
Emergency Document

Rhapsody on Blue

Updated: June 2019



READ BEFORE GETTING UNDERWAY

DON'T PANIC

Ok, the proverbial shit has hit the fan. *First... Don't Panic.* This document provides you with everything you need to find MEDICAL, FIRE, SINKING, MOB or other emergency materials on board the *Rhapsody on Blue*.



Rhapsody's Basic Cabin Layout

There are 6 BASIC areas of Emergency Gear in this document.

- **SOMEONE IS HURT - MEDICAL EMERGENCY**
- **THINGS ARE ON FIRE... LITERALLY. - FIRE EMERGENCY**
- **THE BOAT IS SINKING - BUOYANCY EMERGENCY**
- **THE REST OF THE BAD STUFF - GENERAL EMERGENCY**
- **UNEXPECTED SWIM BREAKS - MOB EMERGENCY**

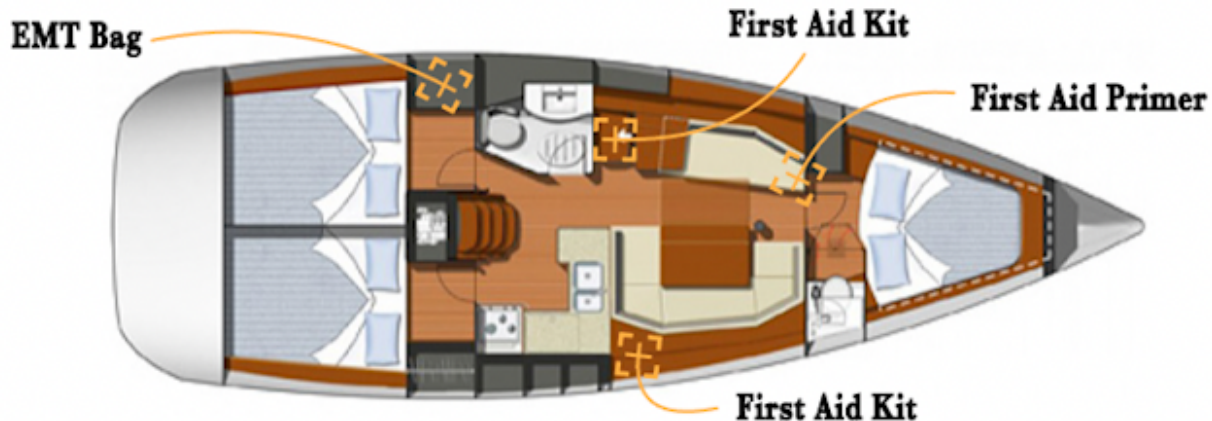
I've broken this down so you can use this guide quickly and efficiently if you are now in charge or simply assisting. First, we are assuming you are a guest or a regular crew member of Rhapsody and you are reading this prior to getting underway.

Good news, Rhapsody is pretty well kitted out for emergencies, as I am a bit of a safety fanatic. There are Fire extinguishers and gear to fight fires on board. There is a couple first aid kits, and a good EMT quality medical kit. There's a well stocked tool kit, and spares kit. There's gear and parts to patch holes and there's gear to recover a man overboard as well.

While you read the rest of the document, walk around and find all the great safety stuff mounted in plain sight or hidden away in storage so, when the shit does hit the fan, you'll have a good idea of where to find things and what to do.

MEDICAL EMERGENCY

If anyone is hurt, injured or really in trouble, you'll find the following tools to assist. The two first-aid kits are the same. Basic cuts and scrapes, treating bruising, First degree burns like sunburns etc. You'll find everything you need to this sort of event.



One kit is under the seat at the NAV station.
One Kit is up on the starboard side by the window.

Additionally, if things are a bit worse, there is a full on **EMT bag** located in the **PORT aft cabin locker** on forward side as you open the door. This bag has pretty much everything. Feel free to poke around in it at your leisure to see all the stuff. But for about 99% of the shit that goes down on board, you've got the tool set to help.

IF you aren't trained in First-Aid, CPR, or somewhat more advanced medical care that required IMMEDIATE assistance, there is a FIRST-AID PRIMER located in the main cabin on the port side forward bulkhead. It's got all the basic steps for dealing with medical first aid emergencies.

So, in the event of a Medical Emergency...

FIRST: Alert me. Unless of course it is me. If it's not me, I'll take charge. no problem, you know where things are and you can assist. If it is me, and i'm incapacitated, well... this is why you are reading this. It's now up to you. GRAB THE MEDICAL FIRST-AID PRIMER. Grab the EMT Bag. FOLLOW THE DIRECTIONS.

AND VERY IMPORTANTLY: WRITE IT ALL DOWN! EVERYTHING YOU DO, WRITE IT DOWN. If you don't write it down, it didn't happen! GOT IT? Write it down. Trust me on this. It's important.

SECOND: **Assuming I'm incapacitated and/or out cold**... Once you can take a breath, or if you have someone to help...

IMMEDIATELY Call the COAST GUARD on channel 16 on the VHF radio. There are 2 radios at the nav station and I have shown you how to use these. Tell them CALMLY, CLEARLY, and CONCISELY what has happened and that you need medical assistance. EXACTLY Like this:

MAYDAY, MAYDAY MAYDAY

**This is the sailing vessel Rhapsody on Blue, Rhapsody on Blue, Rhapsody on Blue
Whiskey Delta Juliet 3 8 4 9, Whiskey Delta Juliet 3 8 4 9**

We have a medical emergency on board on board and require immediate medical assistance.

I repeat, we have a medical emergency on board and require immediate medical assistance.

Our Location is _____

Our Location is _____

Over

(note: OUR LOCATION IS THE GPS LAT AND LONG OFF OUR PLOTTER)

Think, relax, don't panic.. I showed you this in our briefing. it's available on any of our 3 GPS Multifunction displays and on our VHF radio display.

Wait 30 seconds (it's going to be a LONG 30 seconds, but give them time to respond)

If they don't respond, then REPEAT THE SAME SEQUENCE AGAIN.

If you are within Cell Phone range you can also **contact 911** or call the US COAST GUARD DIRECTLY. The required phone numbers are in the NAV station desk, based on our location. Once you have made contact with someone who can help with additional Medical care, they will ask for specific info. **WHICH YOU WROTE DOWN!**

If other crew are available have then turn the boat and head for the nearest port. If you need to have them take in sails and fire up the engine. Which again, I showed everyone how to do in our safety briefing. If you are alone, then for now, if you are safe, leave her sailing under auto pilot until I'm a bit stabilized. If it's not safe, just drop the sails and drift a bit. These are things we've talked about in our safety briefing.

Remember: You know where the EMT and First aid kits are. You have a **Primer for basic First aid, CPR, and the steps needed for immediate care.** You also have a **couple means to get help.**

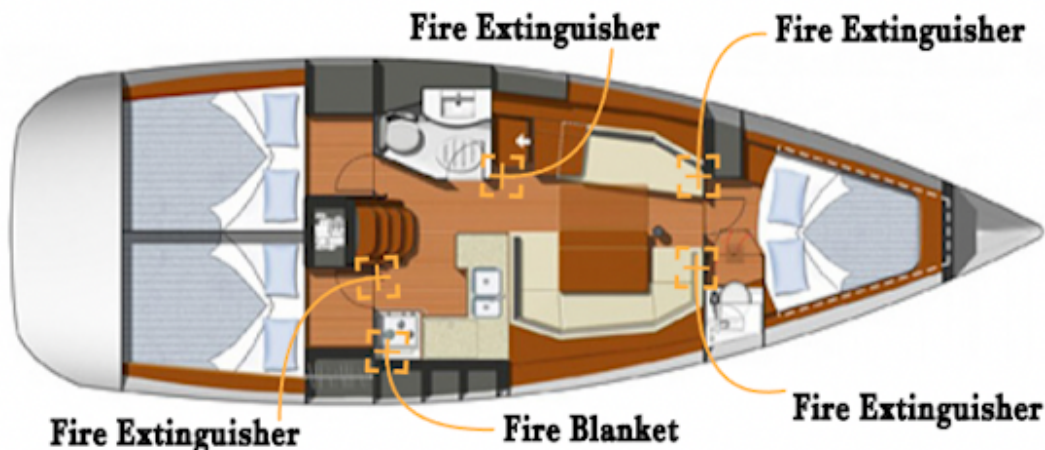
FIRE EMERGENCY

If any one or any thing is on fire. Fire is the MOST dangerous situation on a boat.

FIRST: SOUND THE ALARM - "FIRE! FIRE! FIRE!"

Then fight the fire.

On board we have a number of good fire fighting items.



The four fire extinguishers are all located in the main cabin.

One is on the Port Side Main Cabin forward bulkhead next to the TV.

One is on the Starboard Main Cabin forward bulkhead.

One is next to the seat at the NAV station.

One is on the Starboard side of the Ladder in the Galley.

They are good for any fire on board the Rhapsody on Blue. Take them from their mounts, pull the pin, aim for the BASE of the fire and Squeeze the handle.

ELECTRICAL FIRE: TURN OFF THE BATTERIES in the Starboard aft cabin and SHUTDOWN THE ENGINE at the Starboard Helm.

PROPANE FIRE: SHUT THE PROPANE VALVE either **IN THE GALLEY** or **IN THE COCKPIT** under the Starboard Helm seat.

If you have a grease fire or cooking fire you can also use the FIRE BLANKET located on the aft bulkhead of the Galley. Grab the read pull handle and yank it open, over the top of the stove and whatever you are cooking.

We also have buckets stowed under the Port Cockpit seat with lines attached to grab sea water and dump it onto a fire if required. (DO NOT DO THIS WHILE THE BOAT MOVING... we do not need an MOB situation in the middle of a fire)

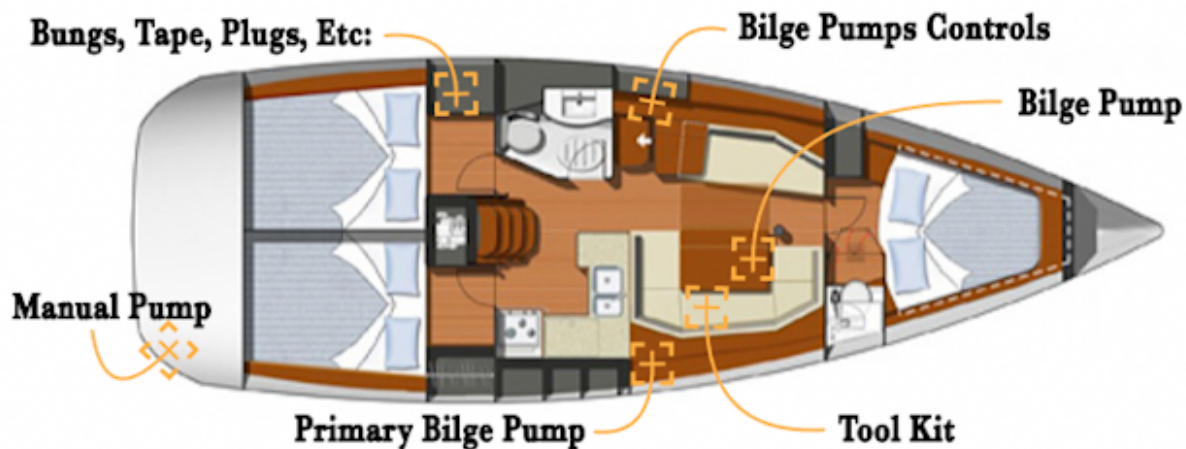
Also remember, in port, you can also send someone for a hose and CALL 911 !

BUOYANCY EMERGENCY

Damn it, we're sinking, or at least taking on water... Remember... *Don't Panic.*

Yes, a boat is supposed to be in the water... The water is not supposed to be in the boat.

But, we have equipment and abilities to stop the water from coming into the boat and remove the water already there.



More than likely we will not sink...So let's focus on not sinking.

REMOVING THE OFFENDING WATER

There are 4 different pumps on board Rhapsody on Blue we can use to remove any water that has found its way in.

One, The primary bilge pump. This is a high volume diaphragm pump located just above the water line on the starboard side of the boat behind the settee just forward of the Galley. The control for this pump is at the Navigation station and labeled Bilge Pump. It can operate on automatic or manual or be turned off. I normally leave it set for automatic operation. In an emergency you can just leave it running in the ON position.

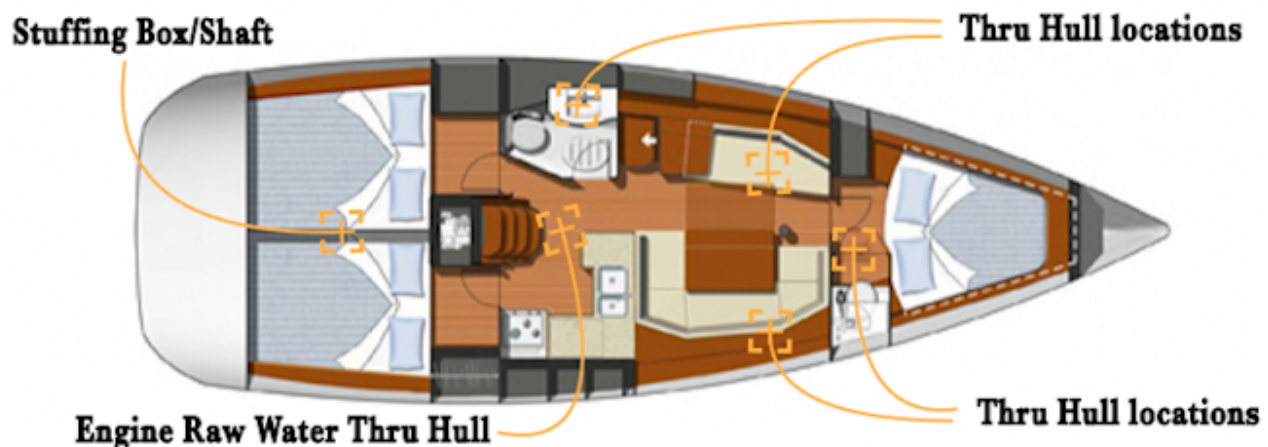
Two, There is a secondary bilge pump located in the bilge itself and operates the same way as the Primary. Its controls are at the navigation station as well, on a standalone switch to the right of the main panel.

Three, There is a seriously good manual bilge pump located in the cockpit at the aft end of the Port side seat. Pull the grey handle and start pumping. Easy peasy.

Four. If need be you can turn the engine into a bilge pump as well. Open the floor panel at the base of the ladder. You will see a single Thru hull with a valve. WITH THE ENGINE OFF. Close the valve (RED HANDLE). Then unscrew the retaining ring on the hose leading from the valve. Remove that hose from the valve and stick in where the water is. Keep the valve closed and Start the engine... This is the raw water intake for the engine and it will suck up any water pretty quickly. Just do NOT leave the engine running if there is no water to suck. Otherwise your day will suck as you have now damaged the engine on top of everything else.

PLUGGING THE LEAK

In order to plug the leak, we need to find it. More than likely, we have a problem with a thru hull blowing out. So let's start there. These are the locations of places water might try to enter.



Additionally, you can check the bolts on the Keel and check the Thru hull/ Stuffing Box for the Shaft. If it's none of these, check around the engine and look at the rudder post. The rudder post is located aft. You can access it via an access panel in the Starboard aft cabin, way in the stern of the cabin...Remove that and you can see the rudder post. To check the Keel bolts, simply remove the main cabin table, lift the flooring and you can see all the bolts.

SMALL HOLES

Once you have located the leak, plug it up. You can use the bungs and plugs if it's a thru hull problem. These are located in the left side of the storage locker in the Port side aft cabin. You'll also find all sorts of tape, Water proof tape, quick setting epoxy and other tools and parts to plug small holes.

BIG HOLES

If the leak is a big one... I've probably screwed up and hit something. Another boat or something that isn't moving like an underwater obstruction or a dock or something. To stop or at least reduce the water flow getting into the boat, we need to cover the hole. We can use all sorts of things. A plastic tarp, a piece of canvas, a jacket, a pillow, anything to potentially slow the water from coming in. If I am incapacitated during this event, and the boat is truly damaged and you are close to shore and think you can beach the boat. Feel free. I won't yell at you. I'd rather have a beached boat than a sunk one. If you are at the dock and can get help to tie the boat up or lift her out of the water... Feel Free. Again I'd rather pay a bill to lift her before she sinks than after....

WE'RE GOING DOWN - ABANDON SHIP

First some notes:

LIFE RAFTS

THERE ARE TWO LIFE RAFTS ON BOARD the Rhapsody on Blue.

One is a 4 to 6 person raft, mounted on the top of the cabin. It has a Hydrostatic release. This allows it to automatically deploy if the boat sinks. We can also manually deploy it.

We simply disconnect the hydrostatic release (a clip).

Remove the raft from its mount.

Tie the painter to the stern of the sailboat run out about 10 feet of painter.

Toss the raft over board.

Pull the painter until you see RED on the line.

PULL Sharply and quickly and the raft will inflate.

The Second raft is an 8 to 10 person raft, located in the stern, amidships storage between the two helm seats. This one is HEAVY.

Lift it out.

Tie the painter to the stern of the sailboat run out about 10 feet of painter.

Toss the raft over board.

Pull the painter until you see RED on the line.

PULL Sharply and quickly and the raft will inflate.

EPIRB

There is an EPIRB with GPS at the NAV station. Remove it from its mount, and Turn it on. I have shown you this in our safety briefing and the directions are written on the side of the unit. Once its activated, help is on the way.

Ok we've tried everything. The boat is truly sinking. First off, I ... and ONLY I will decide when it's time to Abandon Ship. If I am dead or incapacitated, who ever has assumed command is the only person to make this call.

IT IS NOT A DEMOCRACY. Deal with it.

Ok, so we're going to ABANDON SHIP.

The first order is to **PREPARE TO ABANDON SHIP**

At this point or if the Captain has deemed it appropriate earlier, we will make a MAYDAY Call for assistance. So if we have not already, let's make that call.

MAYDAY, MAYDAY MAYDAY

**This is the sailing vessel Rhapsody on Blue, Rhapsody on Blue, Rhapsody on Blue
Whiskey Delta Juliet 3 8 4 9, Whiskey Delta Juliet 3 8 4 9**

We are sinking and require immediate assistance.

I repeat, we are sinking and require immediate assistance.

Our Location is _____

Our Location is _____

We have _____ Souls on board

I repeat, We have _____ Souls on board

We are a 39' JEANNEAU sailboat. White with RED Bimini

We are a 39' JEANNEAU sailboat. White with RED Bimini

Over

Additionally you immediately hit the DSC RED EMERGENCY BUTTON on the VHF.

While you are waiting for or speaking with help, prep the boat and crew for evacuation.

Collect the following items: (during our safety briefing I've walked you through where these are)

EMT KIT (aft starboard cabin)

VHF HANDHELD RADIOS (at the Nav Station)

GO BAG (under nav station seat)

EPIRB (at the Nav station)

FLARE KIT (Starboard cabin outboard storage shelf)

LIFE VESTS (Forward cabin)

WATER (under port seat in main cabin)

FOOD (Galley and main cabin)

While this is happening or when I let you know, you will Remove Both Life rafts from their mount/storage locations and have them ready to deploy. DO NOT Deploy them until I say so, or whom ever is in charge at the time.

Second Command - ABANDONSHIP

By now the boat is beginning to settle in the water and it's now obvious we're going to sink in a couple minutes. We deploy both Life rafts as discocked prior and Active the EPIRB. Depending on how many are on board select the Raft or Rafts needed and put all gear in and have all personnel carefully enter the raft.

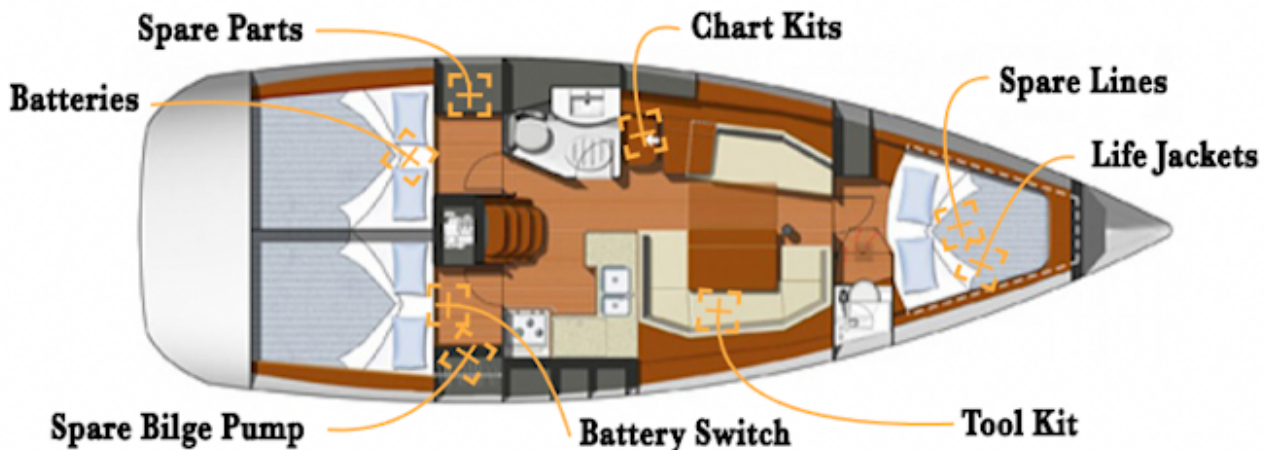
DO NOT LEAVE THE BOAT UNTIL YOU ARE DAMN SURE ITS ACTUALLY GOING TO SINK.

You now have all your gear and crew accounted for and on board the RAFT. Tie the rafts together and at the last possible moment cut the painter to the sailboat. Prepare for this, but wait until you absolutely have to. That half sunk sailboat is still a much larger target than a life raft!

Stay safe and focus on survival. Assign each team member to a specific job. We'll discuss this in our safety briefing.

GENERAL EMERGENCY

This is all the other bad stuff that can happen while sailing. There's lots of things , but thankfully the chances of anything going drastically wrong diminish with a ship well set up and a crew well trained.



This section can't cover everything, but we can hit some topics that should give you some ideas. First, we're not talking about everything that can go wrong, just big stuff, and with the assumption that either you are helping me, or you are it, and I'm incapacitated. So some stuff you need to know.

There is a complete Spares kit for pretty much everything, located in the Port Aft Cabin Storage locker.

Batteries for the boat (Two large AGM batteries) are located under the Port aft cabin bed. The Started Battery for the Engine, and the Battery Charger are located together under the Starboard Berth.

The Battery Switches (ON, OFF) for both the Engine and House batteries is located at the forward foot of the Starboard Aft Cabin berth.

A complete tool kit is located under the main cabin starboard seat. *NOTE: There are also electrical supplies, fuses, wires, connectors, etc under the NAV Station Seat.*

Charts and Chart kits are located in the NAV station under the MFDs and Radios next to the NAV station seat and additional charts are kept next to the NAV station on the Starboard side of the main cabin above the seat.

Spare lines and Spare set of headsail sheets are located under the forward cabin berth.

Extra TYPE II life jackets are located below the forward cabin berth as well.

A couple of thins that can wreck your day.

DEMASTING

If this occurs. STOP the ENGINE if running. we don't want to foul the prop or damage the drive shaft. Make sure anyone going forward is wearing a life vest, wearing a harness and is clipped into the JACK LINES.

Then begin to clear the wreckage. We'd like to recover as much of the hardware and sails as possible, but not at the expense of a MOB situation or additional damage to the boat. You will find 2 sets of bolt cutters and a hack saw on board. **The hacksaw and the large Bolt cutters are located in the PORT aft cabin in the outboard storage shelf. The smaller Bolt cutters are located in the tool kit.**

Cut away using this tools, anything that cannot be pulled back on board.

Once the initial emergency is over. Take stock in what you have on deck that can be used to rig a temporary Mast or fly sails in order to get the boat to the nearest port. Temporary rigging is not easily explained, but we will chat about it in our safety briefing.

The most important thing is to assure during this operation that we don't poke any holes into the boat... (SEE BUOYANCY EMERGENCY) or Hurt anyone (SEE MEDICAL EMERGENCY).

ENGINE TROUBLE

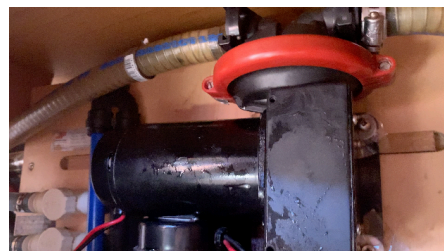
If the Engine dies... It's probably one of a couple things.

- You are out of diesel fuel. ...Tough.. Because unless this is a delivery, I don't carry extra fuel.
- It's overheating. Hopefully you noticed this long before it died. You'll smell it, you'll feel it and the over heat idiot light and alarm will sound. If you are in a safe place, anchor and sort it out. If you are not and need to motor drop it back to minimum RPMs to maintain steering way and find a place to tie up or anchor to sort out the problem. If you are at sea, at least you can shut it down and work the problem since you have some sea room. If it's overheating either the heat exchanger is clogged up (something you can't fix easily unless you are a mechanic) or the raw water is not getting to the engine to cool it. THIS, you can probably fix. The first thing is to make sure the RAW water thru hull is open. lift the floor at the base of the ladder and check to make sure the thru hull is open. The RED handled valve is in the UP (Vertical) position. If so then you'll need to check the impeller. Luckily we have spare impellers on board and everything you need to swap one out. Here's how:
- Raw Water Impeller replacement. Shut down the engine, close the raw water thru hull valve, and open the front of the RAW water pump. I've shown you where it is in our safety briefing. (it's on the front of the engine, behind the ladder, on the right bottom. Round thingy. you can see that the raw water hose leads right to it. Open it. First is it all there? Yes? good. it's probably ok. open the raw water valve and see if you have water flow to the pump. Water coming out? Good. If not you have a blockage in the hose of the thru hull. Back to the Impeller. if you need to swap it out, you'll need our trusty impeller puller tool (Located in the starboard parts locker) or just use some pliers to pull it out. BUT!!!! WAIT! Before pulling it, look at the direction of the blades... and look at the impeller setup. Take a photo... You'll need to make sure the new one looks the same when you are done. So, pull the old one. Grab one of the spares. in the spare there is an impeller and a gasket. You'll also need to gasket sealer. You'll find that in the spares locker as well. Pull the old impeller. Clear the old gasket, clean up the inside. Drop the New Impeller back in, use some of that gasket sealer (lightly) around the edge and put the gasket back up. Close up the pump (those screws you took off). Open the raw water valve and make sure you don't have any leaks. Fire the engine back up and give it a few to get to temp. If it looks good head out. If it starts to overheat, take it gently and you may have to run it a while, give it a break, and then run it again to get home. Careful to not actually overheat it. Remember, we are a sailboat... use the sails if possible and save the engine for docking.

PRIMARY BILGE PUMP won't PUMP

This is a bit of a head ache, but not the end of the world. You can take this pup apart, clean it and have it back to running in under 20 minutes.

This is a photo of the pump. It's located on the starboard side of the main cabin, behind the seat, right next to the galley. It's held on by 4 Philips head screws. And, of course, the power cable (which is long enough to lift it out without disconnecting) and the two hose clamps. Remove the 4 screws, Remove the hose clamps, pull the hoses out, and move the pump down onto the seat. Now you can start to clean it and get it operating again. Simply unscrew the two flathead screws on the red flange cover. Remove the flange cover and lift the pump top off. This give you access to the diaphragm and the to rubber valves. Now just clean them up. (they come out and only go back one way). Wipe them down , remove any debris and put it back together. Remount it and you should be all set. There is a spare PUMP located in the Port aft cabin under the storage cabinet if you need a new one.



PROPANE

This one is easy. There are two tanks, both filled, at least when we left, under the Port side Helm set in the cockpit. Open that up and you'll see the two tanks. One is connected to the primary Propane valve and hose. The gauge should have some pressure in it. If not, first make sure the valve is turned all the way on. If it is, and there is still no pressure, you'll need to swap the tanks. If there is pressure. make sure the valve is open, make sure the secondary electric safety cutoff switch in ON. That's the propane switch in the galley at the forward port side corner of the galley.

If you need to swap the tanks. Turn off the galley cutoff switch. OFF. Go topside and close the Propane valve. CLOSED. Then unscrew the tank lead and screw in the other tank. Once the new tank is secured, open the valve, and check for pressure. If there is, then go to the galley and turn on the switch in the galley. ON. You now have Propane for the stove again.

STERN RUNNING LIGHT

Yes, the forward ruling lights are LED and simply don't NOT work. But the stern light is still a bulb and may need replacing. Whenever you turn on the nav / running lights always visually check that everything is on before sunset. If the stern light is not lit, it's one of two

things. Either it's come loose in its mount or its just burnt out. Both are easily fixable. Open the cover of the light (two very small screws) and reset the bulb if it's out of the socket. If the bulb is burnt out, you'll find replacement bulbs in the NAV Station Seat. Open and look inside for a box of fuses and bulbs... A spare is there. swap out the bulb, test and close the cover... Of course you might want to make sure the Running Lights ON/OFF switch is in the ON position before assuming its burnt out.

MOB (MAN OVERBOARD) EMERGENCY

Ok, first off, stay on the damn boat. Unless we're anchored and swimming.

If you are on deck or in the cockpit and its night: Wear a life vest, harness and tether in.

If you are on deck in the cockpit and its rough weather: Wear a life vest, harness and tether in.

If you are on deck in the cockpit and its daytime: Wear a life vest, harness and tether in.

If you are on deck or in the cockpit and its really nice weather and you are alone: Wear a life vest, harness and tether in.

Do you start to see a pattern here?

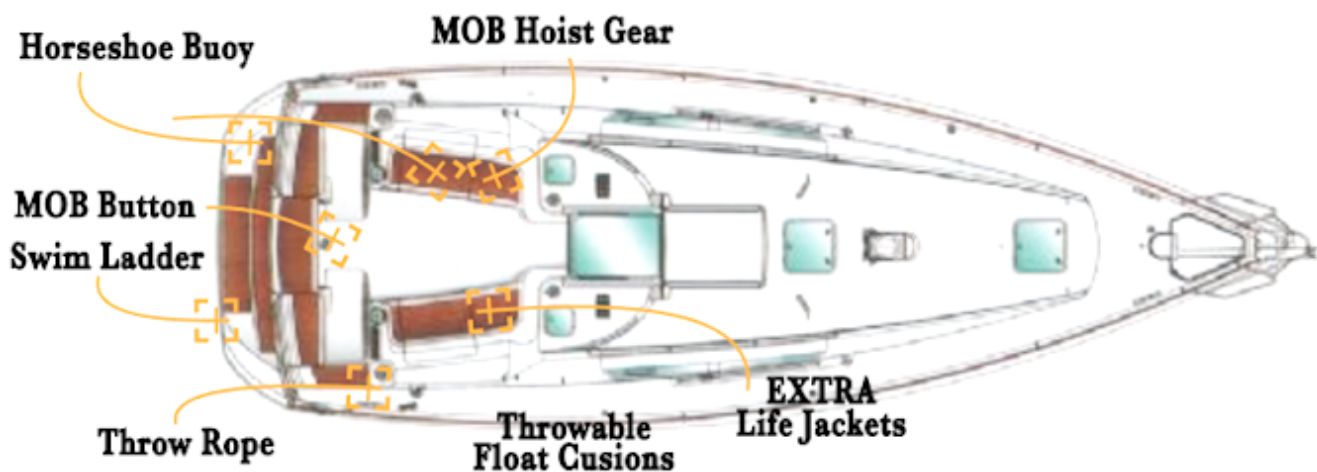
Ok, when you are on my boat, and we are offshore, we wear lifejackets with built in harnesses or life jackets and harnesses and tether in. IF its a super nice day and we are safe...

I might... might resend that order for a bit.... but you're still going to have the gear at the ready.

If you go forward, you tether into the JACK LINES that run fore and aft on both sides of the boat.

Finally I wear, and prefer you wear as well, a personal locator beacon, whistle, and light attached to your life vest.

If you do go over the side. We will have chatted about what to do and how to do it but here's the basics... if its me who went over.



First and foremost... Do not exit the boat underway. If someone does, then we need to save their very wet sorry butt before they drown.

If someone goes over the side and YOU see them doing so. Follow these first steps:

- RAISE THE ALARM IMMEDIATELY MAN OVER BOARD! MAN OVERBOARD! Let others know so they can help.
- HIT THE MOB BUTTON on ANY of the Chart plotters or MFDs on board. There is one in the center of the cockpit at the aft end of the table and two below decks at the NAV station. This will make the MOB spot so we can return to it.
- LOOK AT THE MOB VICTIM. WATCH and POINT. THAT! THAT, is your sole job right now. NEVER TAKE YOUR EYES OFF THEM! POINT, WATCH, LOOK!
- The rest of the crew will scramble from where or whatever they were doing to assist.
- The remaining crew will:
 - Throw a few thing out to help the victim.
 - Start the Engine.
 - Drop the sails.
 - Swing around to pickup the Victim.
 - Drop the swim ladder.
 - Ready the Hoist gear.
 - Ready a throw rope and the horseshoe buoy if it hasn't been throw overboard.
 - As the boat draws close enough to reach the victim. Toss the throw rope over the victims shoulder so they can reach it and grab ahold.
 - Bring the boat to a stop close to the victim. (depending on Weather, there are arguments to which side you pick up on)
 - We have low sim steps and a swim ladder prep them for pickup. Pull the victim to the stern of the boat with the throw rope.
 - If they and you can, help them aboard. If not you'll need to rig the hoist. It's a block and tackle located in the port side cockpit storage under the seat. You can clip one end to the boom and then lower down to allow the victim to clip their harness or lifejacket in, or to allow a crew member on the swim step to do so.
 - Assist the victim to the side of the boat, while swinging the boom over. Then wrap the bitter end of the pulling rope to a winch and winch him up and into the boat.

NOTE: if you didn't see them go over, or it's been a few minutes. Add to the immediate steps to make a MAYDAY CALL with an MOB alert. To bring more people into the search. Use the Current location of the boat and if possible the approximate location of where they may have gone over if you can determine it.

IF you didn't see them go in you'll have to do all the steps and make a tight turn back on a reciprocal course, retracing your steps. Take into account any know current or windage that may affect the MOB victims position.

If the victim is unconscious and you need to get close to him, do so and get him hooked to the hoist gear and raised aboard. IF you need to send a rescue swimmer in, MAKE DAMN sure they are connected to the boat, wearing safety gear, and floatation gear, before entering the water.

MAKE SURE the engine is off, or at minimum, the engine is in NEUTRAL and idle while making the actual pickup.

MISC INFORMATION

USCG Hull Documentation number:

IMO Number:

Florida Registration Number:

Owners:

Owners Contact info:

Ships Marine Radio Call Sign:

Seatow Account info:

BOATUS Towing Account info:

Hull Type:	Fin w/bulb & spade rudder		Rig Type:	Fractional Sloop	
LOA:	38.91' / 11.86m		LWL:	35.15' / 10.71m	
Beam:	12.73' / 3.88m		Listed SA:	670 ft ² / 62.24 m ²	
Draft (max.):	6.56' / 2.00m		Draft (min.):		
Displacement:	16160 lbs./ 7330 kgs.		Ballast:	5026 lbs. / 2280 kgs.	
Sail Area/Disp.1:	16.83	Bal./Disp.:	31.11%	Disp./Len.:	166.12
Designer:	Marc Lombard				
Builder:	Jeanneau				
Construction:	FG			Bal. type:	
First Built:	2005	Last Built:	2010	# Built:	
TANKS					
Water:	94 gals. / 356 ltrs.		Fuel:	34 gals. / 129 ltrs.	
RIG AND SAIL PARTICULARS KEY					
I(IG):	48.06' / 14.65m		J:	13.81' / 4.21m	
P:	46.26' / 14.10m		E:	14.60' / 4.45m	
PY:			EY:		
ISP:			SPL/TPS:		
SA(Fore.):	331.85 ft ² / 30.83 m ²		SA(Main):	337.70 ft ² / 31.37 m ²	
Sail Area (100% fore+main triangles):				669.55 ft ² / 62.20 m ²	
Sail Area/Disp.2:	16.82	Est. Forestay Length.:	50.00' / 15.24m		

CLOSING

This document is not meant to review, support or solve every possible problem or emergency. It's meant to give the crew and guests some background and basic knowledge of what to do and where things are if the shit hits the fan on board the Rhapsody on Blue.

ALWAYS make sure your captain provides a detailed safety meeting prior to departure. If she doesn't, yell at her, you have my permission. Take this document and read it, walk around and find all the safety and emergency stuff, touch it, make a note as to where it is. Open cases and look inside.... The more you know about Rhapsody on Blue the better trained and the better crew member you'll make.

Cheers

Capt. Georgia