



Штандартъ  Shtandart  
МЕНТЪ ПРЕКРАСНЫ ВОПЛОЩЕНЬЕМ!  
LIFE IS WHAT WE MAKE IT!

# MAJOR REFIT OF A TALL SHIP BY TEAM OF VOLUNTEERS:

how we've organized volunteers for an efficient working process  
at frigate SHTANDART

capt VLADIMIR MARTUS

1 December 2017, STI Conference, Bordeaux

# MAJOR REFIT OF A TALL SHIP BY TEAM OF VOLUNTEERS:

Presentation plan:

1. Brief introduction
2. What was the task and challenge
3. 3 min video
4. Timeline, motivation, management and other details of the project
5. Q&A

# Introduction: What is Shtandart

- Replica frigate of 1703
- Build in 1994 – 1999



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# Introduction: What is Shtandart

- Replica frigate of 1703
- Build in 1994 – 1999
- 18 years sailing non-stop
- 152,000 miles (7 times around the world)
- More than 7000 trainees
- LOA 34 m
- Displacement 220 t



# Why did we need a repair?

- in Russian Navy ships were at service not more than 15-20 years (average). Shtandart was 18 years old;
- One could know how strong is the ship, just by feeling a vibration when she hits a wave;
- Watertight bulkhead was letting bilge water between compartments;
- Some deck planks were rotten
- Simply – it was The time.



# Why we choose to do it by volunteer team ?

- The ship has been built by a volunteer team
- There were not enough funds to hire professionals
- It is part of Shtandart Project mission – to give young people a challenge



# What had to be done:

Tel.: +49 1516 703 1703

[Contact us!](#)

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## Major refit of the frigate Shtandart

### November 2016 – April 2017

The frigate Shtandart is having a major refit in the dry dock from Nov 14th, 2016 to April 7th, 2017.

A wooden ship like every other living creature needs grooming and health care. Usually wooden ships undergo a serious refit every 15 years. The Shtandart has been at sea for 17 years. It's The time to take the beautiful lady in for Big Refit.

In the last several years all crew worked much harder, to prepare. Shtandart sailed much more than before: we've made many journeys during winter seasons, taking trainees to the Canaries, the Mediterranean and the Atlantic coast. We've sailed non-stop for two years, visiting many events, and taking part in several film productions. All that allowed us to set aside some funds for the Big Refit. Although we have collected funds only for most important repairs, we don't want to postpone any longer, as we simply can't put safety at risk. We must go for it this winter. It's become vital for the safe operation of the ship.

Many people have had a good time at Shtandart. That was a lot of exciting experience, and certainly not a trace of luxury. Almost seven thousands young persons sailed to open seas on board of our replica frigate.

It's always been a challenging task to maintain a wooden sailing ship in active operation. It requires a lot of work, a lot of energy, and a lot of funds. Dear friends, we are grateful for you continues help in keeping Shtandart afloat. Over these bright 17 years, many in our Shtandart family took part in ship's maintenance and repairs, many has given their support donating money. Because of this, the Shtandart keeps bringing joy to people, to our children, to our friends and colleagues.

With your help, the Yellow Peter the Great's royal standard will be seen in many cities and towns around the world for years and years to come. We're counting on you. Now please help fund us or spread the word.

There is a theory that through just five other people, you're effectively connected to anyone on Earth. Most probably you know someone who understands the romanticism of sails and seas, who feels the importance of preserving live history of seamanship and pass it down to new people. Tell them about Shtandart! Maybe they also know someone who dreams about sailing aboard a real tall ship or someone who wants to support the unique historical authentic frigate. Don't be shy to click the "Share it with friends!" button and add a few words to personalize the message, tell the world what you think about Shtandart! You wouldn't believe how much difference it makes!

And yet again, maybe you know some business managers who like the idea of teambuilding through a sailing adventure. We can make it happen! We offer a most fascinating teambuilding program aboard the Tsar Peter's frigate. Send these folks a short message with a link [www.shtandart.ru/en/big\\_refit\\_shtandart](http://www.shtandart.ru/en/big_refit_shtandart) to the interactive map where we're keeping track and revealing to our friends and supporters what is done, what has been funded and is getting done and what is important, but not yet funded.

Got other ideas? Send a message to our Captain at [vm@shtandart.ru](mailto:vm@shtandart.ru).

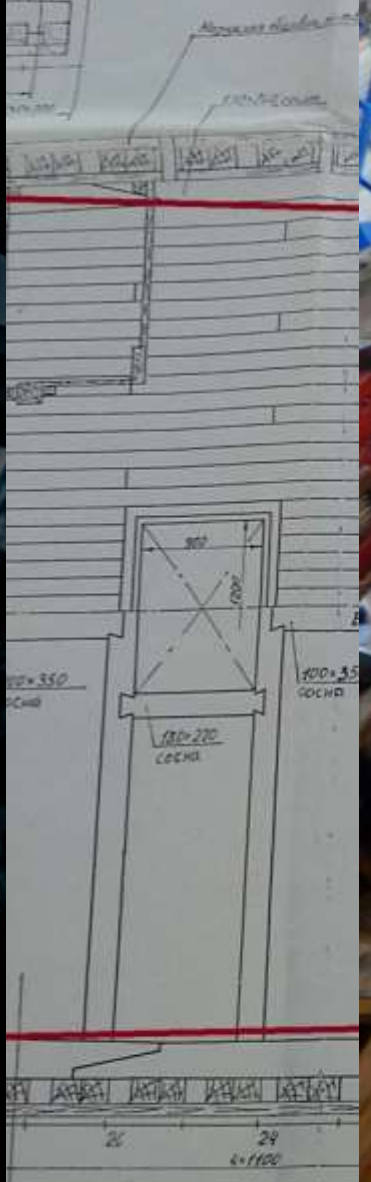
And thank you ever so much for your support!

Interactive map of helping the ship



FB VK OK MR GP TW

# Drawing

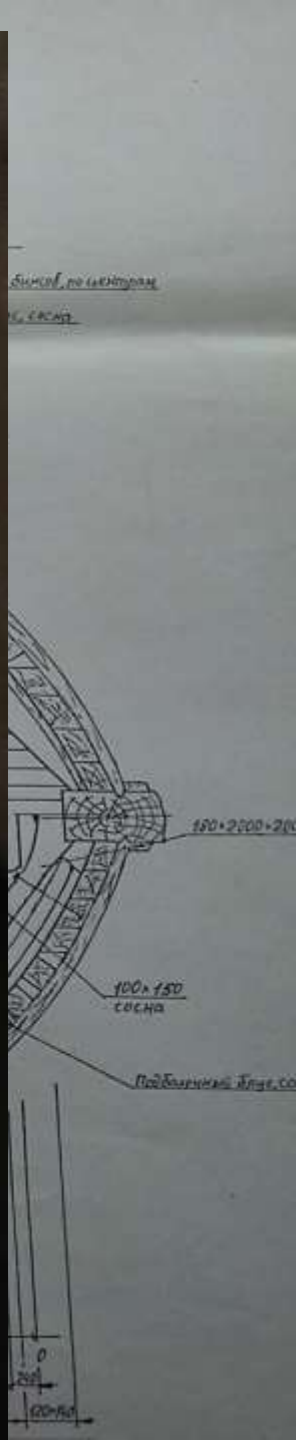
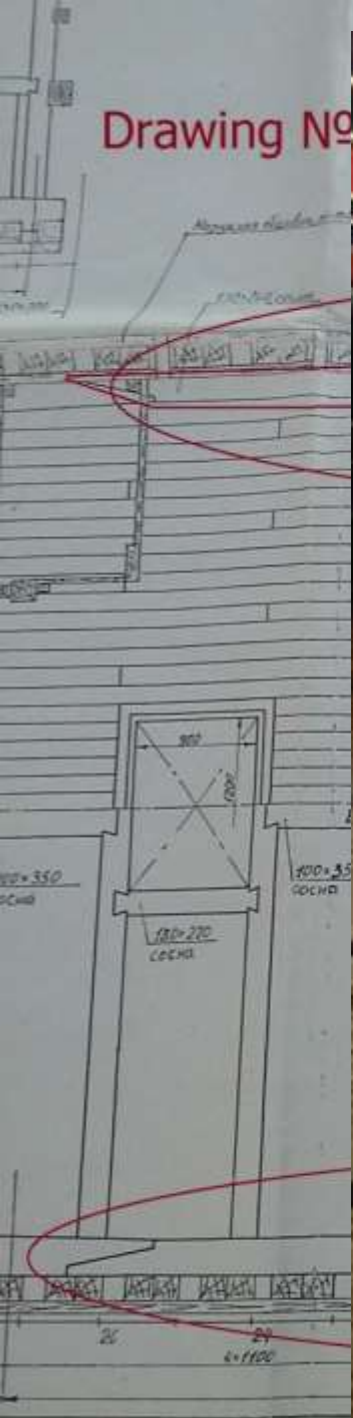


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100x55 COCHA

180x200

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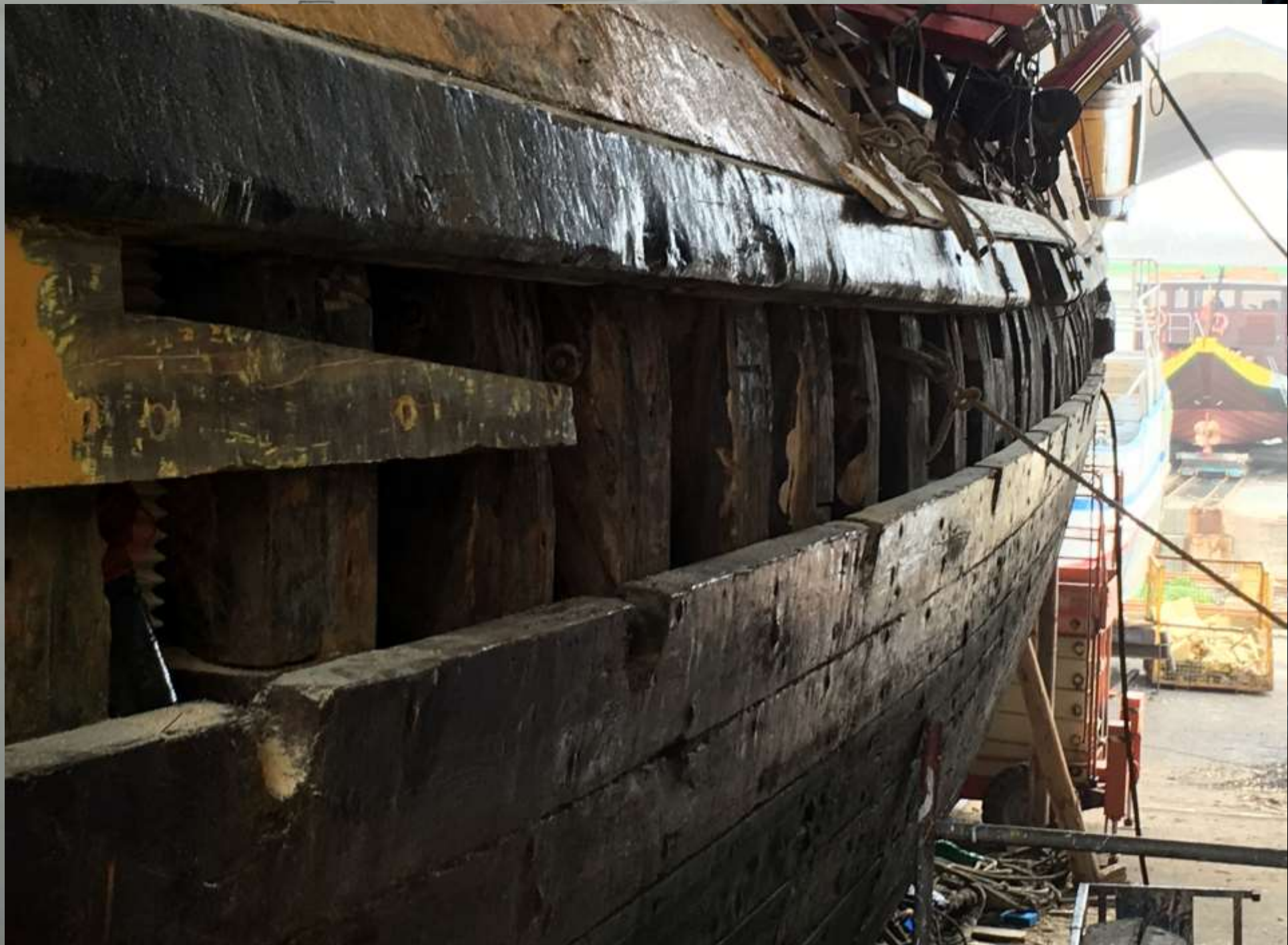
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A dark, blue-tinted photograph of a ship's deck. In the foreground, several wooden figures of men are visible, likely part of the ship's rigging or a decorative element. The figures are carved with detailed features, including faces and bodies. The background shows the complex network of ropes and masts of the ship, creating a dense, geometric pattern. The overall atmosphere is somber and historical.

It's good time for a 3min video

- In Russia there is a saying “It's better once to see than 100 times to hear”

# What makes a good shipyard

- a. Slipway
- b. Depth to approach
- c. Experience with woodwork
- d. Cost of labor
- e. Availability of materials
- f. Shed – is a big bonus
- g. Enthusiastic management
- h. Good access (17 min by car from the international airport)
- i. Good weather and great surroundings – nice place to be for volunteers



DA GUIA  
VARZIM





Barrêto & Filhos, Lda  
ESTALEIROS NAVAIS  
TL 607004

# Project time-line

2 years in advance – scout trip

1 year in advance – contact and contract

3 months in advance – material ordering

6 October – public announcement

14 November – the ship has come to the shipyard Day 1

12 December – the ship has taken up and into the shed Day 28

25 March – back into water Day 140

10 April – the ship has left the shipyard Day 156

Exmº Sr. Capitão

1. Replacement of the MAIN DECK planks

Replacement of the entire upper deck of pine wood treated 9,56m3.

For the repair of the item 1 of your table have suggested 30 days for the completion of these works with the following values and the following conditions:

Para a reparação do item 1 da vossa tabela tenho a sugerir 30 dias para a conclusão destes trabalhos com os seguintes valores e nas seguintes condições:

Vimos por este meio, muito respeitosamente enviar a nossa proposta ao Exmº Sr. Capitão Vladimir Martus, para reparação do barco à vela denominado Shtandart, prevista para Novembro de 2016 ate Abril de 2017.

1	Importante	Substituição de todo o convés superior em madeira de pinho tratado 9,56m3.	1a,1b
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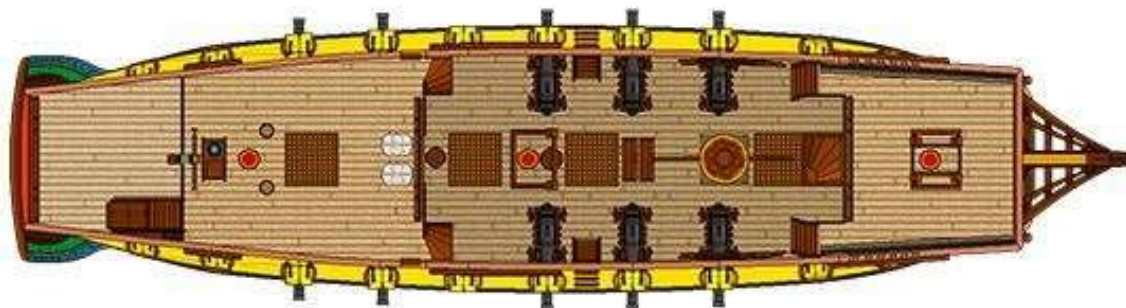
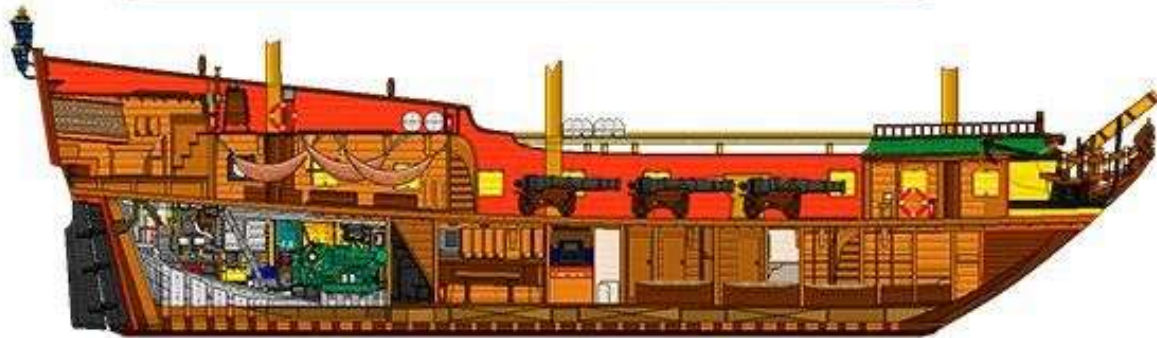
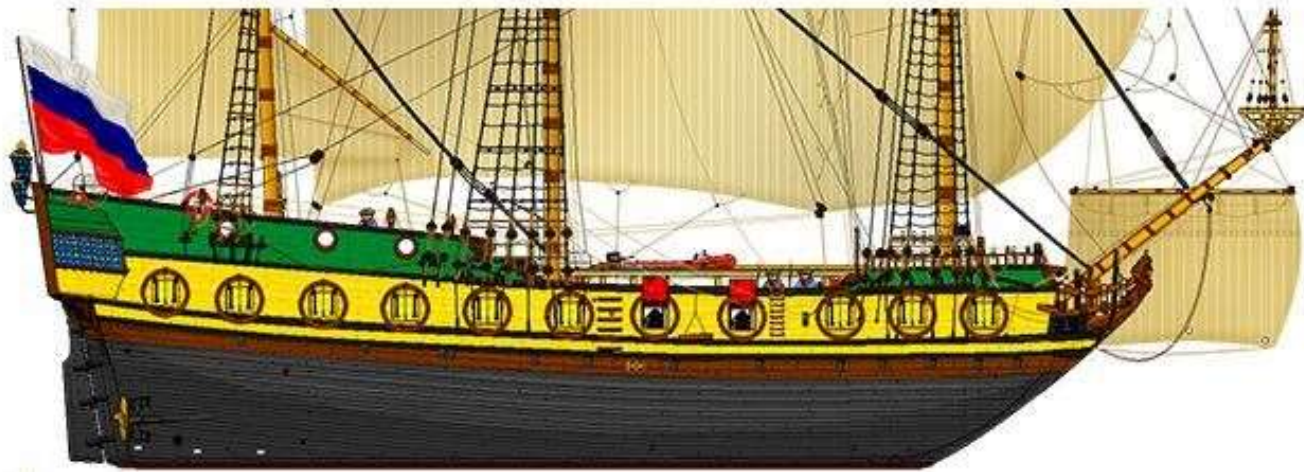
1ª Opção

	cost of work	Nº de horas	Descrição do trabalho	
1.1.	0,00 €	0	Tirar todo o convés principal. Desmanchar braçola para colocar convés. Tirar prego velho (o que conseguir ).	3000
1.2.	7 500,00 €	300	Colocar todo o convés principal em madeira de pinho tratado, com tirefonds em inox.	
1.3.	625,00 €	25	Colocar tela de alcatrão entre o contraplacado e o convés.	
1.4.	1 875,00 €	75	Colocar novamente a braçola existente.	
1.5.	3 750,00 €	150	Calafetar o novo convés com uma corrida de algodão e de seguida uma estopa trabalhada.	
1.6.	1 250,00 €	50	Aplicação do sikaprimer DC e do sikaflex291 em todas as frinchas calafetadas para garantir uma melhor vedação.	
1.7.	750,00 €	30	Lixar todo o convés para tirar os excessos e dar acabamento final.	
750 H	15 750,00 €	630		



Volunteers	November		December				January				February				March				April	
	21st-27th	11/28-12/04	12/05-12/11	12/12-12/18	12/19-12/25	12/26-01/01	01/02-01/08	01/09-01/15	01/16-01/22	01/23-01/29	01/03-02/05	01/06-02/12	02/13-02/19	02/20-02/26	02/27-03/05	03/06-03/12	03/13-03/19	03/20-03/26	03/27-04/02	04/03-04/09
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
Volunteer 1	Downrig		Disassembling quarterdeck bulkhead	Disassembling quarterdeck bulkhead	Disassembling quarterdeck bulkhead	Replacing plating fasteners	Replacing plating fasteners	Replacing plating fasteners			Capstan rebuild	Capstan rebuild		Ventilation		Painting bottom	Painting bottom	Painting bottom	Fit out	Fit out
Volunteer 2	Downrig		Disassembling quarterdeck bulkhead	Disassembling quarterdeck bulkhead	Removing caulking	Replacing plating fasteners	Replacing plating fasteners	Replacing plating fasteners			Assembling interior planking	Assembling interior planking				Painting bottom	Painting bottom	Painting bottom	Fit out	Fit out
Volunteer 3			Disassembling deck	Disassembling deck	Removing caulking	Removing caulking	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance						Painting bottom	Painting bottom	Painting bottom		
Volunteer 4			Disassembling deck	Disassembling deck	Disassembling deck	Removing caulking	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance	Rigging overhaul, spar maintenance										
Volunteer 5			Disassembling second saloon	Disassembling second saloon	Disassembling second saloon	Removing caulking														
Volunteer 6			Disassembling second saloon	Disassembling second saloon	Disassembling second saloon	Disassembling second saloon														
Volunteer 7	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food
Volunteer 8	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food	Crew food

## ИНТЕРАКТИВНАЯ КАРТА ПОМОЩИ КОРАБЛЮ



ПАЛУБА

ВНЕШНЯЯ ОБШИВКА

ПОКРАСКА КОРПУСА

ТРУБОПРОВОДЫ

ГАЛЬЮНЫ

ЭЛЕКТРОСИСТЕМА

ВЕНТИЛЯЦИЯ

ПОЖЕРТВОВАТЬ  
НА РЕМОНТ  
ШТАНДАРТА

## ИНТЕРАКТИВНАЯ КАРТА ПОМОЩИ КОРАБЛЮ



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НА РЕМОНТ  
ОБШИВКИ

### ВНЕШНЯЯ ОБШИВКА

Наш бюджет позволяет переконопатить обшивку только частично, там где были обнаружены течи. Средств хватает на герметизацию швов с использованием обычной «замаски», вроде той, что для окон.

Как можем сделать лучше:

Чтобы корабль не давал течь, нужно сошкурить всю краску-необрастайку, вынуть старую конопатку полностью, затем проконопатить в три слоя и загерметизировать сикафлексом.

собрано 3185 т.р.

ещё надо 1615 т.р.



Роман СИМОНОВ 😊 великолепно.



22 ноября 2016 г. · United Kingdom, England, Лондон · 🌐

My lovely [Shtandart's](#) renovation has started!

After more than 17 years on water it really needs some. Right now a plenty of people working on that spending their time and money to let the ship sail safely for next decade.

These guys are awesome and the ship is a brilliant and unique piece of maritime construction art! ... [Еще](#)

[Показать перевод](#)



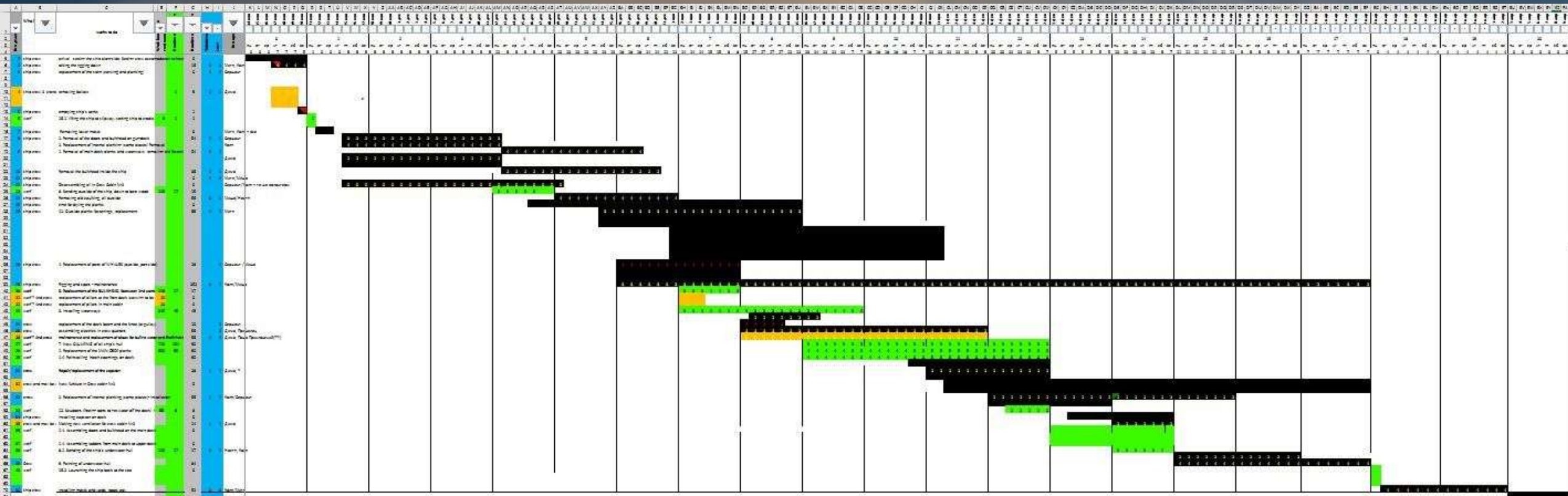
### Major [refit](#) of the [frigate Shtandart](#)

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[SHTANDART.RU](#)

in Martus и еще 11

Перепосты: 4













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Санкт-Петербург











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SL KN 153



TDI

K.F.Z. - Dienst - Kennzeichen



























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СЕРТИФИКАТ  
СОСТОЯНИЕ





# КАПИТАЛЬНЫЙ РЕМОНТ «ШТАНДАРТА» 2017: СДЕЛАНО!



Осмотрен и частично заменён  
рангоут и такелаж

Замена гакаборта

Замена привального бруса

Водонепроницаемые закрытия  
пушечных портов

Новый танк чёрных вод

Герметизация дверей  
на квартердеке

Усилен силовой набор корпуса

Защита машинного отделения  
противопожарным материалом

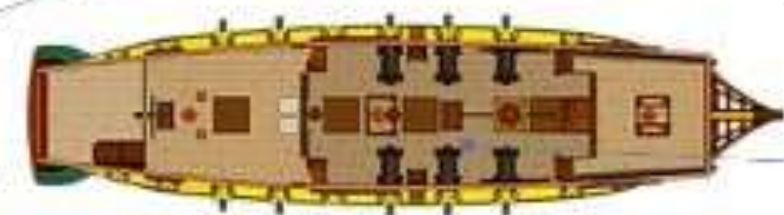
Обновление осушительной системы,  
замена труб

Полностью новая электропроводка  
по современным стандартам

Новая  
противопожарная переборка

Профилактика системы пожаротушения

Новая палуба





- Working hours:
- 8:00-10:00, 10:30-13:00, 14:00-18:00  $2+2.5+4=8.5$  hrs per day, Monday to Saturday.
- 30000 man-hours of volunteer's time
- 3000 hours of shipyard's staff
- Finances: 300000 euro
- plus 750.000 Euro – cost of volunteer's labour

Questions are most welcome !



# THANK YOU!

- **Vladimir Martus**
- Sailing ship SHTANDART:
- Ship's mobile phone +49 1516 703 1703
- e-mail: [ship@shtandart.eu](mailto:ship@shtandart.eu)



- Official web-site: [www.shtandart.ru/en](http://www.shtandart.ru/en)
- Youtube: <http://www.youtube.com/c/SHTANDARTreborn2sail>
- Twitter: <https://twitter.com/Shtandart>
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