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Safe Boating Guide



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Welcome to the Safe Boating Guide! This guide is one of many tools the Office of Boating Safety (OBS) uses to help educate recreational boaters about safety. The OBS is Transport Canada's focal point for the recreational boating community. It delivers prevention-based programs to reduce the safety risks and environmental impacts of boating on Canadian waters.

The success of its programs depends on valued contributions. The Canadian Coast Guard Auxiliary, provincial, territorial and federal partners, advisory councils, the Canadian Safe Boating Council, training and enforcement organizations, manufacturers, retailers and the Canadian and United States Coast Guard are just a few partners working together for safe boaters, safe boats and safe waterways.

This guide is intended for operators of pleasure craft. If you own or operate a non-pleasure craft such as a water taxi, tour boat, ferry or fishing charter, visit www.tc.gc.ca or contact a Transport Canada Centre for a copy of the Small Commercial Vessel Safety Guide.

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Please direct your comments, orders and inquiries to obs-bsn@tc.gc.ca.

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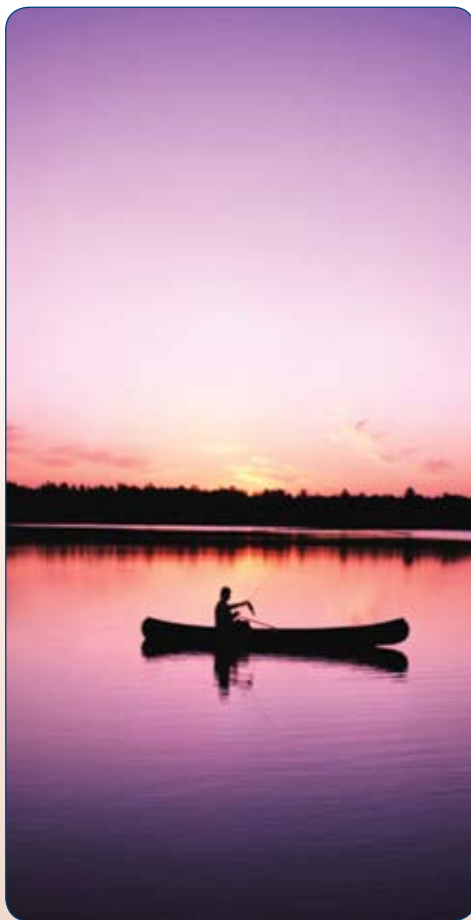
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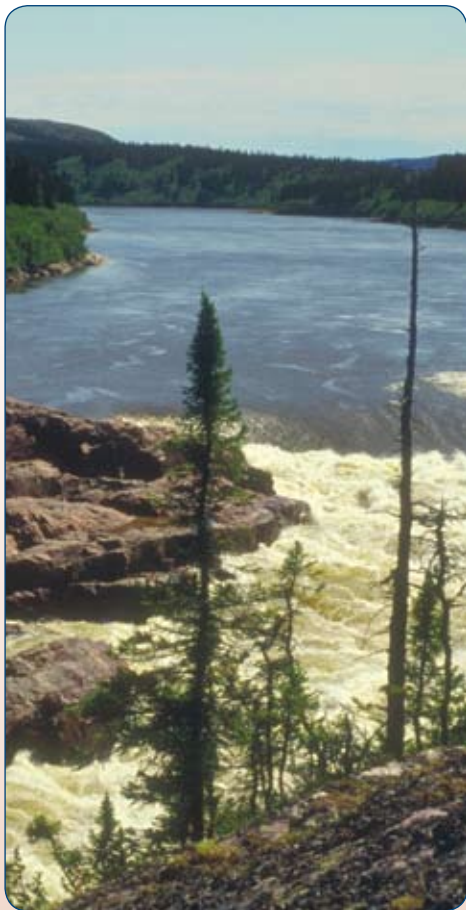
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THE BOATER

Your guide to safe boating

Welcome to the Safe Boating Guide! Boating is part of our great Canadian heritage. From the traditional use of kayaks and canoes for hunting, fishing and transportation by the Inuit and First Nations people, to the wide variety of recreational uses today, boating has always played a significant role in Canadian life.

For many, it's a passion.

Knowing the basics of boating safety gives peace of mind and lets you make the most of your time on the water. Whether you are a boater, diver, angler, hunter or watersports enthusiast there are rules and information to know before setting out.

This guide is an overview of the rules and regulations for recreational boating, but should not be your only resource for boating safety. For most pleasure craft operators, having a Pleasure Craft Operator Card is the law (see page 11). Of course, to get your card you will need to pass a test offered by a course provider. Taking a boating safety course is a smart choice and the best method of obtaining your operator card.

If you, your family or friends are new to boating thoroughly familiarize yourselves with the following pages. Treat this guide as a piece of safety equipment and keep it on board your boat, refer to it and apply what you have learned. If you are an experienced boater, use it as a refresher for safe boating.

Boating laws change from time to time and it is your responsibility to make sure you have the most current information. This guide is revised periodically so visit www.boatingsafety.gc.ca or contact a Transport Canada Centre for the most up-to-date regulations. Make every trip a safe one.

*In the event of discrepancies between the **Safe Boating Guide** and the regulations, the regulatory text takes precedence.*



Common sense and maximizing your personal safety

Recreational boating is supposed to be fun, so why do roughly 150 people die every year in boating accidents? That's not even counting the cases involving serious personal injury!

Tragically, almost all boating deaths and injuries are preventable. Most boating accidents are the result of a series of smaller things going wrong. A simple consideration such as wearing your lifejacket at all times

could save your life. Use common sense when you are out on the water. Things can change in a split second.

Common sense is managing your own safety. Going on an extended canoe trip? Coastal sailing away from major traffic routes? Be prepared.

- Take a boating safety course. You would not take ballet lessons to learn how to skydive, and

operating a pleasure craft is not the same as driving a car. Before you go boating, there is a minimum you need to know.

- Wear the gear and buckle up. Rock climbers and mountaineers buckle up their safety harnesses. Boaters buckle up their flotation devices.
- Look over your shoulder before turning. *Not* looking can lead to a collision. If you are lucky, all you will wind up with is an expensive repair.
- Have paddles, flares and enough flotation devices on board your pleasure craft. Should anything happen, at least you will have the right equipment to help yourself and your guests.
- Don't cruise with booze.
- Keep clear of swimmers, divers and other vessels.
- Navigate your boat on the correct side of the buoy. See page 62 for some common buoys.

If you are involved in a serious boating incident you are 5½ times less likely to drown if you are wearing a flotation device.



Don't cruise with booze

It is no coincidence that drinking too much and taking to the water leads to dangerous situations. When you drink and boat you are not just a danger to yourself. Operators are responsible for the safety of their guests and should consider other users of the waterway. They must always be prepared and alert.

Besides the possible legal consequences, mixing alcohol and boating is far more dangerous than you may realize. Fatigue, sun, wind and the motion of the boat dull your senses. Alcohol intensifies these effects, leaving you with poorer fine motor skills (for example, hand-eye coordination) and impaired judgment.

Drinking and driving (whether on land or water) is illegal and punishable under the Criminal Code. Convictions for a first offence can result in heavy punishment: penalties are no less than \$600, prohibition from operating a vessel could be up to three years and imprisonment could be for life!

Provinces and territories have their own rules to determine when alcohol can be consumed or how it can be transported aboard a vessel. Contact your local authorities for more information.

Whose responsibility is safe boating?

Safety is a shared responsibility by the users of the waterways and the agencies that govern them.

Boaters are responsible for operating their vessels safely. This means learning the rules for recreational boating and following them. Those who do not comply with the law could be subject to penalties or fines.

Transport Canada sets minimum requirements for pleasure craft and non-pleasure craft. One of its programs in particular, the Office of Boating Safety (OBS), helps educate boaters about these requirements with the help of tools like this guide.

Safety organizations like the Canadian Safe Boating Council, Canadian Red Cross and others mandated with water safety deliver prevention-based programs to reduce risks and environmental impacts of boating.

The RCMP, provincial police forces, conservation officers and other authorized agencies enforce the rules of the waterways. Through inspection, they verify all necessary safety equipment is on board the boat, operators have their Pleasure Craft Operator Card as required and small vessels are not operated in an unsafe manner.

A Search and Rescue infrastructure is in place in case a vessel is in a distress situation, overdue or

missing. Experienced and well-trained personnel from the Canadian Coast Guard, Canadian Coast Guard Auxiliary and other organizations are ready to respond.



The Canadian Coast Guard Auxiliary, a federally incorporated non-profit volunteer organization, assists the Canadian Coast Guard in Search and Rescue operations and Transport Canada in boating safety activities. Members receive extensive training in search and rescue and boating safety, and their vessels display a special pennant. Visit www.ccg-gcac.org for more information on the Auxiliary.



Canadian Coast Guard Marine Communications and Traffic Services (MCTS) centres provide Vessel Traffic Services (VTS) and a Maritime Mobile Safety Service. VTS provides traffic and waterway information to vessels via radio communication.

When vessels are close to a VTS area, operators can learn the intended movements of larger vessels by passively monitoring the appropriate VTS sector frequency.

MCTS centres also provide a safety service by monitoring international distress and calling frequencies to detect distress situations and communications needs. This includes continuously broadcasting Notices to Shipping and weather and ice reports on marine frequencies (that are published along with the VTS sector frequencies in the Canadian Coast Guard publication titled Radio Aids to Marine Navigation).



The Canadian Coast Guard's Maritime Services-Aids to Navigation keep waterways safe and accessible by providing aids to navigation and advice to those wishing to set up private aids to navigation. This benefits recreational boaters, fishers and commercial vessel operators alike, while ensuring the public's right to navigate.

Take a boating safety course

Knowing and following the rules of the road is basic boating safety. Knowing how to spot danger and how to react are just as important. Taking a course can give you the tools to help yourself, as well as others, if faced with a dangerous situation on the water.

You will learn basic boating safety such as laws and regulations that apply to pleasure craft, preparing for a trip, how to share waterways and what to do in an emergency.

You could be detained, fined or worse — you or someone you love could end up in serious danger if you are not prepared for an emergency. Passing a test and getting your Pleasure Craft Operator Card may be mandatory but it is not enough; take a safe boating course. For a list of course providers visit www.boatingsafety.gc.ca.

Relevant laws that apply to pleasure craft

In the meantime, all recreational boaters should be very familiar with the provisions set out in the following acts, regulations and code.

Small Vessel Regulations

The Small Vessel Regulations outline the minimum mandatory safety equipment that must be aboard your boat, safety precautions to follow before and while boating and construction standards for building pleasure craft. To be capable of saving your life, and to satisfy the regulations, your pleasure craft's required safety equipment must be in good working order.

As the owner or person entrusted by the owner, you are violating the Small Vessel Regulations if you operate a pleasure craft that does not have all the required equipment on board, or if it is not in good working order. The same applies if you loan it.

They also prohibit careless operation of a vessel. This means no one is allowed to operate a small vessel without due care and attention or reasonable consideration for other people.

If you are operating a pleasure craft that is licensed, registered or titled in a country outside Canada, you must comply with the safety equipment requirements of the country in which the vessel is registered or licensed. Foreign visitors operating a Canadian licensed or registered vessel must comply with Canadian regulations.



Collision Regulations

The Collision Regulations, in addition to other provisions, require operators to travel at a safe speed, maintain a constant lookout and use every available means (including radar and radio, if applicable) to determine if there is a risk of a collision. These regulations also specify right-of-way.

Canada Shipping Act

The *Canada Shipping Act 2001* is a framework of rules and regulations. It incorporates the requirements of some international conventions that dictate all vessel conduct. One such provision is the requirement to render assistance to those in danger, insofar as the operator can do so without serious danger to their pleasure craft or guests.

Boating Restriction Regulations

The Boating Restriction Regulations include items like speed limits both posted and unposted (such as shoreline speed zones), designated waters where boats are prohibited and waters where certain activities are restricted, among others.

The regulations also outline age-horsepower restrictions. These restrictions prohibit those less than 16 years of age from operating craft above specified horsepower limits. If an operator is accompanied and directly supervised in the

pleasure craft by someone 16 years of age or older, the age-horsepower restrictions do not apply. These restrictions also prohibit those less than 16 years of age from operating personal watercraft regardless of whether they are accompanied or not.

Age-horsepower restrictions*

How this applies to operators of pleasure craft fitted with a motor and used for recreational purposes	Power restrictions
Less than 12 years of age and not directly supervised**	Can operate a pleasure craft with no more than 10 hp (7.5 kW)
Between 12, and under, 16 years of age and not directly supervised**	Can operate a pleasure craft with no more than 40 hp (30 kW)
Less than 16 years of age	Not allowed to operate a PWC***
16 years of age or older	No power restrictions

* These requirements apply in all areas outside the Northwest Territories and Nunavut at this time.

** Directly supervised means accompanied and directly supervised in the boat by someone 16 years of age or older.

*** Personal watercraft

These restrictions are made under the Boating Restriction Regulations and are not affected nor superseded by the Competency of Operators of Pleasure Craft Regulations. The Boating Restriction Regulations and Competency of Operators of Pleasure Craft Regulations are entirely separate regulations and their respective requirements are complementary.

Charts and Nautical Publications Regulations

The Charts and Nautical Publications Regulations require vessels to carry the latest edition of the largest scale chart (when available), documents and publications for each area you are navigating, and to keep these documents up-to-date.

Vessels less than 100 gross tons do not have to carry these charts, documents and publications on board if the operator has sufficient knowledge of the following information, such that safe and efficient navigation in the area where the vessel is to be navigated is not compromised:

- The location and character of charted
 - Shipping routes
 - Lights, buoys and marks
 - Navigational hazards
- The prevailing navigational conditions, taking into account such factors as tides, currents, ice and weather patterns



Navigation Safety Regulations

The Navigation Safety Regulations require certain pleasure craft to carry a magnetic compass and, if more than 20 nautical miles (37 km) from shore, a compass-bearing device. The compass must be fitted and adjusted in accordance with manufacturer recommendations.

Pleasure craft less than 8 m (26'3") in length that are operating within sight of navigational marks*, as well as all vessels using oars, are exempt from this requirement.

* A navigation mark refers to any reference used to successfully determine relative position in relation to route or destination.

Criminal Code of Canada

Behaviours that are offences under the Criminal Code of Canada include:

- Operating a vessel dangerously
- Operating a vessel while impaired
- Towing waterskiers without a spotter
- Failing to stop at the scene of an accident
- Operating an unseaworthy vessel



Competency of Operators Pleasure Craft Regulations

If you operate a pleasure craft with a motor for recreational purposes, the Competency of Operators Pleasure Craft Regulations require you to carry proof of competency at all times. Proof of competency can take one of three forms:

1. Proof of having successfully completed a boating safety course in Canada prior to April 1, 1999
2. A Pleasure Craft Operator Card issued following the successful completion of an accredited test
3. A completed rental boat safety checklist (for power-driven rental vessels)

The operator card is good for life. Operators of pleasure craft get their card when they receive a mark of at least 75 per cent on the test. You can take the test without first completing a course, but it is not recommended. Further, this guide is not a study guide for the test, it is an overview of the basics.

A list of course providers that offer boating safety courses and tests is available at www.boatingsafety.gc.ca.

Certificates for boating safety courses completed before April 1, 1999 are recognized. If you have taken a course prior to these regulations, that course certificate or card will be accepted as proof of competency and must be carried on board your boat.

Other regulations

Various other regulations prohibit the dumping of pollutants into Canadian waters. Oil, oil-wastes, garbage and hazardous chemicals are prohibited in all Canadian waters. In certain areas, discharging sewage is an offence. For specific “no-dump” sites visit www.boatingsafety.gc.ca or contact a Transport Canada Centre.

Operator competency requirements*

How this applies to operators** of pleasure craft fitted with a motor and used for recreational purposes	Date at which proof of competency required on board
All operators born after April 1, 1983	Since September 15, 1999
All operators of craft less than 4 m (13'1") in length, including personal watercraft	Since September 15, 2002
All operators	September 15, 2009

* These requirements apply in areas outside the Northwest Territories and Nunavut at this time.

** Applies to non-residents operating their pleasure craft in Canadian waters after 45 consecutive days. Operator card or equivalent issued to a non-resident by their state or country will be considered as proof of competency.



- Operating a power-driven pleasure craft without the required Pleasure Craft Operator Card - \$250
- Insufficient number of approved, appropriately sized flotation devices - \$200

* Not including administrative charges. For a complete list of boating-related offences under the Contraventions Regulations and their associated fines visit www.boatingsafety.gc.ca.

Boating law enforcement

Most on-water enforcement authorities have a zero tolerance policy regarding missing safety equipment on a boat. Under the Contraventions Regulations (now in the provinces of Prince Edward Island, Nova Scotia, New Brunswick, Quebec, Ontario, Manitoba and British Columbia) authorities can ticket offenders on the spot for offences such as disobeying speed limits or careless operation of a vessel, instead of requiring them to appear in court.

Remember, everyone on board your pleasure craft must have, and should be wearing, a Canadian-approved, appropriately sized flotation device (either

a lifejacket or personal flotation device) that is in good condition. This contravention could cost you over \$200 for each violation!

Fines* for common boating offences:

- Operating a vessel in a careless manner - \$250
- Speeding - \$100
- Underage operation of a personal watercraft - \$100



Inspecting your pleasure craft

Better a few minutes of delay onshore than hours of waiting in an uncomfortable or dangerous situation. Knowingly operating a pleasure craft that is unseaworthy is a criminal offence. Your pleasure craft, its engine and equipment must be properly maintained (in good working order).

A surprising number of pleasure craft are stranded each year due to running out of fuel. More than 50 per cent of calls for assistance are from boaters in trouble as a result of the mechanical failure of their vessels.



Pleasure Craft Courtesy Checks

Courtesy checks are offered free-of-charge by Transport Canada and, in some areas of Canada, the Canadian Coast Guard, Canadian Coast Guard Auxiliary and other boating and water safety organizations. At your invitation, a qualified professional will board your boat and review with you the safety equipment required by law.

Other equipment will be inspected and any deficiencies identified. There are no penalties for missing equipment and no limit to the number of checks you can request. Arranging for a check every spring is a good idea. Visit www.boatingsafety.gc.ca for more information.



Pre-departure checklists

Recreational boating should be fun, safe and hassle-free. No matter if you own, rent or are borrowing a pleasure craft, make sure it is in good working order and properly equipped before heading out on the water.

Inspect your pleasure craft:

- ☐ Inspect your pleasure craft's hull and check for cracks or other damage.
- ☐ If you are operating a power-driven pleasure craft check its electrical, fuel, propulsion and cooling systems and make sure the throttle is operating smoothly and is not sticking or binding.
- ☐ Make sure the steering is working properly.
- ☐ Check the oil and fuel levels. A good rule of thumb for fuel is: one-third for the trip out, one-third for the return and one-third as reserve.
- ☐ Check all hoses and lines for leaks or cracks and replace if necessary. Make sure all clamps and belts are secure and in good shape.
- ☐ Inspect, clean and replace spark plugs if necessary.
- ☐ Check and change oil and water filters if necessary.
- ☐ Check the battery's charge and its fluid levels.
- ☐ Be certain the drainage plug is in place.
- ☐ Verify the load on your boat is well distributed.

Make sure your pleasure craft has what it needs for a safe trip:

- ☐ Are there enough flotation devices of appropriate size for everyone on board?
- ☐ Is all of the required equipment in good working order?
- ☐ Do you have ample reserves of fuel for the trip or will you need to refuel?
- ☐ Do you have maps and charts?
- ☐ Is your VHF radio working properly?
- ☐ Do you have a first aid kit, basic tools and spare parts?

Take a minute to consider your safety preparedness:

- ☐ Have you checked the weather forecast?
- ☐ Are there any local hazards or boating restrictions?
- ☐ Have you filed a sail plan to let someone know where you are going, when to expect you back and what your boat looks like?

Owners and operators of pleasure craft, including personal watercraft, should brief all guests and future operators about safe operation before heading out. Guests should be told where the safety equipment is kept and how to use it.

Planning on renting out your vessel this season? You may be required to have a rental boat safety checklist on board. Visit www.boatingsafety.gc.ca or contact a Transport Canada Centre for more information.

These are just a few things to consider before setting out. To be properly prepared, take a boating safety course. Doing so can better sensitize you to possible risks and danger on the water.



Making and filing sail plans

A sail plan is a voyage itinerary that includes a travel route and a basic description of your boat. Sail plans are also referred to as trip or float plans. No matter what you call them, all boaters are encouraged to file one before heading out even if it is just for an hour or two.

File your sail plan with a responsible person and instruct them to contact a Rescue Coordination Centre, (see page 67 for telephone numbers) if you are overdue.

If you are taking a long trip you should file a daily position report (especially if your planned route has

changed). To avoid launching an unwarranted search for you, be sure to deactivate the sail plan you filed by reporting that you have returned or completed your trip. Forgetting to do this can result in lost time and resources for Search and Rescue personnel. See page 61 for a sail plan you can photocopy and use.

Avoiding specific hazards

Being prepared goes beyond having your boat and equipment in tip-top shape. Follow these tips:

- Check marine charts for overhead obstacles, bridges or underwater cables you may encounter in the area you will be navigating.
- Read marine charts with related publications like Sailing Directions. Looking at tide tables and current atlases will also help. They may indicate water levels, times of low, slack and high tides and the direction of water flow.
- Stay away from designated swimming areas. Even canoes and kayaks can easily injure swimmers.
- Avoid operating close to shore and look out for diving flags, especially on days when the sun's glare is strong. Diving or snorkelling operations could be taking place beneath you.

Talk to knowledgeable local residents if you are in an area that is not covered by marine charts. They may be able to point out low-head dams, rapids, white water, local wind conditions, currents and areas of rapid build up of high wave conditions.



Monitoring the weather

Understanding weather and water conditions is very important. Operators should seek out current, relevant information before heading out and know how to get updates while on the water. This requires the knowledge and skill to use a marine radio. A receiver for continuous marine weather forecasts is available and distributed through marine equipment supply outlets.

When heading out, make sure the conditions you see match those predicted. Once under way, remember to keep your eye on the sky. If the sky looks dark and cloudy and conditions are changing rapidly, head for shore (check your charts in advance to know where to seek shelter).

Summer thunderstorms can strike quickly and unexpectedly. Other indicators bad weather is approaching are falling barometric pressure, increasing winds and changes in wind direction that can affect wave action. See page 68 for ways to obtain marine weather forecasts.

Environment Canada uses special wind terms in marine weather forecasts:

- Light wind (10 knots* or less)
- Moderate wind (11–21 knots)
- Strong wind (22–33 knots)
- Gales (34–47 knots)
- Storm force wind (48–63 knots)
- Hurricane (64 knots or more)

* One knot is one nautical mile an hour (1.852 km/h)



Using nautical charts

An open body of water may seem spacious and accommodating, but remember there are no defined pathways for travelling on water. In fact, it is the absence of defined pathways, as well as signage to clearly tell us where we are, that makes navigation difficult. Operators should know:

- How to use a compass along with marine charts
- How to plot a course
- Positioning methods

- How to use electronic navigation equipment
- Navigational references such as tide tables; the Canadian buoyage system, navigation lights and signals, Notices to Mariners, and Sailing Directions

Small boats should avoid potential danger and steer clear of rapids, currents and commercial shipping channels.

The Canadian Coast Guard publishes monthly Notices to Mariners that have important information and amendments to marine charts and publications. These notices are free and can be obtained at

www.notmar.com. Obtain as much information as possible about the area you will be navigating before you go.

The Canadian Hydrographic Service is the top source for information on nautical charts, tide and current tables, Sailing Directions, the Canadian Aids to Navigation System, Radio Aids to Marine Navigation, the List of Lights and Buoys and Fog Signals. Visit www.charts.gc.ca for more information.



Emergency! What are you going to do?

Act smart and call early! Knowing how to communicate distress messages and seek assistance in an emergency can make the difference between life and death.

Marine radio communications

Regulated marine distress and safety communication equipment such as:



- marine VHF radios (with the new digital selective calling (DSC) option, channel 70)
- marine MF/HF – DSC radios
- Emergency Position Indicating Radio Beacons (EPIRBs)
- NAVTEX
- Inmarsat

work together to form the new international system known as the Global Maritime Distress and Safety System (GMDSS). This combination of equipment quickly relays distress alerts to the Coast Guard and other vessels in the immediate vicinity.

Pleasure craft do not have to carry GMDSS-compatible equipment, but it is recommended. If your pleasure craft has this equipment, connect it to a Global Positioning System (GPS) receiver to ensure your exact location is automatically transmitted in a digital distress alert in an emergency.

Marine VHF radio and GPS

Marine VHF radio is generally the most effective and reliable means of issuing a distress alert. If you have a VHF radio keep it tuned to channel 16. Know where you are at all times and be prepared to describe your specific location.



If you are buying a new VHF radio, make sure it has the new digital selective calling (DSC) feature on channel 70. This feature provides automatic digital distress alerts. The Canadian Coast Guard has upgraded its facilities to provide DSC channel 70 service in many areas.

Remember, VHF radio channel 16 is used for emergency and calling purposes only. Once you call another vessel on channel 16, take your conversation to a working frequency to continue. VHF channel 70 should be used only for DSC (digital) communication and not for voice communications. Anyone who uses a VHF radio must follow the procedures described in the VHF Radiotelephone Practices and Procedures Regulations.

Obtain a nine-digit Maritime Mobile Service Identity (MMSI) number for your radio to get maximum benefits from this automated system. Your owner's manual will explain this feature and how to make a DSC call to another vessel or to a shore station that has DSC capability. These numbers are assigned, free-of-charge, by Industry Canada. Call 1-800-667-3780 or visit www.ic.gc.ca for more information.

On a VHF radiotelephone, in case of grave and imminent danger (for example, your boat is taking on water and you are in danger of sinking or capsizing), use channel 16 and say "Mayday" three times. Then give the name of your boat, its position, the nature of your problem and the type of assistance needed.

If you need assistance but are not in immediate danger (for example, your boat's motor has quit and you are unable to reach shore) use channel 16 and say "Pan-Pan" three times. Then give the name of your boat, its position, the nature of your problem and the type of assistance needed.

An important feature of a VHF/DSC radio is its ability to send a distress alert that tells the Coast Guard and nearby vessels you require immediate assistance. To find out where VHF/DSC services are available visit www.ccg-gcc.gc.ca or contact a Canadian Coast Guard Marine Communications and Traffic Services centre.

Currently, all VHF marine radio operators are required to have a restricted operator's certificate (ROC) with maritime qualifications. Contact your local Industry Canada office or the Canadian Power and Sail Squadrons at 1-888-CPs-BOAT for more

information on procedures and radiotelephone licence requirements.



Global Positioning System (GPS)

More and more pleasure craft operators rely on the GPS to tell them where they are on the water. The GPS is a worldwide radio-navigation system consisting

of a network of satellites and monitoring stations. Its receivers can calculate where you are, anywhere on the planet, to within 30 metres. The Coast Guard supplies a Differential GPS that has an integrity monitoring feature and provides an accuracy of within 10 metres.

If your boat is equipped with a GPS receiver, connecting it to your DSC radio may be a good idea. This ensures that when a distress alert is transmitted rescuers will immediately know your precise location and will arrive sooner.



Emergency Position Indicating Radio Beacon (EPIRB)

These buoyant radio distress beacons can be manually activated or float free of a sinking or overturned vessel and transmit for hours. Their signals communicate your position to a network of satellites for transmission to Joint Search and Rescue Coordination Centres. In an emergency, their function is invaluable. Although pleasure craft are not required to carry them, an EPIRB is highly recommended.

EPIRBs must be registered with the Canadian Beacon Registry at 1-800-727-9414 or at beacons@nss.gc.ca.



Cellphones and *16

With a cellular phone, you can contact Rescue Coordination Centres directly by dialling *16 for the Canadian Coast Guard Marine Communications and Traffic Services centres. However, a cellphone is not a reliable substitute for a marine radio and not the best means of issuing a distress call. Cellphones can lose reception or get wet and damaged. Calling from your cell does not alert other vessels close to you that you are in distress — the occupants of those other vessels could be the ones to help you if they could hear you. Unlike VHF transmissions, some wireless phone signals cannot be followed back to your location by rescuers.

Not all cellular providers offer the *16 service. Contact your wireless provider to find out if the *16 service is available from your phone.



Distress signals

If you see a distress signal, it is your legal responsibility to determine if you can assist those in distress without endangering your life or the safety of your boat. When possible, you must also contact the nearest Rescue Coordination Centre to inform them of the type and location of the distress signal you have seen.

Learning the common distress signals will help you recognize those in trouble and place a call for help that much faster. See page 65 for common distress signals.

Never send a distress signal unless you are in a real emergency. Sending false distress signals is an offence and takes time from Search and Rescue personnel, making them potentially unavailable or farther away from real emergencies.

Overboard recovery techniques

In certain weather conditions, and on some boats, wearing a safety harness with a quick release mechanism and a safety line secured to your boat would be wise. This keeps you from falling overboard unless, of course, your boat capsizes. Knowing and practicing the following procedures with your guests will lessen panicked moments in an emergency.

If someone falls overboard, sound the alarm immediately and then:

- Slow down, stop if possible and throw something buoyant to assist the person (this will also mark the spot if the person submerges).
- Assign someone to monitor the person overboard.
- Carefully manoeuvre to recover the person overboard.

Use a buoyant heaving line, or a lifebuoy secured to the vessel with a line, and recover the person from the windward side. A heavy rope, chain or cable secured at both ends and draped over the side (almost touching the water) can provide a makeshift step if necessary. If the freeboard of your boat is more than 0.5 metres (1'8") you must have a reboarding device.

Sailors and power boaters should be familiar with different overboard recovery techniques and consider how effectively these manoeuvres can be performed, with such things as sea-state and condition of the person overboard in mind.

Could you retrieve a person from water if they could not assist in their own recovery? If you fell overboard, could your guests lift you to safety? When someone's size or when the freeboard of the vessel makes it difficult to carry out a rescue by hand, equipment such as lifting slings and rigging may be a good idea (if not already mandatory for your size of vessel).





Surviving in cold water

It is a warm day — you are on your boat and get up to grab something. Suddenly you lose your balance and teeter off the side, falling into water that is less than 15°C. Your muscles are instantly paralyzed and there is no one around to help you. You are experiencing cold shock. There is no time to figure things out.

Cold water shock likely causes more deaths than hypothermia. Canada's typically cold waters are especially dangerous if you are unexpectedly immersed in them. For three to five minutes after sudden immersion you will gasp for breath. You could also experience muscle spasms or a rise in your heart rate and blood pressure. Worse yet, you could choke on water or suffer a heart attack or a stroke. Even strong swimmers can succumb to the effects of cold water shock.

Cold water can paralyze your muscles instantly. Trying to get a hold of a device while in the water, let alone putting one on, will be nearly impossible because of the physiological changes your body will be experiencing. A lifejacket or personal flotation device (PFD) will keep you afloat while you gain control of breathing and prevent drowning from loss of muscle control. Sadly, many people do not understand this danger and how to avoid it.

If you have survived the shock of cold water, hypothermia is the next danger.

Hypothermia is a drop in core body temperature below the normal level that occurs from a prolonged exposure to cold weather, particularly in water-soaked clothing or from direct immersion. At this

lower temperature a person's muscle and mental functions are affected. Someone who is exposed to cold water, and becoming hypothermic, can exhibit progressive signs and symptoms such as:

- Shivering, slurred speech and semi consciousness
- Slow and weak pulse, slow respiration, lack of coordination, irrational, confused and sleepy behaviour
- Weak, irregular or absent pulse or respiration
- Loss of consciousness

If you end up in the water, do everything you can to conserve energy and body heat. Swim only if you can join others or reach a safe haven. Do not swim to keep warm.



Extend your survival time by:

- Wearing a Canadian-approved lifejacket or PFD. Valuable energy will be lost keeping your head above water if you are not wearing one.
- Climbing onto a nearby floating object to get as much of your body out of or above the water as possible.
- If possible, adopt a heat escape lessening position: cross your arms tightly against your chest and draw your knees up close to them.
- Huddle with others and make sure the sides of everyone's chest are close together, with arms around mid to lower back and legs intertwined.

Protect yourself by wearing a lifejacket or PFD, multiple light layers of dry clothing and a water or wind-proof outer layer. Other equipment that comes in a variety of styles and names, and provides additional protection from hypothermia include:

- Floater or survival suits: a full nose-to-toes PFD
- Anti-exposure worksuits: a PFD with a thermal protection rating

- Dry suits: to be used with a flotation device and a thermal liner
- Wet suits: to be used with a flotation device, traps and heats water against the body
- Immersion suits: to be used in extreme conditions when abandoning a vessel (usually for off-shore use)

Knowing how your safety equipment works, especially in water, is a good idea. Test it in a warm swimming pool or in calm water before you may have to use it in an emergency.

If there is warning your boat may be sinking, put on as much clothing as possible beneath your lifejacket or PFD.



Fuel safety and carbon monoxide awareness

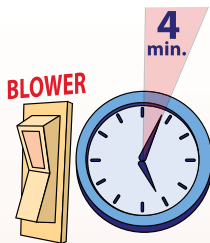
Enclosed spaces containing fuel-burning engines or appliances should be well ventilated to avoid carbon monoxide build-up. Fuel-burning engines or appliances should also be certified or designed for marine use.

Carbon monoxide (CO) is an invisible, silent and deadly danger. It is a colourless, odourless gas produced during the incomplete combustion of fossil fuels. It cuts off the oxygen supply to the body, causing death in minutes. Symptoms of CO poisoning such as headaches, nausea, and fatigue can be mistaken for seasickness or the flu because the deadly gas is undetectable.

Avoid CO poisoning:

- Do not idle your boat's engine, heat its cabin or cook unless doing so in well-ventilated areas.
- Be especially careful in modified areas such as cabin extensions and areas fitted with canvas tops.
- Use a carbon monoxide detector designed for a vessel and check the detector's batteries before every trip.
- Engines left idling in poorly ventilated areas create dangerous concentrations of CO: a tail wind can easily carry CO back on board.
- CO can build up when: two vessels are tied to each other; you are docked alongside a seawall; an improper load distribution causes the bow to ride high; or when your vessel is stationary and a fuel-burning appliance or engine is running.

Swimmers take note: CO is not just a risk to boaters. You can be overcome by the gas in minutes and drown. Areas of risk are underneath swim grids and between the pontoons of houseboats.



Engine start-up

Enclosed gasoline engine and fuel tank compartments must have a blower and an underway ventilation system in accordance with the Construction Standards for Small Vessels. The blower must be operated for at least four minutes immediately before every start-up.

Fuel-burning appliances

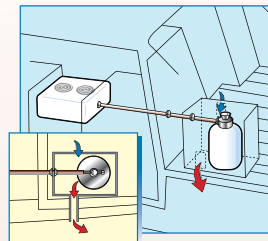
Propane and butane, often used on boats for fuel-burning appliances, can be dangerous and must be treated with care. These substances may present more risk than gasoline to use.

Gas fumes and leaking propane or butane are heavier than air and will quickly flow into the lower parts of your boat. These substances are extremely difficult to remove and are highly explosive.

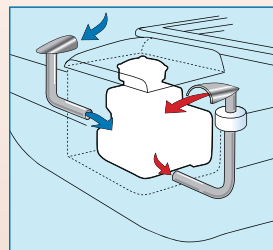
Be sure to provide adequate ventilation for gas-burning appliances, even with just a pilot light on. Ensure portable cooking or heating appliances are secured to guard against leakage due to unexpected movement of the boat. Secure gas cylinders and tanks in an area with good ventilation.

Always attend to an open flame heating, cooking or refrigeration system that uses gaseous fuel. Be sure the fuel-burning equipment installation is in accordance with manufacturer's recommended practices.

Typical ventilation system:



Typical propane installation with ventilation:





Ignition protection

Many older vessels, and even some new ones, have been fitted with converted automotive engines. If your boat is being serviced by the novice handyman or backyard mechanic, it is possible marine parts are being replaced with less expensive automotive versions.

Every pleasure craft must have ignition-protected electrical devices. Ignition-protected components are designed and constructed so they will not ignite a flammable hydrocarbon mixture like gasoline or propane under normal operating conditions. This protection uses seals and flame arrestors to prevent sparks from escaping when the equipment is operating. Most Canadian ignition-protected components are labelled.

Not sure if your pleasure craft's engine has ignition protected parts in it? Have it serviced by a certified marine technician. They can tell you if a replacement part (or related work done to the engine) has compromised the engine's ignition-protection.



Fuelling procedures

Raw fuel is extremely harmful to the marine environment and its vapours create a fire hazard. Follow these procedures, step-by-step, when refuelling. It not only makes good sense, it is the law.

1. Moor your boat securely to prevent spillage.
2. Shut off all engines.
3. Send guests ashore.
4. Extinguish all open flames.
5. Do not smoke while refuelling.
6. Turn off electrical switches, power supplies and avoid using electrical devices such as portable radios.

7. Close all windows, portholes, hatches and cabin doors.
8. Remove portable tanks from the vessel before refuelling.
9. Ground the nozzle against the filler pipe.
10. Know the capacity of the fuel tank and do not overfill it — you have a duty to prevent leakage or spillage of fuel into the hull or water.
11. Wipe up spillage and properly dispose of the cloth or towel used.
12. Operate the engine compartment blower for at least four minutes immediately before starting the gasoline engine.
13. Check for vapours from the engine compartment before starting up the engine.

Heads up! New environmental laws are affecting diesel properties. The type of diesel available at the pump will be constantly changing. Follow the safety instructions provided by fuel suppliers, and operate according to your vessel's engine and system requirements



THE BOAT

Pleasure craft and pleasure craft activities

Regulations apply to all operators of pleasure craft, including:

- Powerboaters
- Personal watercraft (PWC) operators
- Canoeists, kayakers and participants in any other paddling sport
- Sailors and sailboarders
- Those towing waterskiers, wakeboarders and parasailors
- Airboaters
- Those racing in an on-water regatta or competition
- Air cushion vehicles and hovercraft operators
- Wing in ground effect* vessel operators
- Anglers and hunters

* Wing In Ground technology describes a vessel that looks like an airplane but can fly only very close to the water, as it rides on the air cushion build-up between the water and the under part of its wings.

Personal watercraft operators

As high performance vessels, personal watercraft (PWC) require skill and experience to be operated safely. Operators of PWC must be at least 16 years of age and have proof of competency and proof of age on board.

Before you lend your PWC, you must ensure the operator is fully aware of the special characteristics involved with safe operation. Follow these basic tips:

- Always wear a Canadian-approved flotation device (inflatable PFDs are not permitted). One that is red, orange or yellow will improve your visibility to other operators.
- Wear thermal protection when operating in cold water (water less than 15°C).
- Read the owner's manual before setting out.

- Attach the engine shut-off line securely to your wrist or flotation device.
- Respect speed limits and other boating restrictions.
- Be cautious, courteous and respect your neighbours. Many communities consider PWC noise annoying when the craft is operated persistently at high speed in one place, especially when the craft jumps waves.
- Be aware of the impact your PWC can have on the environment. Avoid high-speed operation near shorelines.
- Navigate with care. At high speeds it is very difficult to see swimmers, waterskiers, divers and other PWC in time to avoid them.
- Do not operate after dark or in reduced visibility.
- Make sure your PWC is properly licensed and marked.
- If you recognize gasoline or vapours in the engine compartment, do not start your PWC and have it looked at by a qualified technician.
- Always replace the engine cover or seat before starting.



Kayakers

Make sure you are seen on the water. Even in bright, calm conditions a kayak can be nearly invisible. It is especially difficult for power-driven vessel and large vessel operators riding high in the water to see kayaks. Choose bright colours such as red, yellow or orange for your flotation device and kayak. Also, remember to keep signalling devices within hand's reach in case of emergency.

Sea kayakers should be aware of their environment (water temperatures, tides, currents, wind and maritime traffic). For a copy of the Sea Kayaking Safety Guide visit www.boatingsafety.gc.ca.



Anglers and hunters

Planning a trip across the lake to do some fishing or hunting? There is much more in getting from point A to point B than steering your boat.

- Know what safety equipment to carry. Depending on the vessel and its characteristics, you may need specific equipment.
- The more informed you are about things like weather patterns (see page 15), hypothermia and cold water shock (see page 21), the more prepared you can be. One false step and you could end up in the water. Your chance of survival could depend on your preparedness.
- Consider clothing. Some gear, such as hip waders, should never be worn in boats.
- If your trip unexpectedly becomes an overnight

excursion, have a way to contact your loved ones to let them know your plans. This is especially important if you have filed a sail plan (see page 15) and are expected home at a certain time.

- Don't cruise with booze.

Construction Standards for Small Vessels

Small vessels (whether pleasure or non-pleasure craft) that operate in Canada must be built according to the *Construction Standards for Small Vessels TP 1332E*. Pleasure craft built to these standards are issued Canadian compliance labels. If you are selling, building or importing a pleasure craft, you must ensure it meets the appropriate requirements.

Canadian compliance labels

Labels or plates issued in another country, or by any body other than the Government of Canada, are not valid in Canada.

Serially produced pleasure craft sold and operated in Canada up to 6 m (19'8") in length and capable of being fitted with an engine(s) of 10 hp (7.5 kW) or more must carry a capacity plate or capacity label. Although requirements for capacity labels changed from 5 to 6 m (16'5" to 19'8") on April 1, 1999, plates issued before that date are still valid.

A capacity label states:

- The recommended maximum safe limit of an outboard engine power
- The recommended maximum safe limit of number of occupants the pleasure craft may carry
- The recommended maximum load capacity for the pleasure craft

A capacity label also confirms the vessel was built according to the Construction Standards for Small Vessels.

Remember, these are maximum recommendations for fair weather operation. The number of people who can be carried safely depends on the type of pleasure craft, distribution of occupants, equipment carried and weather and water conditions. Operators must know and respect the limitations of their boat.

Your boat's seaworthiness can depend on the load you put in it and where you put it. Too much weight can overload your boat and cause it to become unstable or allow small waves to come aboard. It will also reduce the amount your boat can roll before its sides dip under. Weight that is carried too high will reduce stability, making your boat more apt to roll and less inclined to return to an upright position.

Other pleasure craft fitted or capable of being fitted with an engine sold and operated in Canada must display a conformity label, stating the pleasure craft meets the requirements of the Construction Standards for Small Vessels, issued by Transport Canada.

A single vessel label is issued only to homebuilt pleasure craft or those pleasure craft built by a builder who is no longer able to provide a label.

A Canadian compliance label (capacity or conformity) on your boat confirms it met the appropriate construction standards for small vessels when it was built. If the pleasure craft does not have a Canadian compliance label, contact a Transport Canada Centre for information on how to obtain a label and the associated fees.



For more information on compliance plates or labels visit www.boatingsafety.gc.ca.

Hull identification number (HIN)

Pleasure craft made in Canada, or imported to Canada, after August 1, 1981, must have a HIN marking. The HIN must be on the outside of the transom on the starboard side, or as close to that area as possible if marking on the transom is not practical.

If you can no longer obtain a HIN from the manufacturer, or if the vessel is home-built, request an application package from a Transport Canada Centre to obtain one.



Overloading your boat

Overloading your boat with people or equipment is incredibly dangerous and can have fatal consequences. The number of people who can be carried safely depends on the type of vessel and the distribution of weight. Poor distribution of weight on board will affect your boat's stability for the worse.

As the operator of your vessel, you must follow the limits on the capacity plate as the recommended gross load capacity or the equivalent number of adult persons. When following these limits, keep in mind the maximum load is calculated for fair weather conditions and evenly distributed weight. Keep the load as low as possible on board and secure equipment to prevent it from shifting and affecting the stability of your pleasure craft.



Minimum required equipment

Safe and responsible operation of your pleasure craft is a key ingredient for a good time. The right equipment provides peace of mind and if something goes wrong, it may save your life.

The Small Vessel Regulations identify the minimum equipment required on board your pleasure craft according to vessel length. In some examples over the next few pages, in addition to vessel length, the minimum equipment displayed is by vessel type to assist you.

You may want to bring along additional items depending on your type of vessel, activity and environment. Go prepared. Make sure equipment is easily accessible and can be properly used by everyone on board.

Ensuring that all equipment, whether it is lifesaving or navigation equipment, is in good working order is not just common sense — it is the law.

To determine the length of your pleasure craft, refer to its manufacturer's product information or measure it yourself (from the forward end of the foremost outside surface of the hull shell to the aftermost outside surface of the hull shell).

Minimum equipment requirements do not apply to beach and pool toys measuring less than 2 m (6'7") in length that are not designed to be fitted with a motor. Remember, operating a propeller-driven surfboard is against the law in Canada.

If you are renting a vessel and will be operating it for recreational purposes, these carriage requirements apply to you.

If you are using your boat as a non-pleasure craft or are carrying passengers for remuneration, this is considered commercial vessel operation and you should visit www.tc.gc.ca/smallvessels and contact a Transport Canada Centre for applicable regulations.



Sailboards

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Boat safety equipment

3. One (1) manual propelling device

Distress equipment

4. A watertight flashlight
OR

Three (3) Canadian-approved flares of Type A, B or C

The equipment listed in 2, 3, and 4 is not mandatory if all people on a sailboard are wearing a Canadian-approved flotation device of the appropriate size or engaged in an official competition.

Navigation equipment

5. A sound-signalling device or a sound-signalling appliance

Note: Radar reflectors are required under certain conditions (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass.



Paddleboats and watercycles less than 6 m (19'8") in length

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Distress equipment

3. A watertight flashlight

OR

Three (3) Canadian-approved flares of Type A, B or C

The equipment listed in 2 and 3 is not mandatory if all people on board are wearing a Canadian-approved flotation device of the appropriate size.

Navigation equipment

4. A sound-signalling device or a sound-signalling appliance
5. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

Note: Radar reflectors are required under certain conditions (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass.



Canoes, kayaks, rowboats and rowing shells less than 6 m (19'8") in length

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Boat safety equipment

3. One (1) manual propelling device (for more detailed description, refer to the manual propelling device definition)
OR
An anchor with no less than 15 m (49'3") of cable, rope or chain in any combination
4. One (1) bailer
OR

One (1) manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to discharge water from the bilge of the vessel over the side of the vessel

Navigation equipment

5. A sound-signalling device or a sound-signalling appliance
6. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

Note: Radar reflectors are required under certain conditions (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass.



Unpowered pleasure craft less than 6 m (19'8") in length

See separate sections for sailboards; paddleboats and watercycles; canoes, kayaks, rowboats and rowing shells.

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Boat safety equipment

3. One (1) manual propelling device (for more detailed description, refer to the manual propelling device definition)

OR

An anchor with no less than 15 m (49'3") of cable, rope or chain in any combination

4. One (1) Class 5BC fire extinguisher, if the pleasure craft is equipped with a fuel-burning cooking, heating or refrigerating appliance

5. One (1) bailer

OR

One (1) manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to discharge water from the bilge of the vessel over the side of the vessel

Navigation equipment

6. A sound-signalling device or a sound-signalling appliance
7. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

A bailer or manual water pump is not required for any self-bailing sealed hull sailing vessel fitted with a recess-type cockpit that cannot contain a sufficient quantity of water to make the vessel capsize, or a multi-hull vessel that has subdivided multiple-sealed hull construction.

Note: Radar reflectors are required under certain conditions, (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass.



Personal watercraft (PWC)

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Distress equipment

3. A watertight flashlight
OR
Three (3) Canadian-approved flares of Type A, B or C

Navigation equipment

4. A sound-signalling device or a sound-signalling appliance

Boat safety equipment

5. One (1) manual propelling device (for more detailed description, refer to the manual propelling device definition)
OR
An anchor with no less than 15 m (49'3") of cable, rope or chain in any combination
6. One (1) bailer
OR

One (1) manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to discharge water from the bilge of the vessel over the side of the vessel

7. One (1) Class 5BC fire extinguisher

The equipment listed in 5, 6 and 7 is not mandatory if all people on the PWC are wearing a Canadian-approved flotation device of the appropriate size.

Note: Radar reflectors are required under certain conditions (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass.



Powered pleasure craft less than 6 m (19'8") in length

See separate section for personal watercraft.

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length

Boat safety equipment

3. One (1) manual propelling device (for more detailed description, refer to the manual propelling device definition)



OR

An anchor with no less than 15 m (49'3") of cable, rope or chain in any combination

4. One (1) Class 5BC fire extinguisher, if the pleasure craft is equipped with an inboard engine, a fixed fuel tank of any size, or a fuel-burning cooking, heating or refrigerating appliance

5. One (1) bailer

OR

One (1) manual water pump fitted with or accompanied by sufficient hose to enable a

person using the pump to discharge water from the bilge of the vessel over the side of the vessel

Distress equipment

6. A watertight flashlight

OR

Three (3) Canadian-approved flares of Type A, B or C

Navigation equipment

7. A sound-signalling device or a sound-signalling appliance
8. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

A bailer or manual water pump is not required for any multi-hull vessel that has subdivided multiple-sealed hull construction.

Note: Radar reflectors are required under certain conditions (see page 49).

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less in length within sight of navigational marks do not require a compass or a compass bearing device.



Sailing vessel less than 7 m (23') long when underway



Pleasure craft greater than 6 m (19'8") in length but no greater than 8 m (26'3") in length

Including unpowered craft

Note: Radar reflectors are required under certain conditions, (see page 49).

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One buoyant heaving line no less than 15 m (49'3") in length

OR

One (1) approved lifebuoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line no less than 15 m (49'3") in length

3. A reboarding device if the freeboard of the vessel is greater than 0.5 m (1'8")



Boat safety equipment

4. One (1) manual propelling device (for more detailed description, refer to the manual propelling device definition)

OR

An anchor with no less than 15 m (49'3") of cable, rope or chain in any combination

5. One (1) bailer

OR

One (1) manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to discharge water from the bilge of the vessel over the side of the vessel

6. One (1) Class 5BC fire extinguisher, if the pleasure craft is a power-driven vessel, plus another class 5BC fire extinguisher if the pleasure craft is equipped with a fuel-burning cooking, heating or refrigerating appliance

Distress equipment

7. A watertight flashlight
8. Six (6)* Canadian-approved flares of Type A, B or C

* Exempt from carrying pyrotechnic distress signals if:

- Operating in a river, canal or lake in which it can at no time be more than one nautical mile (1.852 km) from shore

OR

- Engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements

Navigation equipment

9. A sound-signalling device or a sound-signalling appliance
10. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility

Pleasure craft propelled by oars and pleasure craft 8 m (26'3") or less within sight of navigational marks do not require a compass or a compass bearing device.



Pleasure craft greater than 8 m (26'3") in length but no greater than 12 m (39'4") in length

Including powered craft

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length
3. One (1) approved lifebuoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line no less than 15 m (49'3") in length
4. A reboarding device if the freeboard of the vessel is greater than 0.5 m (1'8")

Boat safety equipment

5. An anchor with no less than 30 m (98'5") of cable, rope or chain in any combination
6. One (1) bailer
7. One (1) manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to discharge water from the bilge of the vessel over the side of the vessel
8. One (1) Class 10BC fire extinguisher, if the pleasure craft is a power-driven vessel, plus another class 10BC fire extinguisher if the pleasure craft is equipped with a fuel-burning cooking, heating or refrigerating appliance

Distress equipment

9. A watertight flashlight
10. 12* Canadian-approved flares of Type A, B, C or D, no more than six (6) of which are of Type D

* Exempt from carrying pyrotechnic distress signals if:

- Operating in a river, canal or lake in which it can at no time be more than one nautical mile (1.852 km) from shore
- OR
- Engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements

Navigation equipment

11. A sound-signalling device or a sound-signalling appliance
12. Navigation lights that meet the applicable standards set out in the Collision Regulations

Note: Radar reflectors are required under certain conditions (see page 49).

Power-driven pleasure craft greater than 8 m (26'3") in length require a properly adjusted compass. If the voyage is more than 20 nautical miles (37 km) from shore a compass bearing device is required.



Pleasure craft greater than 12 m (39'4") in length but no greater than 20 m (65'7") in length

Including unpowered craft

Personal protection equipment

1. One (1) Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One (1) buoyant heaving line no less than 15 m (49'3") in length
3. One (1) approved lifebuoy with an outside diameter of 610 mm or 762 mm that is equipped with a self-igniting light and is attached to a buoyant line no less than 15 m (49'3") in length
4. A reboarding device

Boat safety equipment

5. An anchor with no less than 50 m (164'1") of cable, rope or chain in any combination
6. Bilge pumping arrangements
7. One (1) Class 10BC fire extinguisher at each of the following locations:
 - At each access to any space where a fuel-burning cooking, heating or refrigerating appliance is fitted
 - At the entrance to any accommodation space



- At the entrance to the engine room space

8. One (1) axe

9. Two (2) buckets, each with a capacity of 10 L or more

Distress equipment

10. A watertight flashlight

11. 12 Canadian-approved flares of Type A, B, C or D, no more than six (6) of which are of Type D

Navigation equipment

12. A sound-signalling appliance

13. Navigation lights that meet the applicable standards set out in the Collision Regulations

Note: Radar reflectors are required under certain conditions (see page 49).

Power-driven pleasure craft greater than 8 m (26'3") in length require a properly adjusted compass. If the voyage is more than 20 nautical miles (37 km) from shore a compass bearing device is required.

Specific requirements for pleasure craft involved in competition

Pleasure craft used for racing, and its crew, may carry alternative safety equipment when engaged in formal training, in an official competition or in final preparation for an official competition. Read on to see if your event or training sessions qualify for this exemption.

- Official competition: a competition or regatta organized by a governing body, a club or an organization that is affiliated with a governing body.
- Formal training: practice for an official competition under the supervision of a coach or official certified by a governing body.
- Final preparation for an official competition: activities to prepare for the competition that take place at the competition venue and during the times specified by the organizer of the competition.
- Governing body: a watersport governing body that publishes rules and criteria respecting conduct and safety requirements during skill demonstrations, formal training or official competitions and that:
 - certifies coaches and coaching programs
 - certifies officials and programs for officials; or
 - recommends training and safety

guidelines for certified coaches or officials.

- Safety craft: a boat, aircraft or other means of transport with a crew on board that is used for surveillance and lifeguarding activities during formal training or official competitions.

Alternative equipment for racing canoes, racing kayaks and rowing shells

Racing canoes and racing kayaks do not have to carry the equipment referred to in any part of this guide if their crews are engaged in formal training, in an official competition or in final preparation for an official competition, and:

- are attended by a safety vessel carrying a flotation device of the appropriate size for each crew member of the largest vessel being attended (in addition to their own safety equipment); or,
- carry:
 - a flotation device of the appropriate size for each crewmember;
 - a sound-signalling device; and,
 - if operated after sunset and before sunrise, a watertight flashlight.

Rowing shells do not have to carry the equipment referred to in any part of this guide if:

- competing in a provincially, nationally or internationally sanctioned regatta or competition or engaged in training at the venue

at which the regatta or competition is taking place;

- attended by a safety vessel carrying a flotation device of the appropriate size for each crewmember;
 - of the pleasure craft, if the safety vessel is only attending the pleasure craft; or,
 - of the crew of the largest vessel being attended, if the safety vessel is attending more than one vessel; or,
- carrying:
 - a flotation device of the appropriate size for each crewmember;
 - a sound-signalling device; and,
 - if operated after sunset and before sunrise, a watertight flashlight.

Alternative equipment for racing-type pleasure craft

Racing-type pleasure craft (other than racing canoes, kayaks or rowing shells) engaged in formal training, in an official competition or in final preparation for an official competition and operated under conditions of clear visibility and attended by a safety vessel may carry, instead of the mandatory equipment described on the previous pages, the safety equipment required under the rules of the applicable governing body.

Personal protection equipment

About 90 per cent of people who drown in recreational boating incidents are not wearing a flotation device. A lifejacket or personal flotation device (PFD) is the best insurance you can have. Find one that suits your needs and wear it.

By law, pleasure craft must have enough Canadian-approved flotation devices of the appropriate size for everyone on board. You can choose between lifejackets and PFDs. Remember, lifesaving cushions are not approved as personal flotation equipment on any vessel.

Lifejackets

Lifejackets come only in red, orange and yellow so you are much more visible while in water. Currently, there are three Canadian-approved types to choose from:

- Safety of Life at Sea (SOLAS) lifejackets meet very high performance standards and are approved for all vessels. They:

SOLAS lifejacket



- will turn you on your back in seconds to keep your face out of the water, even if you are unconscious;
 - come in two sizes: for those over 32 kg (70 lbs.) and those less than 32 kg; and,
 - are available in comfortable and compact inflatable configurations that can be automatically, manually or orally inflated.
- Standard Type lifejackets are approved for all vessels, except SOLAS vessels. They:

Standard Type lifejacket



- will turn you on your back to keep your face out of the water, even if you are unconscious; and,
- come in two sizes: for those less than 40 kg (88 lbs.) and those greater than 40 kg.

- Small Vessel lifejackets are approved for small vessels. They:

Small Vessel lifejacket



- have less flotation than Standard Type lifejackets;
- will turn you on your back, but may do so more slowly;
- come in two models: keyhole and vest; and,
- come in three sizes.

Future types and designs of lifejackets will improve their wearability and performance.

Personal flotation devices (PFDs)

This type of flotation device is approved for pleasure craft only. You can choose from a wide range of approved types, sizes and colours of PFDs. They do

not all come in red, orange or yellow; but it is a good idea to choose one of these colours so you are much more visible when in water.

Choose a PFD based on your needs and the activity you will be participating in. If you plan on operating at high speeds, look for a PFD with three or more chest belts for security. If you will be operating in cold water (water less than 15°C) choose a PFD with some thermal protection. A large selection of devices designed for specific uses are now available for all types of activities such as sailboarding, kayaking and canoeing.

Can be used for paddlesports



Chest belts are an important feature for high speed operation



There are, however, some pros and cons to choosing a PFD over a lifejacket. A PFD may be more comfortable than a lifejacket because it is designed for constant wear, but PFDs usually offer less flotation than SOLAS, Standard Type and Small Vessel lifejackets. Although they have limited turning capability, some PFDs provide thermal protection against hypothermia. The choice is yours, but consider your needs carefully before purchasing.

Inflatable PFDs are another option but for them to work properly you must understand their operation and maintenance requirements. You should also check which boating activities they are approved for, under the Small Vessel Regulations. For example, people less than 16 years of age or who weigh less than 36.3 kg (80 lbs.), and operators of personal watercraft are prohibited from wearing an inflatable PFD. They come in two styles:

- Vest types can be orally, manually (with a CO₂ system) or automatically inflated.
- Pouch types can be orally inflated, or manually inflated by pulling a toggle to activate a CO₂ inflation system.

before



after



before



after



Though their inflation time is relatively short, for weak swimmers it can seem like forever. All Canadian-approved inflatable PFDs have an oral inflation tube in case the CO₂ inflation mechanism fails. If you are struggling to stay afloat, this tube could be a challenge to use.

An emergency is no time to experiment with a new device. Inflatable PFDs should come with an owner's manual. Look for it and read it carefully. Under supervision and before heading out, try the device on and make sure you know how to use it.



Keeping kids afloat

A lifejacket or PFD is no substitute for adult supervision. Kids should be within arm's reach and should be wearing a proper flotation device at all times.

Before buying a flotation device for your child, make sure the device is Canadian-approved. Find an appropriately sized device and have them try it on. It should fit snugly, not ride up over your child's chin or ears. If there are more than 7.6 cm (3") between your child's shoulders and the device it is too big and could do more harm than good.

Look for these safety features:

- A large collar for head support
- Waist ties or elastic gathers in front and back
- A safety strap that goes between the legs to prevent the device from slipping over your child's head

Look for a large collar



- Buckles on safety straps and reflective tape
- Consider attaching a non-metallic pealless whistle to the device

Parents who want their kids to wear a lifejacket should set a good example and do the same.

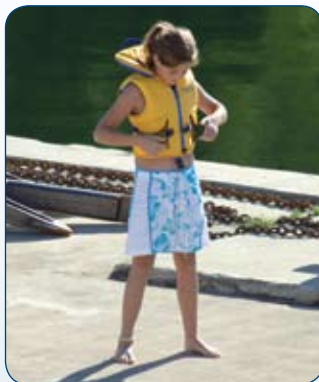
Labels

Look for a lifejacket or PFD with a label that states it has been approved by:

- Transport Canada;
- Canadian Coast Guard;

- Fisheries and Oceans Canada; or,
- any combination of the above.

Foreign visitors to Canada may bring their own flotation device to use as long as it conforms to the laws of their country.



Proper care of your flotation device

Treat your flotation device as an investment and take good care of it. Devices that are ripped or in poor condition are not considered approved.

Lifesaving equipment should never be kneeled on, sat on or used as a fender for your boat. Follow these tips:

- Check its buoyancy regularly in a pool or by wading out to waist-deep water and bending your knees to see how well you float.

- Ensure that straps, buckles and zippers are clean and in good working order.
- Tug on straps to ensure they are well attached and there is no sign of wear.
- Dry your device in open air and avoid direct heat sources.
- Store it in a dry, well-ventilated, easily accessible place.
- Do not dry clean. Use mild soap and running water to clean.



It won't work if you don't wear it

In order to work, proper lifesaving equipment must be worn at all times. Believing that you can locate, don and fasten a PFD in the water is dangerous for many reasons; adverse wind and

wave conditions can make this extremely difficult, if not impossible; you could unexpectedly fall into water and the vessel (with the PFD aboard) could be unreachable; and, cold water can severely impede your ability to don and fasten a PFD in the water.

Never underestimate the protection a flotation device can afford you. It is called *lifesaving equipment* for a reason.



Buoyant heaving lines

On most pleasure craft, buoyant heaving lines no less than 15 m (49'3") in length are necessary equipment.



Lifebuoys

When buying a lifebuoy look for a Transport Canada approval sticker. Store this piece of equipment where it can be easily accessed in an emergency. Lifebuoys must be at least 610 mm in diameter. Smaller lifebuoys and horseshoe-type devices are not approved.



Reboarding devices

Pleasure craft greater than 12 m (39'4") in length, and pleasure craft 6-12 m (19'8"-39'4") in length with freeboard exceeding 0.5 m (1'8") need a reboarding device. If your pleasure craft has transom ladders

or swim platform ladders it already meets this requirement.

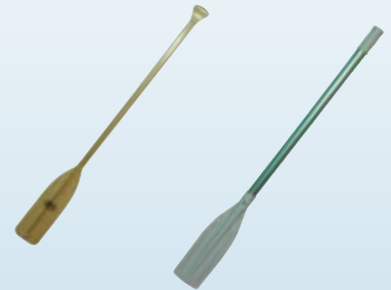
Boat safety equipment

Manual propelling device

A manual propelling device can mean:

- a set of oars;
- a paddle; or,
- any other apparatus that can be used manually (by hand or foot) by a person to propel a vessel, including pumping the rudder on small open sailboats or a paddle wheel on a paddle boat.

A spare paddle or other propelling device is a good idea, but only one is necessary to meet the requirement.





Bailers and manual water pumps

Bailers must be at least 750 ml with the opening a minimum of 65 cm² (10 in²), and made of plastic or metal. If you have a manual pump, the pump and hose must be able to reach the bilge and discharge over the side of the boat.

A bailer or manual water pump is not required for multi-hull vessels that have subdivided multiple-sealed hull construction (common example: pontoon boat) or sailboats fitted with a recess-type cockpit that cannot contain a sufficient quantity of water to capsize the boat.

Make a bailer out of a four-litre rigid plastic bottle (useful for small open boats)

Rinse thoroughly and then:

1. Secure lid
2. Cut off bottom
3. Cut along side with handle



Anchors

There is more to dropping anchor than just that. If your boat's anchor and its cable are not of the appropriate weight and size, wind and water conditions can cause it to drag, leaving your boat to drift. This is especially dangerous if you are asleep or swimming nearby. Ensure your boat is well anchored and keep watch to detect signs of dragging.



Portable fire extinguishers

Different types of fires require different types of fire extinguishers. Currently, there are two classes of fire extinguishers required under the Small Vessel

Regulations: Class B for combustible liquids such as gas and oil and Class C for electrical fires.

The number before the letter on the extinguisher rates its relative firefighting effectiveness. For example, a 3B device will put out a larger fire than a 2B device. Although regulations specify class BC, choose an extinguisher with an ABC rating. The type of fire extinguishers you choose must be listed and labelled by Underwriters Laboratories of Canada (ULC), if made in Canada.

Fire extinguishers are generally approved for marine use by:

- Underwriters Laboratories (UL)
- Underwriters Laboratories Canada (ULC)
- United States Coast Guard (for marine use)

Refills of halon fire extinguishers are no longer permitted. For more information visit www.tc.gc.ca.



Check extinguishers frequently for correct operating pressure, and ensure you and your guests know how to use them. Maintenance, servicing and recharging must be performed by trained personnel as per manufacturer instructions.

For chemical-type devices, take them out of their bracket and shake them vigorously in the upside down position (about once a month) to prevent the extinguishing agent from caking and hardening at the bottom.

Reacting to a fire

If a small fire erupts, activate a fire extinguisher and direct it at the base of the flames. Sweep the discharge nozzle from side to side and continue doing this for a few seconds after the flames are completely extinguished. Otherwise, the fire may re-ignite and you may not have enough extinguishing agent left to put it out again.

If your boat is in motion when a fire starts, position it so the fire is downwind from you and stop the engine if it is safe to do so under the weather conditions. Make sure everyone is wearing a flotation device, use extinguishers to control the fire and, if safe to do so, shut-off the fuel source.

The Small Vessel Regulations do not address automatic extinguishing systems some pleasure craft may carry. Even if your pleasure craft has this type of system it must carry the portable extinguishers indicated in the Minimum Required Equipment section. More information on the care and maintenance of fire extinguishers is available from ULC or the manufacturer.



Distress equipment

Watertight flashlights

Almost every pleasure craft requires a watertight flashlight or flares. In the event of an electrical failure, a watertight flashlight may be your only means of signalling for help.



Distress flares

Use flares only in times of real distress. Before purchasing, make sure they are approved by Transport Canada. There are four types of approved pyrotechnics: A, B, C and D.

Aerial flares should be fired at an angle into the wind. With a high wind velocity, lower the angle to a maximum of 45 degrees. Pyrotechnics are valid only for four years from the date of manufacture, stamped on each flare. To dispose of your outdated flares, seek advice from your local fire department, law enforcement agency or Transport Canada Centre.

Store flares vertically in a cool, dry location (such as a watertight container) to help them retain their efficiency, but keep them accessible in case of an emergency.

All pleasure craft are exempt from carrying pyrotechnic distress signals if:

- Operating in a river, canal or lake in which it can at no time be more than one nautical mile (1.852 km) from shore
- Engaged in an official competition or in final preparation for an official competition and have no sleeping arrangements



Type A: Parachute

- Single red star
- When launched, reaches height of 300 m (984') and with the aid of parachute, comes down slowly
- Easily observed from the surface or air
- Burns for at least 40 seconds



Type B: Multi-star

- Two or more red stars
- When launched, reach a height of 100 m (328') and burn for four or five seconds each
- Easily observed from the surface or air

Some Type B flares project only one star at a time. When using this single star type, two flares must be fired within 15 seconds of each other. You will need double the number of cartridges to meet the requirements of the regulations.



Type C: Hand-held

- Red flame torch held in your hand
- Limited surface visibility
- Best for pinpointing location during an air search
- Burns for at least one minute

Avoid looking directly at the flare while it is burning. Ignite the flare while holding it clear of the boat and down wind.



Type D: Smoke (buoyant or hand-held)

- Produces a dense orange smoke for three minutes
- Used only as a day signal
- Some types are made especially for pleasure craft use that last one minute and come in a package of three

Position your smoke flare down wind and follow the directions carefully.

Navigation equipment

Sound-signalling devices

Pleasure craft less than 12 m (39'4") in length need a sound-signalling device if they are not fitted with a sound-signalling appliance. The sound-signalling device can be a pealess whistle, compressed gas horn or an electric horn.



Sound-signalling appliances

Pleasure craft 12 m (39'4") or greater in length must have a fitted whistle. Check the Collision Regulations for the technical criteria the whistle must meet.

Navigation lights

If you operate your boat at night or in restricted visibility, it needs navigation lights. If your pleasure craft has navigation lights, they must work and be fitted in accordance with the Collision Regulations (for placement options, see the silhouettes in the Minimum Required Equipment section).

Radar reflectors

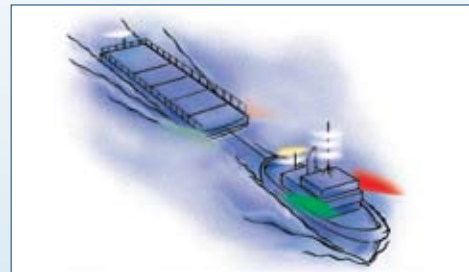
Vessels less than 20 m (65'7") in length or that are constructed primarily of non-metallic materials must have radar reflectors, unless they are not essential to the safety of the vessel, or the small size of the vessel or its operation away from radar navigation makes compliance impractical. If properly positioned, they help larger, less manoeuvrable vessels detect your presence on their radar screens. They should be

located above all superstructures and at least 4 m (13'1") above the water (if possible).

Towing

Tugs may be towing barges or other vessels on a long tow-line astern. Often, the length of the tow is so great the tow-line hangs below the surface of the water and is nearly invisible. If a small craft were to strike the submerged tow-line, it could capsize and be run down by the barge.

Never pass between a tug and its tow and be alert for special lights displayed by vessels towing barges, other vessels or objects. The towing vessel is usually more visible than its tow. The tow's navigation lights do not include masthead lights and are often much dimmer than those of the towing vessel.



In the case of a power-driven vessel towing another vessel from its stern, the towing vessel must exhibit the following:

- Sidelights and sternlight
- Towing light (yellow light with the same characteristics as the sternlight)
- Two masthead lights in a vertical line – three of these lights if the tow exceeds 200 m (656')
- A diamond shape where it can best be seen, if the tow exceeds 200 m (656') – day signal

In the case of a vessel being towed, it must exhibit the following:

- Sidelights and sternlight
- A diamond shape where it can best be seen, if the tow exceeds 200 m (656')
- If impractical for the vessel being towed to comply with the lights stated above, it must carry one all-around white light at fore and aft

Charts and publications

Having charts and various publications such as Notices to Mariners, Sailing Directions and the List of Lights and Buoys and Fog Signals is required under the Charts and Nautical Publications Regulations. Small craft charts are not regularly updated.

Consult Notices to Mariners for chart updates and corrections or visit www.charts.gc.ca.

Suggested items to take on board

If you will be out for more than a few hours, consider taking these items with you:

- Spare clothing in a watertight bag (weather conditions can change rapidly so be prepared)
- Drinking water and high-energy snacks (drinking water is important because not ingesting enough of it can quickly lead to fatigue and dehydration)

Tool kits and spare parts

You may need to make repairs while out on the water. Take along a tool kit, spare parts (for example, fuses, bulbs, a spare propeller, nuts and bolts, penetrating oil to free-up stuck fasteners, duct tape, spark plugs) and tools and materials to temporarily stop hull leaks. Now that you have the tools available, do you know what to do with them? Bring the owner's manual and any other guidebook you might need on your trip.



First aid kit

While boating, you may be some distance from medical assistance. Take a first aid kit with you. Store it in a dry place and replace used and outdated contents regularly. Not every kit will be appropriate for your specific needs so choose carefully.

Do you know the signs and symptoms of hypothermia, heat exhaustion, an allergic reaction to insect venom or food items? Do you know how to stem bleeding, perform rescue breathing, treat shock? If not, take a first aid course as soon as possible. Knowing how to provide first aid assistance can make the difference between permanent injury and full recovery, or even life and death. For more information on first aid training visit www.sja.ca or contact St. John Ambulance Canada.



Licence markings

Proper documentation

Licensing your pleasure craft

Sometimes proof of competency is also referred to as a licence to operate a pleasure craft. The two are not the same. In most instances what people actually want to know about is the requirement to carry proof of competency (see page 11).

A pleasure craft licence is for your boat.

Pleasure craft less than 15 gross tons (12 m or less) and powered by an engine of 10 hp (7.5 kW) or more must be licensed or registered, regardless of where they operate in Canada. A licence is free-of-charge and can presently be obtained through Service Canada Centres. Refer to the blue pages in your telephone directory to contact your nearest Service Canada Centre or visit www.servicecanada.gc.ca

Service Canada has assumed responsibility for issuing pleasure craft licences through their offices. In New Brunswick, Service New Brunswick Centres will also issue licences. For more information visit www.boatingsafety.gc.ca or call 1-800 O-CANADA.

When entering another country, vessels must have some form of documentation (a licence and/or proof of ownership or registration), especially dinghies or tenders that accompany a larger vessel. Remember, dinghies or tenders equipped with an engine of 10 hp (7.5 kW) or more must be licensed separately. Not having the proper documentation with you at all times can result in delays clearing United States or Canada Customs, or even a fine. Proof of ownership for non-registered pleasure craft may be required. Check with the Canada Border Services Agency before setting out.

By law, you must display your pleasure craft's licence number above the water line on both sides of the bow, as far forward as practical and where it can easily be seen. The numbers must be in block letters, 7.5 cm (3") in height and must contrast with the colour of your pleasure craft's bow.

New pleasure craft?

To license a new or previously unlicensed pleasure craft you must complete an Application for Pleasure Craft Licence and have a bill of sale (or proof of ownership). If your bill of sale (or proof of ownership) is not available, you need a Declaration Under Oath stating why.

Contact Service Canada if you are unsure of what you need to license your pleasure craft.

Transferring ownership

When transferring ownership of your boat, complete the information required and follow the instructions on the reverse side of the Pleasure Craft Licence and give it to the new owner. With the completed transfer form (reverse side of the Pleasure Craft Licence), the new owner should contact Service Canada for additional information.



Registering your pleasure craft

Registration is a system that provides legal title and certain benefits such as a unique name and an official number for your boat. The choice is yours. Registration also allows you to use your boat as security for a marine mortgage.

Remember, pleasure craft fitted with a motor of 10 hp (7.5 kW) or more must be licensed or may be registered. This requirement includes personal watercraft. The choice is yours to license or register any small vessel.

Call the Canadian Registry of Ships at 1-877-242-8770 or visit <http://www.tc.gc.ca/marinesafety/oep/shipreg/registration/menu.htm> for more information.



THE BOATING ENVIRONMENT

Sharing waterways

Recreational boaters should be prepared to share waterways with wildlife, swimmers, divers, other boaters and watercraft ranging from sailboats to float planes. As an operator, you must respect others on or near the water for them to respect your rights. Operators using courtesy and common sense will not create a hazard, threat, stress or be an irritant to others, to the environment or to wildlife.

Rules of the road

Following the rules of the road is an important part of recreational boating. Everyone is entitled to a safe, fun time on the water so learn the rules and boat by them. Doing so is not just a matter of courtesy; it is the law, set out in the Collision Regulations. They apply to every vessel and operator on all navigable waters — from canoes to supertankers.



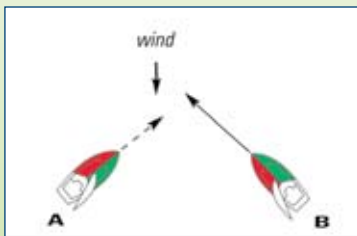
Right-of-way rules

Right-of-way rules help vessels that are sharing waterways avoid colliding with each other.

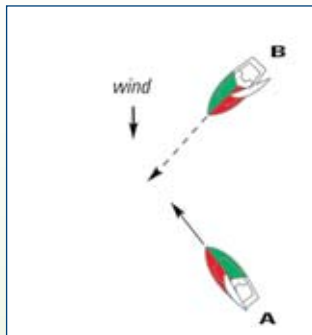
Some right-of-way rules for sailing vessels include:

- a) When each sailing vessel has the wind on a different side, the vessel that has the wind on its port (left) side must keep out of the way of the other. In the illustration below, A keeps clear of B.

If a sailing vessel has the wind on its port side and the sailor cannot determine with certainty whether the other vessel has the wind on its port or starboard side, the first vessel must keep out of the way of the other.



- b) When both sailing vessels have the wind on the same side, the vessel to windward* shall keep out of the way of the vessel to leeward. B keeps clear of A.



* The windward side is the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest fore-and-aft sail is carried.

See page 64 for right-of-way rules for power-driven vessels.

Maintaining a proper lookout and avoiding a collision

Maintaining a constant lookout is common sense and the law. If you are sharing the water with large vessels remember they have limited visibility, manoeuvrability and take much longer to come to a stop. Be prepared to move out of the way of these vessels for these reasons.



Be aware and be considerate

Never buzz, try to spray swimmers, cut in front of or try to jump the wake of other vessels. Some of the worst boating accidents happen when speed or distance is misjudged. It only adds to the tragedy when the two parties involved are friends or relatives.

Vessels less than 20 m (65'7") in length, including sailing vessels, must stay out of the way of larger vessels that can safely navigate only within the channel. A large vessel will remind you of the requirement to give way by giving five or more short blasts of its horn. This means the situation has escalated to an emergency and you must take all necessary steps to get out of the way.



Reduce engine noise

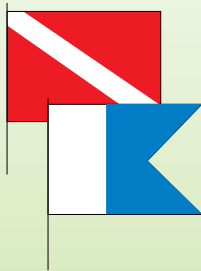
It is not only a matter of consideration; pleasure craft fitted with a motor must incorporate a means that will contribute to the reduction of the motor's noise level. This means must be in use at all times when operating within five nautical miles (9.26 km) of shore. Stock (unmodified) outboard engines are not affected by this provision.

Vessels built before January 1, 1960, or those engaged in an official competition, formal training or final preparation for an official competition are exempt.



Keep your distance from divers below the surface

Diving is a popular water activity so keep an eye out for diving flags at all times. Keeping a vigilant lookout is especially important because vessel wake, weather and other factors make it even more difficult to spot surface bubbles from those underwater. Know what these diver down flags look like.



Vessels engaged in diving operations must display the international blue and white Code Flag Alpha. A red and white flag that may also be carried on a buoy marks the area where diving is in progress, although divers may stray from the boundaries of the marked areas.

When you see either flag, keep clear of the vessel and diving site and move ahead slowly and with caution.

Steer clear of shipping lanes

Some operators do not realize the gamble they take when they cut across shipping lanes or in front of larger vessels. These vessels probably will not see you until it is too late, so apply these codes of conduct when boating.

- Always, but especially at crossing zones, maintain a vigilant lookout and be prepared to yield to large vessels. Use all available means adapted to the circumstance and conditions, including radar and radio (if so equipped).
- Small craft should navigate in groups so they are more visible.
- In fog or high winds, small craft operators should avoid taking to the water.
- Above all, keep clear of docked ferries, ferries in transit, or vessel in tow.



Operate at a safe speed

You may have to stop or turn suddenly to avoid a collision, so operate at a safe speed. When choosing a safe speed consider:

- The visibility conditions (fog, mist, rain and darkness) and your ability to see ahead
- The wind, water conditions and currents
- The manoeuvrability of your boat
- The traffic density, types of vessels in the area and their proximity
- The proximity of any navigational hazards (rocks, and tree stumps)

Be especially careful when operating in areas of restricted visibility, such as entering or exiting a fog bank.

Consider the effects your boat's wake might create while choosing your speed. Your boat's wake can

damage other vessels, docks and the shoreline. Also, consider other users of the waterway such as swimmers, divers and people aboard small vessels that your wake could cause to capsize. You could be held liable for these damages.



Waterskiing and other towing activities

The rules governing waterskiing include other towing activities such as barefoot skiing, tubing, kneeboarding and parasailing. The Small Vessel Regulations require a spotter to be onboard, as well as the following:

- There must be a seat available for each person being towed in case recovery is necessary.
- Only personal watercraft designed to carry three or more people can be used for towing waterskiers.
- Towing activities are not allowed in the period from one hour after sunset to sunrise.
- The towing vessel cannot be remotely controlled.



Respect and protect the aquatic environment

Canada's lakes, rivers and coastal waters are ours to share so follow good environmental boating

practices. It is irresponsible, and an offence, to pollute the water with things like oil and garbage. If you have accidentally polluted the water, or see evidence of someone doing so, report it immediately to a Government of Canada pollution prevention officer or call one of the following telephone numbers:

Newfoundland and Labrador
1-800-563-9089

Prince Edward Island, Nova Scotia and New Brunswick
1-800-565-1633

Quebec
1-800-363-4735

Ontario, Manitoba, Saskatchewan, Alberta, Northwest Territories and Nunavut
1-800-265-0237

British Columbia and Yukon
1-800-889-8852

In some areas of Canada, vessels are prohibited from pumping sewage (also known as blackwater) overboard.

Areas in which pleasure craft are required to have holding tanks and cannot pump sewage overboard:

- Ontario: all waters
- Manitoba: the Assiniboine River in Winnipeg, the Red River and Shoal Lake
- British Columbia: there are several restricted areas – refer to the Schedule in the Pleasure Craft Sewage Pollution Prevention Regulations

Wherever you operate, it is a courtesy to others who use the same waterways to dispose of your blackwater at a pump-out facility. When planning your trip, check with local authorities for places where pump-out facilities are available.

Green boating tips

- Keep your bilge clean and do not pump oily water overboard.
- Use bilge sorbents in place of detergents.
- Do not pump your sewage over the side. Use a holding tank.
- Observe provincial and federal sewage regulations.
- Bring your garbage home. Do not litter.
- Use detergents sparingly. Even biodegradable cleaners are hard on the aquatic environment.
- When fuelling, do not top off tanks. Clean up spilled fuel.
- Use only paints approved for marine use.
- Avoid shoreline erosion. Watch your wake and propeller wash.
- Report pollution when you see it.



Boating restrictions

If you are part of a local group, association or municipality and you feel a restriction may be needed in your area, contact a Transport Canada Centre. Before your request can be considered for addition to the Boating Restriction Regulations, the need for establishing such a restriction should be assessed and public consultation will be held at the local level. Once a boating restriction is in place it is enforceable* by:

- Police officers
- Conservation officers
- Persons appointed by the Minister of Transport

* Sanctions are in the form of tickets or summonses.

Reading a restriction sign

There are five shapes associated with boating restriction signs. The colour of the frame is international orange. Signs with a section with a green border tell you a special condition applies to the restriction. The symbol on the sign indicates the type of restriction that applies. If the sign is arrow-shaped, the restriction applies in the direction pointed by the arrow. Know what these signs mean.

Restriction sign



No power vessels



No internal combustion or steam engine is permitted



Power limit



Standardized speed limit (normally 5, 10, 25, 40, 55)



No skiing



No regatta

Restriction sign



No boats



No power driven vessels in the direction indicated by the arrow



No skiing north of the sign



No power vessels between the hours and days in red



Combined sign (no skiing and speed limit)

Province-wide shore-line speed restrictions

Provinces from Ontario, westward to and including British Columbia (inland waters only in British Columbia) have adopted province-wide restrictions limiting speed to 10 km/h within 30 m (98' 5") from shore on all waters within their boundaries, except for:

- Waterskiing, where the boat follows a trajectory perpendicular to the shore
- In rivers less than 100 m (328' 1") in width, or canals or buoyed channels
- In waters where another speed is prescribed under a schedule to the regulations

For your information the Boating Restriction Regulations will be replaced by the Vessel Operation Restriction Regulations in 2008.



Safety in historic canals and locks

When visiting one of Canada's historic canals make sure your boat has good mooring lines and securely-fastened floating fenders in sufficient numbers and size.

There are a number of activities prohibited while in a canal, some being:

- No excessive noise between 11 p.m. and 6 a.m.
- No fishing within 10 m (32'10") of a lock or approach wharf or fishing from a bridge that passes over a navigation channel.
- No diving, jumping, scuba-diving or swimming in a navigation channel or within 40 m (131') of a lock gate or a dam.
- No waterskiing or other towing activities while in a navigation channel or within 100 m (328' 1") of a lock structure.
- No mooring a vessel to a navigation aid.

Visit Parks Canada at www.pc.gc.ca for information on historic canals.



Passage through a lock

Obey the posted speed limits and mind your boat's wake, especially when approaching a lock (wake limits have precedence over speed limits). Other things to remember:

- Keep clear of the channel near lock gates so vessels coming or going can do so safely.

- A blue line on the mooring wharf indicates the waiting zone for vessels awaiting the next lockage.
- Follow the instructions given by lockmasters and bridge operators (at a number of lock stations, a green traffic light is your signal to proceed).
- Enter the lock slowly (the maximum speed limit is 10 km/h) and have people at the bow and stern of your boat with mooring lines ready to use.
- If the lock is equipped with drop cables, loop boat lines around them once safely positioned in the lock. Do not tie your boat to the drop cables. If the lock is equipped with floating docks you may be told to tie-up to one inside the lock chamber.
- Tend vessel lines carefully during the lockage; looping a line around a deck cleat may provide extra leverage.
- Never leave bow or stern lines unattended.
- Switch off the engine(s) and generator. Open flames and smoking are prohibited during lockage.
- The bilge blower must be operating during lockage.

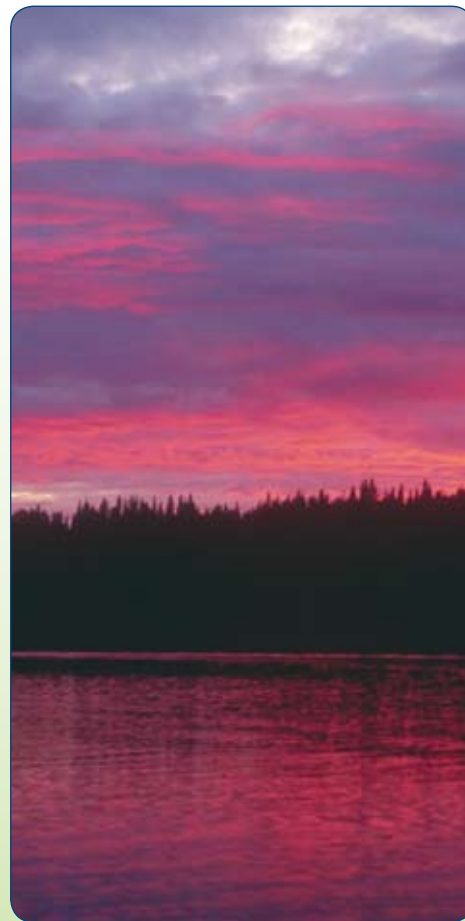
When the lock gates open, wait for staff to direct you to restart your engine. Make sure all lines are returned to your boat and exit slowly and in order if necessary. Watch out for wind, currents and other vessels.

Procedures for using the St. Lawrence Seaway locks differ from those outlined here. Consult the St. Lawrence Seaway Authority's Pleasure Craft Guide, available from:

Head Office
202 Pitt Street
Cornwall, Ontario
K6J 3P7
613-932-5170
www.greatlakes-seaway.com

Safety around dams

Operators should be cautious near canal dams and waste weirs where currents and undertows can be very dangerous. It is illegal to jump, dive, scuba-dive, swim or bathe within 40 m (131') of a dam.



QUICK REFERENCE MATERIAL

Quick reference cards

Sail plan

Fill out a sail plan for every boating trip you take and file it with a responsible person. Upon your return, be sure to close (or deactivate) the sail plan you filed earlier. Forgetting to do so can result in an unwarranted search for you.

Owner's name and address _____

Telephone number _____ Emergency contact number _____

Boat's name and licence number _____ Sail _____ Power _____

Size and type _____

Colour _____ Hull _____ Deck _____ Cabin _____

Type of engine _____ Other distinguishing features _____

Radio channels monitored _____ HF _____ VHF _____ MF _____

MMSI (Maritime Mobile Service Identity) _____

Satellite or cellular telephone number _____

Safety equipment on board _____

Liferafts _____ Dinghy or small boat (include colour) _____

Flares (include number and Type) _____ Lifejackets or PFDs (include number) _____

Other safety equipment _____

Search and Rescue telephone number _____

Trip details **(include these details every trip)**

Date of departure _____ Time of departure _____

Leaving from _____ Heading to _____

Proposed route _____ Estimated date and time of arrival _____

Stop over point _____ Number of people on board _____

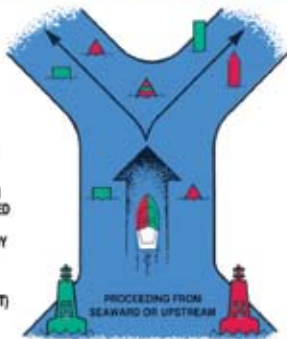
THE CANADIAN AIDS TO NAVIGATION SYSTEM

LATERAL BUOYS

PORT (GREEN CAN)
KEEP THIS BUOY ON YOUR PORT (LEFT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.

BIFURCATION (RED AND GREEN BANDS)
YOU MAY PASS THIS BUOY ON EITHER SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION, BUT THE MAIN OR PREFERRED CHANNEL IS INDICATED BY THE COLOUR OF THE TOPMOST BAND. FOR EXAMPLE: KEEP THIS BUOY ON YOUR STARBOARD (RIGHT) SIDE.

PORT (GREEN PILLAR)
KEEP THIS BUOY ON YOUR PORT (LEFT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.



PORT (GREEN SPAR)
KEEP THIS BUOY ON YOUR PORT (LEFT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.

STARBOARD (RED SPAR)
KEEP THIS BUOY ON YOUR STARBOARD (RIGHT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.

STARBOARD (RED CONICAL)
KEEP THIS BUOY ON YOUR STARBOARD (RIGHT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.

STARBOARD (RED PILLAR)
KEEP THIS BUOY ON YOUR STARBOARD (RIGHT) SIDE WHEN PROCEEDING IN THE UPSTREAM DIRECTION.

FAIRWAY

THIS BUOY INDICATES SAFE WATER, USED TO MARK LANDFALLS, CHANNEL ENTRANCES OR CHANNEL CENTRES. IT MAY BE PASSED ON EITHER SIDE BUT SHOULD BE KEPT TO THE PORT (LEFT) SIDE WHEN PROCEEDING IN EITHER DIRECTION.



ISOLATED DANGER

AN ISOLATED DANGER BUOY IS MOORED ON, OR ABOVE, AN ISOLATED DANGER WHICH HAS NAVIGABLE WATER ALL AROUND IT. CONSULT THE CHART FOR INFORMATION CONCERNING THE DANGER (DIMENSIONS, DEPTH, ETC.). MAY BE USED TO MARK NATURAL DANGERS SUCH AS SMALL SHOALS OR OBSTRUCTIONS SUCH AS WRECKS.



STANDARD DAYBEACONS



PORT HAND

WHEN PROCEEDING UPSTREAM, A PORT HAND DAYBEACON MUST BE KEPT ON THE VESSEL'S PORT (LEFT) SIDE.



JUNCTION (PREFERRED CHANNEL TO RIGHT)

MARKS A POINT WHERE THE CHANNEL DIVIDES AND MAY BE PASSED ON EITHER SIDE. IF THE PREFERRED CHANNEL IS DESIRED, THE DAYBEACON SHOULD BE KEPT ON THE VESSEL'S PORT (LEFT) SIDE.



JUNCTION (PREFERRED CHANNEL TO LEFT)

MARKS A POINT WHERE THE CHANNEL DIVIDES AND MAY BE PASSED ON EITHER SIDE. IF THE PREFERRED CHANNEL IS DESIRED, THE DAYBEACON SHOULD BE KEPT ON THE VESSEL'S STARBOARD (RIGHT) SIDE.



STARBOARD HAND

WHEN PROCEEDING UPSTREAM, MUST BE KEPT ON THE VESSEL'S STARBOARD (RIGHT) SIDE.

FOR MORE INFORMATION ON BOATING SAFETY CALL:

1-800-267-6687 or visit www.boatingsafety.gc.ca



Fisheries and Oceans
Canada

Coast Guard

Pêches et Océans
Canada

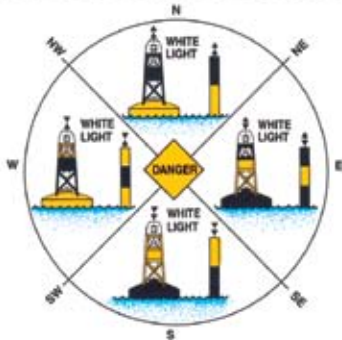
Garde côtière

CARDINAL BUOYS

TOPMARKS



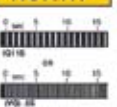
FLASH GROUPS



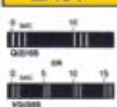
DESCRIPTION

- YELLOW AND BLACK
- WHITE LIGHTS - FLASH CHARACTERS INDICATED BELOW (IF EQUIPPED)
- TWO CONICAL TOPMARKS
- DIRECTION OF POINTS HAVE SIGNIFICANCE
- BLACK TOPMARK CONES POINT TO THE BLACK PORTION(S) OF THE BUOY
- LETTERED - NO NUMBERS
- WHITE RETROREFLECTIVE MATERIAL

NORTH



EAST



SOUTH



WEST



A CARDINAL BUOY INDICATES THAT THE SAFEST WATER EXISTS TO THE DIRECTION IT INDICATES. EX: A NORTH CARDINAL BUOY INDICATES THAT THE SAFEST WATER EXISTS TO THE NORTH.

SPECIAL BUOYS

DESCRIPTION

- SHAPES HAVE NO SIGNIFICANCE
- MAY BE LETTERED - NO NUMBERS
- CAUTIONARY, SCIENTIFIC AND ANCHORAGE BUOYS MAY DISPLAY A YELLOW "X" TOPMARK
- YELLOW LIGHTS - FLASH CHARACTERS (IF EQUIPPED)
- RETROREFLECTIVE MATERIAL OF THE SAME COLOUR AS REQUIRED MARKINGS. WHITE BUOYS WILL DISPLAY YELLOW MATERIAL.

CAUTIONARY



A CAUTIONARY BUOY MARKS DANGERS SUCH AS FIRING RANGES, UNDERWATER PIPELINES, RACE COURSES, SEAPLANE BASES AND AREAS WHERE NO THROUGH CHANNEL EXISTS.

ANCHORAGE



AN ANCHORAGE BUOY MARKS THE PERIMETER OF DESIGNATED ANCHORAGE AREAS; CONSULT THE CHART FOR WATER DEPTH.

MOORING



A MOORING BUOY IS USED FOR MOORING OR SECURING VESSELS; BE AWARE THAT A VESSEL MAY BE SECURED TO SUCH A BUOY.

INFORMATION



AN INFORMATION BUOY DISPLAYS INFORMATION SUCH AS LOCALITY, MARINA, CAMPSITE, ETC; BE GUIDED BY THE INFORMATION ILLUSTRATED WITHIN THE ORANGE SQUARE.

HAZARD



A HAZARD BUOY MARKS RANDOM HAZARDS SUCH AS SHOALS AND ROCKS. INFORMATION CONCERNING THE HAZARD IS ILLUSTRATED WITHIN THE ORANGE DIAMOND.

CONTROL



A CONTROL BUOY INDICATES SPEED LIMITS, WASH RESTRICTIONS, ETC.; OBEY THE RESTRICTIONS ILLUSTRATED WITHIN THE ORANGE CIRCLE.

KEEP OUT



A KEEP OUT BUOY MARKS AREAS IN WHICH BOATS ARE PROHIBITED.

SCIENTIFIC (OGAS)



AN OCEAN DATA ACQUISITION SYSTEM BUOY COLLECTS METEOROLOGICAL AND OTHER SCIENTIFIC DATA.

DIVING



A DIVING BUOY MARKS AN AREA WHERE SCUBA OR OTHER SUCH DIVING ACTIVITY IS IN PROGRESS. NOT NORMALLY CHARTED.

SWIMMING



A SWIMMING BUOY MARKS THE PERIMETER OF SWIMMING AREAS. MAY NOT BE CHARTED.

Operating rules



Starboard

Port: If a power-driven vessel approaches within this sector, maintain with caution, your course and speed.

Starboard: If any vessel approaches within this sector, keep out of its way.

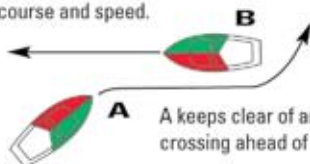
(Note: This rule may not always apply if one or both vessels are sailboats.)

Stern: If any vessel approaches this sector, maintain with caution, your course and speed.



A blows one blast and alters course to starboard.

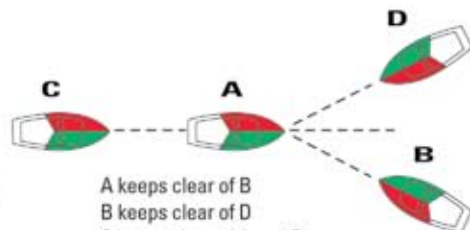
B blows one blast and alters course to starboard.



A keeps clear of and must avoid crossing ahead of B.



Any vessel overtaking another must keep clear.

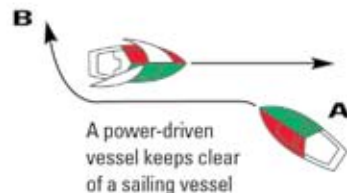


A keeps clear of B

B keeps clear of D

C keeps clear of A and B

D keeps clear of A and C



A power-driven vessel keeps clear of a sailing vessel

Distress signals

MARINE RADIO

DISTRESS CALL

Use: 2182 kHz (MF) or channel 16, 156.8 MHz (VHF)
DSC alert, channel 70 (only for DSC type radios and where the service is offered)



CALLING PROCEDURES

Mayday	Immediate danger for persons OR ship
Mayday	
Mayday	
Pan-Pan	Urgent message concerning safety of a person or ship
Pan-Pan	
Pan-Pan	

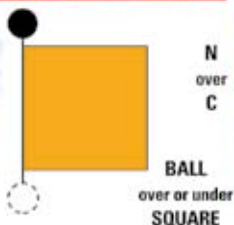
- Give vessel name and call sign
- State position of vessel
- Describe nature of emergency

EMERGENCY POSITION INDICATING RADIOBEACON (EPIRB)

- USE ALARM SIGNAL



CODE FLAGS



DISTRESS CLOTH

To attract attention: spread on cabin or deck top, or fly from mast.



ARM SIGNAL

Raise and lower outstretched arms repeatedly.



SOUND SIGNALS

Continuous sounding with any fog-signalling apparatus. Gun or other explosive signal fired at intervals of about a minute.



FLARES

Type A: Parachute flares
Type B: Multi-star flares
Type C: Hand-held flares
Type D: Orange smoke flares, floating or hand-held types.



DYE MARKER



FLASHLIGHT

Or other light source





Contact information

If what you want to know is not covered in this guide, visit the Office of Boating Safety website at www.boatingsafety.gc.ca.

If you have a specific question and wish to speak with someone, contact your local Transport Canada Centre or call the Boating Safety Infoline at 1-800-267-6687.

Regional Transport Canada Centres

Pacific (British Columbia)

620-800 Burrard Street
Vancouver, British Columbia
V6Z 2J8
1-604-666-2681

Prairie and Northern (Alberta, Saskatchewan, Manitoba, Yukon, Northwest Territories and Nunavut)

344 Edmonton Street
P.O. Box 8550
Winnipeg, Manitoba
R3C 0P6
1-888-463-0521

Ontario

100 Front Street South
Sarnia, Ontario
N7T 2M4
1-877-281-8824

Quebec

901 Cap-Diamant
Room 253
Quebec, Quebec
G1K 4K1
1-418-648-5331

Atlantic (Nova Scotia, New Brunswick and Prince Edward Island)

45 Alderney Drive
P.O. Box 1013
Dartmouth, Nova Scotia
B2Y 4K2
1-800-387-4999

Atlantic (Newfoundland and Labrador)

100 New Gower Street
P.O. Box 1300
St. John's, Newfoundland
A1C 6H8
1-800-230-3693

Marine and Air Search and Rescue emergency telephone numbers

Act smart and call early in case of emergency. The sooner you call, the sooner help will arrive.

Pacific Coast

Joint Rescue Coordination Centre Victoria
1-800-567-5111 or 1-250-363-2333

St. Lawrence River

Maritime Rescue Sub-Centre Quebec
1-800-463-4393 or 1-418-648-3599

Great Lakes and Arctic

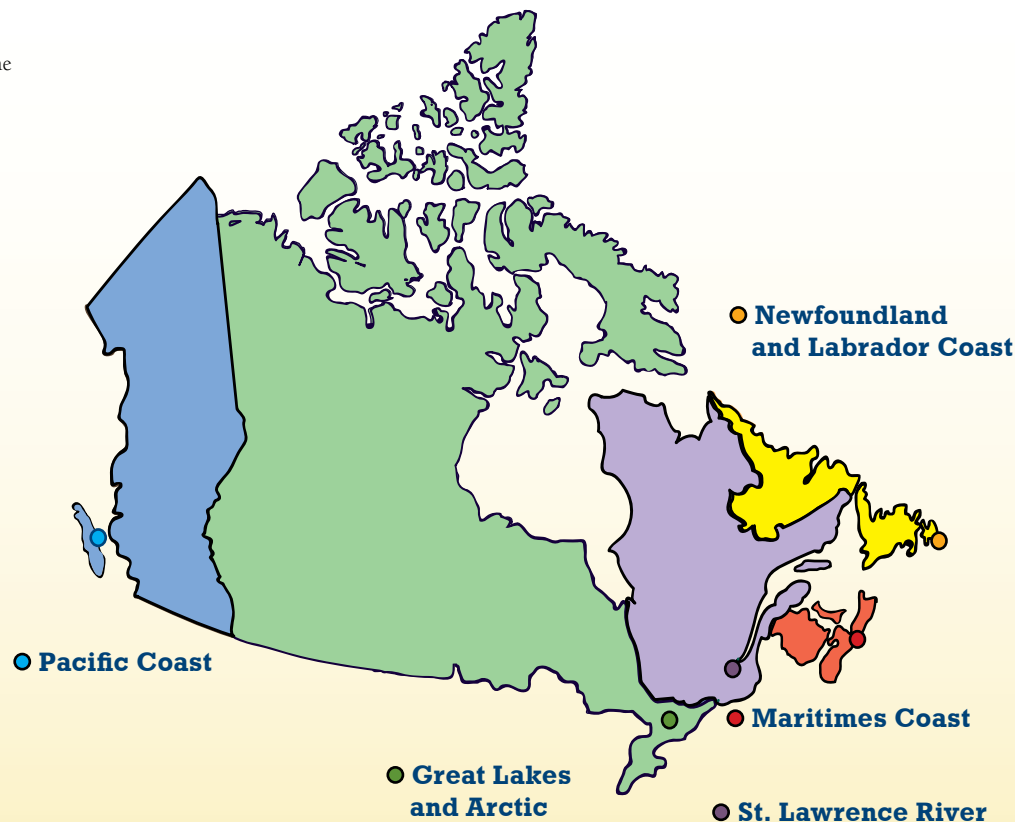
Joint Rescue Coordination Centre Trenton
1-800 267-7270 or 1-613-965-3870

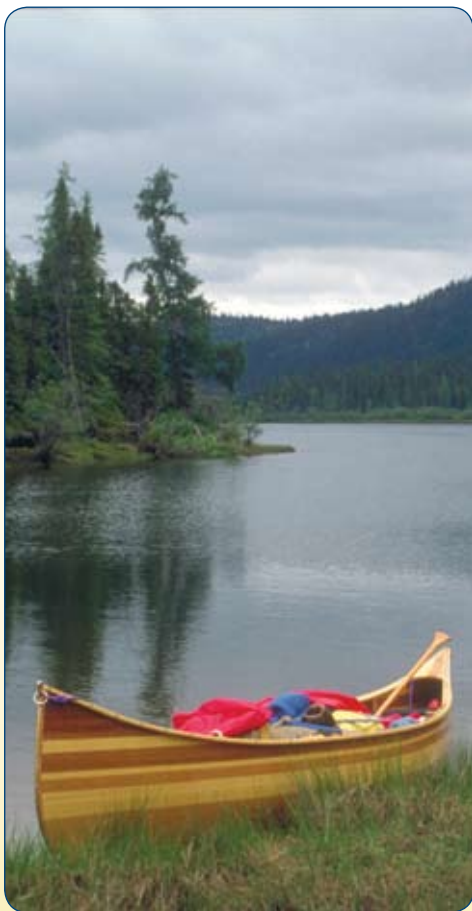
Newfoundland and Labrador Coast

Maritime Rescue Sub-Centre St. John's
1-800-563-2444 or 1-709-772-5151

Maritimes Coast

Joint Rescue Coordination Centre Halifax
1-800-565-1582 or 1-902-427-8200





Charts, tide and current tables and more

For information on nautical charts, tide and current tables, Sailing Directions, the Canadian Aids to Navigation System, Radio Aids to Marine Navigation and List of Lights, Buoys and Fog Signals visit www.charts.gc.ca or contact the Canadian Hydrographic Service at the address below.

Canadian Hydrographic Service
Chart Distribution Office
Ottawa, Ontario
1-613-998-4931

Official digital raster charts from the Canadian Hydrographic Service are available exclusively from Nautical Data International. These charts are an electronic picture of the paper version that includes every detail of the official paper charts and are available at www.digitalocean.ca or by calling 1-800-563-0634.

Marine weather forecasts

Marine weather forecasts can be obtained from:

- Channels 21B, 25B and 83B on the Atlantic Coast and Great Lakes
- Channels 21B and Wx1, 2, 3 on the Pacific Coast
- VHF broadcasts from Weatheradio Canada (Environment Canada) in Vancouver, Toronto, Montreal and Halifax
- www.weatheroffice.ec.gc.ca

- Regular AM and FM radio channel forecasts
- Television weather channels and telephone services, where they exist

Marine publications

Marine publications and regulations can be obtained from Government of Canada Publishing at www.publications.gc.ca or by calling 1-800-635-7943.

Pleasure craft licensing

Pleasure craft licensing is being modernized. It is expected that by April 2006, Service Canada will assume responsibility for issuing pleasure craft licences through their offices. In New Brunswick, Service New Brunswick Centres will also issue licences. For more information about this change, visit www.boatingsafety.gc.ca or call 1 800 O-CANADA.

The Office of Boating Safety plans to issue a new edition of the Safe Boating Guide in 2009 to reflect proposed amendments to the Small Vessel Regulations, which may come into force in 2008. Be sure to pick up a new guide in 2009!

For the latest information, for answers to specific questions or to order copies of related material included in the Safe Boating Guide, please visit our website at www.boatingsafety.gc.ca



Your card?

