each, fore and aft. Standing rigging comprises the fixed lines and wires which support each mast or bowsprit on a sailing vessel and reinforce those yards against wind loads transferred from the sails.

7 MILES OF RUNNING RIGGING

The movable elements of rigging which adjust the position and shape of the sails.

Sail Area: 14,000 Sq/ft | 1,300.6 sq/m

THE BOWSPRIT

The bowsprit of a sailing vessel is a "spar" extending forward from the vessel's bow. It provides an anchor point, allowing the fore-mast to be stepped farther forward on the hull. It also serves as a platform for crew set up to four "headsails," which are "fore-and-aft," sails to give the vessel an extra push in the wind. It is by far the best place to view dolphins surfing the bow when underway!

TIMELINE

