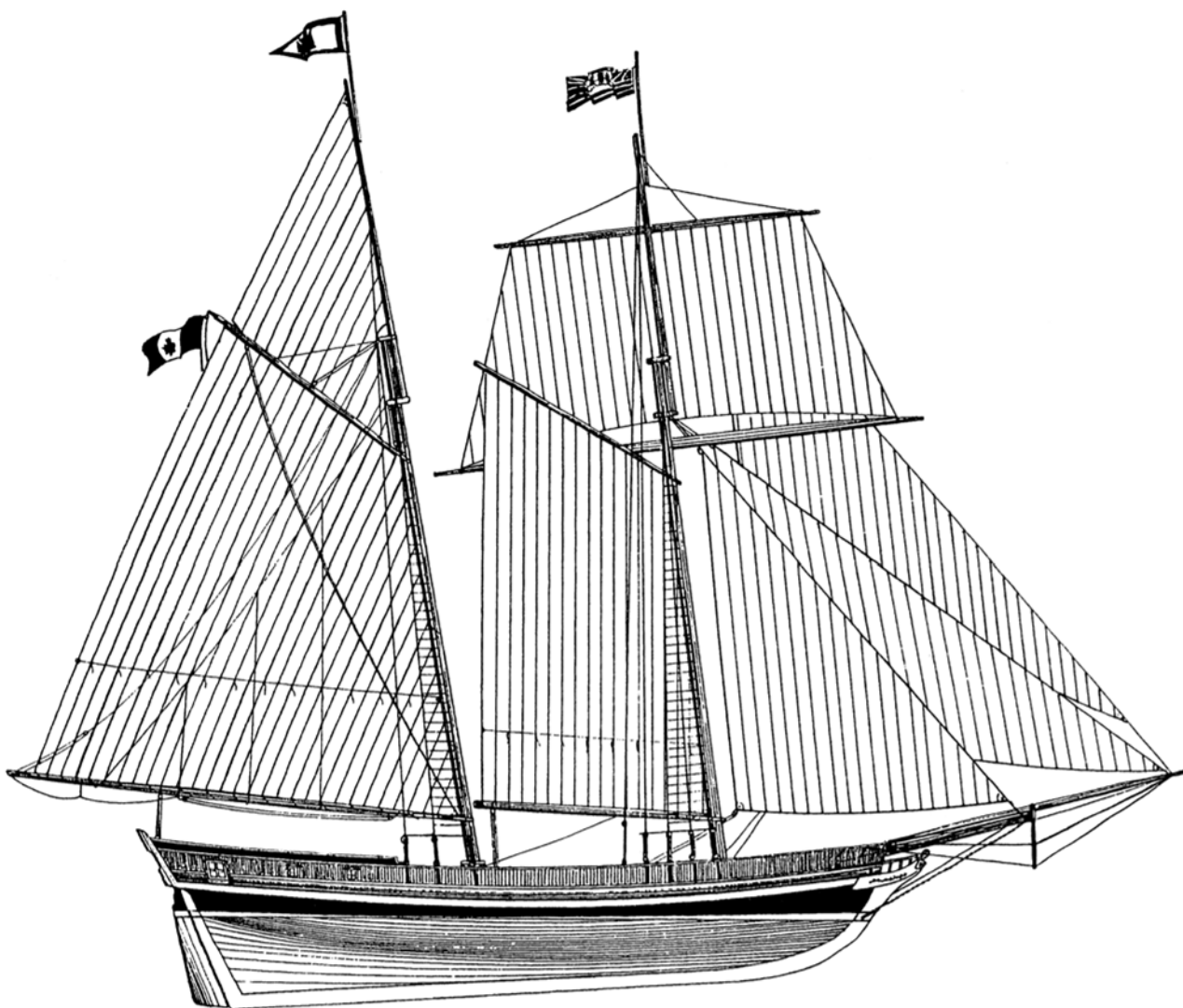


SAILOR'S HANDBOOK



PACIFIC SWIFT

To The Sailor:

The "Sailor's Handbook" is designed for all trainees who are planning a trip aboard the "Pacific Swift". We feel that good preparation makes for a profitable voyage so we would urge you to look through this material and familiarize yourself with the contents. A 3 ring binder or "duo tang" folder will help keep the sheets together and allow you to add any further information which may be supplied by the crew. Pay particular attention to the details of sail plan and interior accommodation plans - this way you'll know the difference between the fore sail and the upper topsail or the lazarette and the galley even before you step aboard.

**Boarding Instructions**

At the time of booking you will be given detailed directions as to the place and time to board the vessel.

Ship's protocol dictates that someone boarding a vessel for the first time asks permission from the crew prior to boarding.

After all trainees are assembled, the Captain will give a brief word of welcome and introduction. You will be assigned a bunk, a watch, and a watch officer (who will be in charge of your watch).



Bunks

Your bunk will have a number and initially this number will be used to identify you, so do not change bunks without permission from your watch officer. Ships bunks are not as spacious or as luxurious as your bed at home! They must be kept neat at all times and all your gear must be stowed on your bunk or in an assigned storage space; hence, the necessity for keeping your gear to a minimum.

The Watch System

The word "watch" has several different meanings aboard a vessel so it is important to understand the following definitions:

[A] When you come aboard you will be placed in a watch (or group) with several other trainees. There are three such groups on the "Pacific Swift" and each is known by a name or number:

No. 1	FORE WATCH
No. 2	PORT WATCH
No. 3	STARBOARD WATCH

The name simply identifies the group of trainees and does not in this case have anything to do with a position on the vessel

[B] The vessel operates on a 24 hour schedule and this schedule is broken down into watches as follows:

<u>TIME</u>	<u>NAME</u>
0000 hours - 0400 hours	MIDDLE
0400 hours - 0800 hours	MORNING
0800 hours - 1200 hours	FORENOON
1200 hours - 1600 hours	AFTERNOON
*1600 hours - 1800 hours	FIRST DOG
*1800 hours - 2000 hours	LAST DOG
2000 hours - 2400 hours	FIRST

* (For offshore sailing, the two dog watches are sometimes combined as one watch.)

[C] A schedule is posted for each trip, starting with Day One, and describes how each group or watch in [A] relates to the time periods or watches in [B]. This schedule is called a **"WATCH AND QUARTER BILL."** In this way you will know when you are on duty (i.e. "on watch") or whether you are in first or second sitting for meals (very important!) or whether your watch does the dishes, prepares meals, has time off etc.

The watch that is on duty is called the "Duty Watch". The watch which will next relieve duty watch is called the "Standby Watch". If the boat is sailing then the duty watch is responsible for handling her - the members of that group will be organized and rotated by the duty watch officer to trim sails, man the wheel, listen to the radio, and be posted as lookouts in the bow and stern. If the boat is at anchor then the duty watch becomes the "Anchor Watch" to ensure that the anchor doesn't drag or the anchor light doesn't go out. On anchor watch, the whole duty watch is not necessarily needed at one time so the members of that group are usually rotated at the discretion of the watch officer.



In heavy weather or during large sail changes the duty watch officer may call upon the standby watch for assistance, so if your watch is the next to go on you should always be ready to give a hand at a moment's notice.

The Crew

The "Pacific Swift" professional crew consists of four or five.

[A] Captain

The captain has supreme authority over all matters concerning ship's handling, safety, itinerary, program, transactions, and discipline. On commercial vessels the captain is often referred to as "the master". It is customary for trainees to refer to him as "captain" or "skipper".

[B] Mate

The mate is second in command and is responsible for assuming the captain's authority if anything should happen to the captain. He or she is specifically responsible for overall maintenance and physical neatness of the vessel and for conveying the captain's orders to the rest of the crew. The mate is also one of the watch officers.

[C] Bosun/Engineer

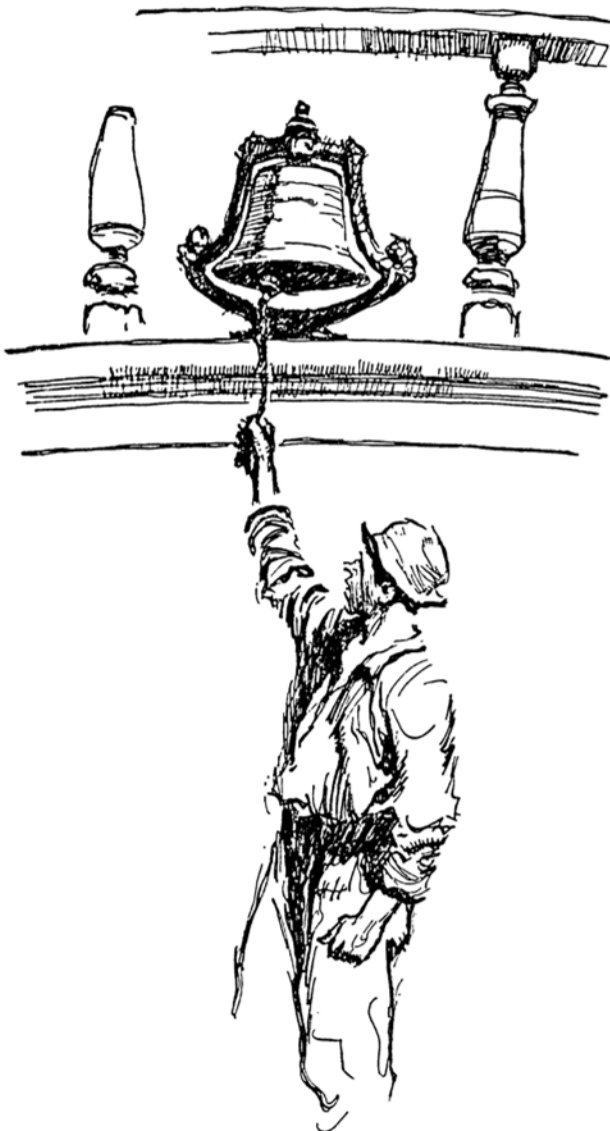
The bosun/engineer has specific responsibilities related to the rigging, rope work and mechanical aspects of the vessel. The bosun is also one of the watch officers.

[D] Watch Officer

The watch officer is responsible for the supervision and welfare of his or her own watch, and contributes to the general program aboard the ship.

[E] Cook

The cook is responsible for provisioning the vessel, planning all meals and supervising food preparation. The cook is the only member of the crew who is not required to stand night watch.

**Shipboard Routine**

Within the watch system life aboard the "Pacific Swift" soon falls into a regular pattern. Please note in particular:

[A] Meals - usually two sittings. Grace is said before each meal.

[B] Lights out - specified time by the captain or mate. Please respect the needs of others in regards to this.

[C] Sundays - a regular day except that shipboard practice calls for a brief Sunday service held by Captain and Crew.

[D] Chores - shared by all trainees. A cheerful disposition and willingness to do even the most unpleasant tasks will make life easier for you and your shipmates.

[E] Instruction - classes are given by the crew in chartwork, navigation, rope work etc. for all trainees.

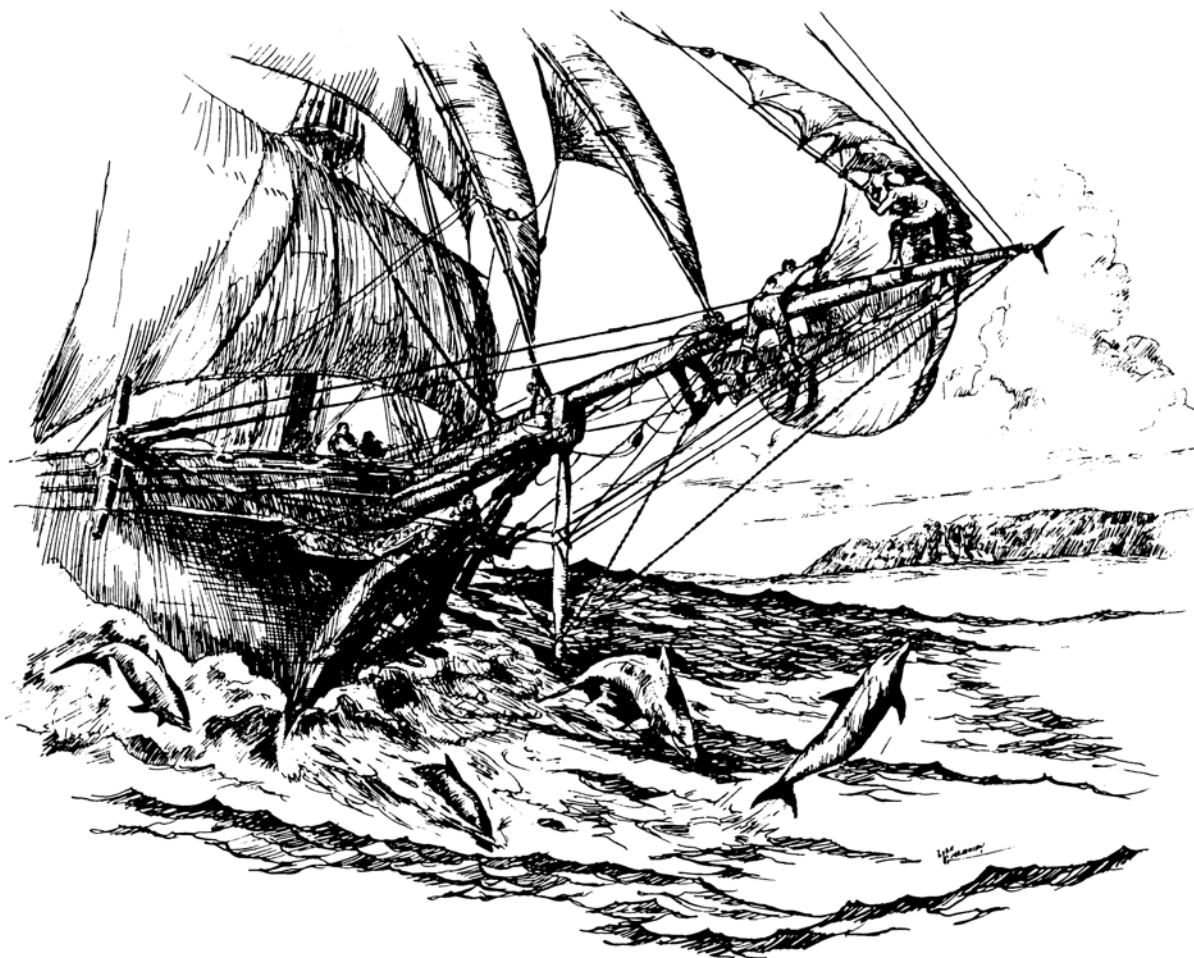
"PACIFIC SWIFT" - VITAL STATISTICS

Built and launched at EXPO 86 in Vancouver, British Columbia, by the S.A.L.T. Society, the "Pacific Swift" is based on the brig "Swift" of 1778 and the reconstructin by Howard Chapelle in 1938.

SPARRED LENGTH:	111'	SPARRED HEIGHT:	88'
LENGTH ON DECK:	77' 3"	DISPLACEMENT:	98 TONS
BEAM:	20' 6"		
DRAUGHT:	10' 6"		

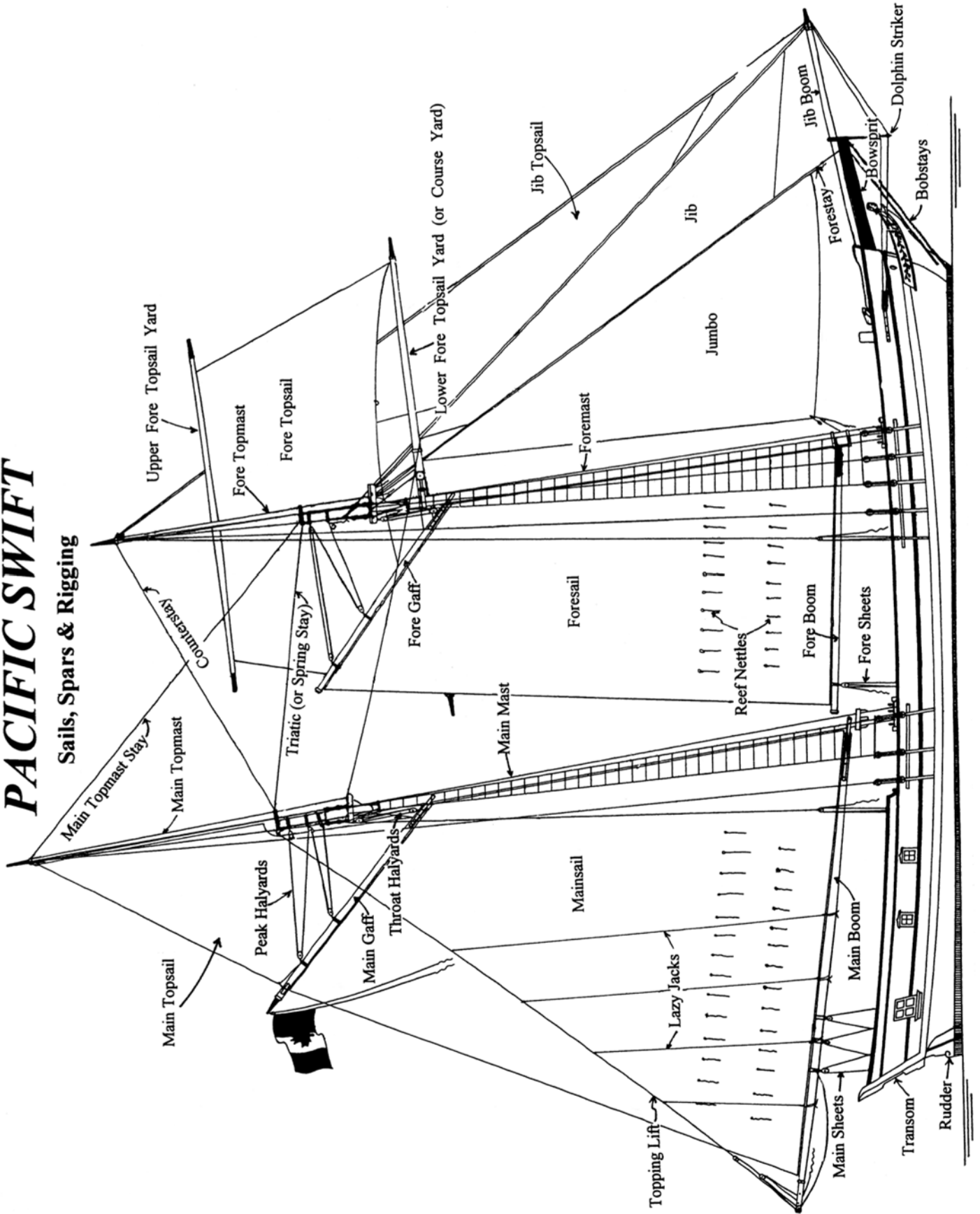
Engine: 6 cylinder Isuzu diesel, approximately 160 h.p.

Sail Area: 3316 square feet

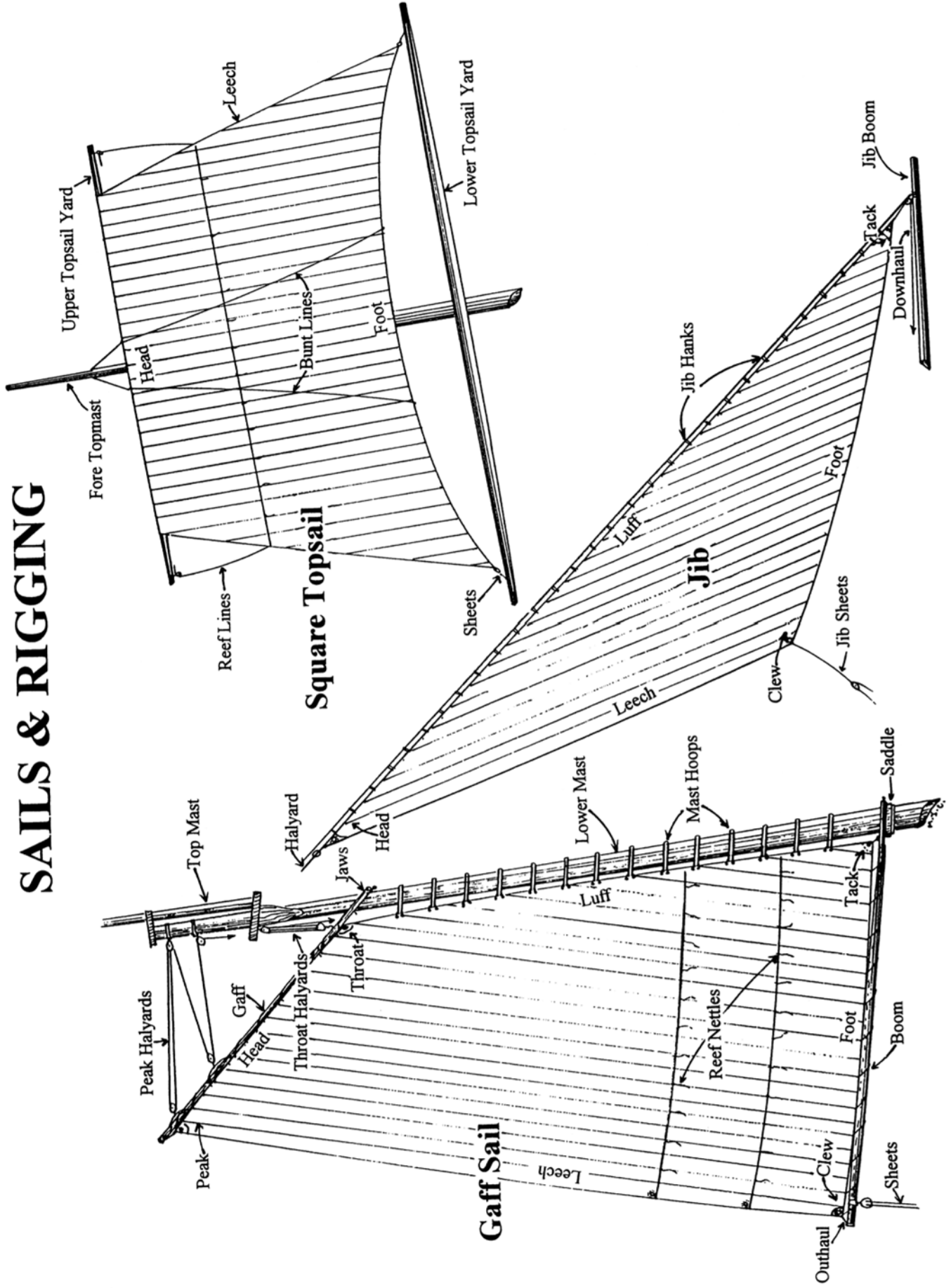


PACIFIC SWIFT

Sails, Spars & Rigging



SAILS & RIGGING



"PACIFIC SWIFT"
 INTERIOR ACCOMMODATIONS

