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# Pleasure Craft Courtesy Check Manual



**Office of Boating Safety**



Transport  
Canada

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## ACKNOWLEDGEMENTS

This “*Pleasure Craft Courtesy Check Manual*” is an updated version of the “*Courtesy Examination Manual for Small Craft*” (TP 3533) produced in 1982. After the regulatory changes of April 1999, the need for an updated manual became a priority. This new manual was produced in light of the ever-growing demands from training volunteers. This training manual is a truly National one as it received much input from all regional Offices of Boating Safety.

In March 2004, the “*Pleasure Craft Equipment Examination Manual*” was reviewed and updated according to the Small Vessel Regulations January 2003 amendments.

Special thanks has been extended to all Regional, Headquarters Office of Boating Safety personnel and everyone who took the time to review, comment and give their approbation to this manual. Without their efforts, this project would never have been achieved.

2003/2004 Review Committee:

Tyson Schenk – Pacific  
Luc LeBlanc – Maritimes  
Jean Tellier – Quebec  
Collin Hiscock – Newfoundland  
Mike Taber – Central & Arctic  
Christine McDougall – National HQ  
Carl Parisien – National HQ  
Colin Michael – National HQ  
Jacques Vallerand – National HQ  
Jean Pontbriand – National HQ

*Pleasure Craft Courtesy Check Manual**Amendments*

<b>Regulation</b>	<b>Amendment #</b>	<b>Effective Date</b>	<b>Corrected Date</b>	<b>Signature</b>
Small Vessel Regulations	SOR 2005-29	1 February 2005	10 March 2005	LJL

## FOREWORD

### **Pleasure Craft Courtesy Check:**

This manual is to be used principally by persons authorized by Regional Office of Boating Safety supervisors, Transport Canada, to conduct Pleasure Craft Courtesy Checks. Enforcement authorities can also use this manual as a reference to help them conduct small vessel safety equipment inspections. In the event of any discrepancy between this manual and the regulations, the regulatory text shall remain the final authority.

Courtesy Checks apply only to pleasure craft and are limited to the regulatory equipment required by the Small Vessel Regulations and the Collision Regulations, which are made pursuant to the Canada Shipping Act. Courtesy Checks are conducted on pleasure craft of less than 20 metres. When a vessel is underway, lifesaving devices and fire fighting equipment must be positioned ready for use.

A pleasure craft is defined as “a vessel used by an individual for pleasure and not for a commercial purpose”.

Section I of this manual provides general information on “Pleasure Craft Courtesy Checks”.

Section II lists in detail the minimum safety equipment requirement that vessels must meet. The vessel’s type and length determine pleasure craft equipment requirements:

- Unpowered pleasure craft not over 6 metres in length;
- Sailboard;
- Paddleboats & Watercycles under 6 metres in length;
- Canoes, Kayaks, Rowboats and Rowing shells not over 6 metres in length;
- Racing Canoes, Racing Kayaks and Racing Rowing shells;
- Powered pleasure craft not over 6 metres in length;
- Personal Water Craft;
- Pleasure craft over 6 metres in length, but not over 8 metres in length;
- Pleasure craft over 8 metres in length, but not over 12 metres in length;
- Pleasure craft over 12 metres in length, but not over 20 metres in length;

Section III covers all regulatory safety equipment requirements, examination criteria and recommendations.

The ANNEX introduces a list of pertinent regulations.

## Pleasure Craft Courtesy Check Manual

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## SECTION I: Objectives and General Information

Pleasure Craft Courtesy Checks are made by **INVITATION ONLY**. Any requirements by organizations to make them compulsory would defeat their educational purpose. Pleasure Craft Courtesy Checks should normally take place alongside a dock or with the vessel on a trailer.

Non-compliance with the Regulations and all safety deficiencies must be noted on the Pleasure Craft Courtesy Check form and the owner/operator advised of the need to repair or replace the item(s). The owner/operator may carry out minor repairs or adjustments “on-the-spot”, **but never by the examiner**.

All authorized volunteer personnel conducting courtesy checks shall perform their duties in a professional manner. Their diplomacy, conduct and deportment shall reflect credit upon their respective organization and themselves. Even though invited on board, they must at all times be courteous and respectful. The marina operator must be aware of your intention to deliver a Pleasure Craft Courtesy Check program in the marina. Before proceeding to a Pleasure Craft Courtesy Check, the examiner must get the owner/operator’s permission by signing the courtesy check form in the appropriate space.

Mere superficial checking to build up numerical paper records will defeat the purpose of a Pleasure Craft Courtesy Check program. Courtesy checks must be thorough and the examiner must win the trust and co-operation of the boater.

The public should feel that the main goal of the examiner is to educate them on boating safety and to enhance their enjoyment of boating. By properly caring for and maintaining the required equipment on board, the owner/operator will ensure their equipment is in good working order in the event of an emergency. This in itself will greatly reduce the number of marine incidents. **Pleasure Craft Courtesy Check examiners are not enforcement officers do not have authority to enforce these regulations.**

The Pleasure Craft Courtesy Check examiners shall:

- 1) limit their visits to pleasure craft;
- 2) ensure that their deportment and dress (no smoking, proper footwear, etc...) bring credit to themselves and the organization they represent and do not detract from the Courtesy Check;
- 3) have readily available an examination kit containing:
  - The Pleasure Craft Courtesy Check Manual;
  - Safe Boating Guides and appropriate hand-outs applicable to the area;
  - Small flashlight;
  - Writing pad with Pleasure craft courtesy check forms and decals and
  - Pens;

- 4) The examiner should have knowledge of the following
- The day's weather forecast as well as the next few days;
  - Local marine equipment sale representatives;
  - Local phone number of Customs Agency and other important contacts;
  - Any local navigation issues.

By showing your knowledge of local navigation and daily issues affecting the boaters, it will be easier for you to gain his/her trust.

### **Decals**

The Pleasure Craft Courtesy Check Decal shall be issued only if the vessel and its equipment entirely comply with all applicable regulations. The boater must repair or rectify all deficiencies "on-the-spot", before the decal may be issued.

It is recommended that the decal be affixed to the port side window or housing, however in the event that this is impractical, the owner may choose an alternate location.

The examiner must advise vessel owners/operators that the pleasure craft courtesy check decal bears no validity other than attesting that, at the time of the check, the required equipment was on board and appeared to be in good condition. There must be no suggestion that the vessel carries or meets an accreditation or safety standard.

Pleasure Craft Courtesy Check examiners must be fully cognizant of their lack of legal authority, and must be aware of the fact that, having undertaken to conduct a compulsory equipment check on a voluntary basis, they, the Crown and/or their respective organization could be judged on the efficiency (or the lack of it) of the boat check performed.

### **Usage of the Pleasure Craft Courtesy Check Manual**

Authorized personnel may use this manual as an indispensable tool, to conduct a Pleasure Craft Courtesy Check. As with any other tools, this manual has its limits. First, it will never replace legal texts (regulations). Second, knowing how this manual is written will help the examiner understand how to use this manual.

Section I of this manual includes general information and objectives of the Pleasure Craft Courtesy Check program. II introduces, with the use of tables, the mandatory safety equipment required on board the various types of pleasure craft by length and category. Each table is divided in three columns; the specific equipment, the regulation references and the page location in III of this manual. III presents the actual regulation paragraph associated with this equipment, the examination criteria and the proposed recommendations. Finally, in the Annex, the examiner will find a list of pertinent regulations. To ensure this manual remains an efficient tool for examiners, it is extremely important to keep it up to date as future amendments to the regulations will occur. We ask your collaboration to update this manual as required.



## **Introduction to the Small Vessel Regulations**

The Small Vessel Regulations SECTIONS #3, #4, #5 and #6 introduce the requirement for pleasure craft owners/operators to have on board; the proper number of personal protection equipment, boat safety equipment, distress equipment and navigation equipment. All this equipment must be in good working order and should be accessible at all times. The examiners must advise boaters to keep this safety equipment near by and ready to use. Also, it is a good practice for a boat owner/operator to instruct his/her guests on the location and usage of each piece of safety equipment before any departure.

## **Small Vessel Regulations**

### **Application**

3(1) These regulations, except Part I, apply in respect of the following small vessels:

- (a) a pleasure craft
- (b) a passenger-carrying vessel that does not exceed 5 tons gross tonnage and that does not carry more than 12 passengers; and
- (c) a power-driven vessel that does not exceed 15 tons gross tonnage, that does not carry passengers and that is neither a pleasure craft nor a fishing vessel.

(2) These regulations do not apply to floating devices that measure less than 2 m in length and that are not designed to be fitted with a motor.

### **Prohibitions**

4.(1) No person shall operate a small vessel unless

- (a) it carries the type and quantity of personal protection equipment, boat safety equipment, distress equipment and navigation equipment that are required by these Regulations;
- (b) the equipment is in good working order; and
- (c) the equipment that is carried on the vessel by Part IV or V is properly stowed and is readily accessible for immediate use if it is needed

(2) No owner or person entrusted by an owner with the care and operation of a pleasure craft shall allow another person to operate it unless

- (a) it carries the type or quantity of equipment referred to in paragraph (1)(a); and
- (b) the equipment is in good working order.

## Standards and Approval

5. (1) Any lifejacket, lifebuoy, personal flotation device, bailer, fire extinguisher or pyrotechnic distress signal referred to in Part II, IV or V that must be carried on a small vessel in accordance with these Regulations shall meet the applicable standards set out in Schedule III or any other standards that provide a level of safety that is equivalent to or higher than those standards.

(1.1) Life rafts referred to in Part IV or V that must be carried on a small vessel in accordance with these Regulations shall meet the standards set out in *Coastal Life Raft*, TP 11342, published by the Department of Transport, as amended from time to time, or any other standards that provide a level of safety that is equivalent to or higher than that of those standards.

(2) Any buoyant apparatus referred to in Part V that must be carried on a small vessel in accordance with these Regulations shall meet the applicable standards set out in the “Life Saving Equipment Regulations”.

6. (1) The Minister of Transport may approve a lifejacket, lifebuoy or pyrotechnic distress signal or liferaft that is shown to meet the applicable standards referred to in sub 5. (1).

(2) The Minister of Fisheries and Oceans may approve a personal flotation device that is shown to meet the applicable standards referred to in sub 5. (1).

(3) Every personal flotation device that was approved by the Director of Ship Safety, Department of Transport before the coming into force of these Regulations and that bears a label indicating that it was approved by the Department of Transport, is deemed to be approved by the Minister of Fisheries and Oceans under sub (2).

(4) Every lifejacket, personal flotation device other than a personal flotation device referred to in sub (3), lifebuoy, life-saving cushion or pyrotechnic distress signal that has been approved in accordance with this shall bear a stamp or label indicating that it has been so approved.









(5) Every buoyant apparatus that meets the applicable standards set out in the “Life Saving Equipment Regulations” and that is on a vessel that is subject to inspection shall bear, as the mark indicating that it complies with those standards, the name or permit number of the vessel, the name of the ship inspector who verified the compliance, and the date of the verification.





### **Requirements:**







#### **All mandatory safety equipment**







- **must be on board;**
- **must bear a stamp/label indicating it has been approved (lifebuoys, lifejackets/PFDs, extinguishers, pyrotechnics);**
- **must be in good working order;**
- **should be readily accessible at all times.**

## SECTION II: MANDATORY EQUIPMENT

UNPOWERED PLEASURE CRAFT NOT OVER 6M (19'-8") IN LENGTH	Regulations References	Manual Page #
<b>PERSONAL PROTECTION EQUIPMENT</b>		
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.02(2)a 38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b 50
<b>BOAT SAFETY EQUIPMENT</b>		
1. One manual propelling device <b>OR</b> an anchor with not less than 15m (50'-0") of cable, rope or chain in any combination		SVR 16.02(3)a(i) 16.02(3)a(ii) 56
2. One bailer <b>OR</b> one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel (exemption: one bailer or one 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 )		SVR 16.02(3)b 60
3. One Class 5BC fire extinguisher, if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance		SVR 16.02(3)c 62
<b>NAVIGATION EQUIPMENT</b>		
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a Col. Reg. 33 75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.02(5)b Col. Reg. 23 & 25 77
3. Radar reflector		Col. Reg. 40 82

<b>SAILBOARD</b>		<b>Regulations References</b>	<b>Manual Page #</b>
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.06(2)a)	38
<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a) Col. Reg. 33	75
<b>THE FOLLOWING EQUIPMENT IS NOT MANDATORY IF ALL THE PEOPLE ON THE SAILBOARD ARE WEARING A CANADIAN APPROVED FLOTATION DEVICE OF APPROPRIATE SIZE OR ENGAGED IN AN OFFICIAL COMPETITION</b>		SVR 16.02(8)	
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b)	50
<b>BOAT SAFETY EQUIPMENT</b>			
1. One manual propelling device		SVR 16.02(3)a)i)	56
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight <b>OR</b> Three (3) Canadian approved flares of type A, B or C		SVR 16.02(4)a) SVR 16.02(4)b)	69

<b>PADDLEBOATS &amp; WATERCYCLES UNDER 6M (19'-8") IN LENGTH</b>		<b>Regulations References</b>	<b>Manual Page #</b>
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.06(2)a	38
<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a Col. Reg. 33	75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i> if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility		SVR 16.02(5)b Col. Reg. 25	77
<b>THE FOLLOWING EQUIPMENT IS NOT MANDATORY IF ALL THE PEOPLE ON BOARD ARE WEARING A CANADIAN APPROVED FLOTATION DEVICE OF APPROPRIATE SIZE</b>		SVR 16.02(7)	
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b	50
<b>BOAT SAFETY EQUIPMENT</b>			
1. One manual propelling device		SVR 16.02(3)a)i	56
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight <b>OR</b> Three (3) Canadian approved flares of type A, B or C		SVR 16.02(4)a SVR 16.02(4)b	69









<b>CANOES, KAYAKS, ROWBOAT AND ROWING SHELLS NOT OVER 6M (19'-8") IN LENGTH</b>	<b>Regulations References</b>	<b>Manual Page #</b>
<b>PERSONAL PROTECTION EQUIPMENT</b>		
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.02(2)a 38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b 50
<b>BOAT SAFETY EQUIPMENT</b>		
1. One manual propelling device <b>OR</b> an anchor with not less than 15m (50'-0") of cable, rope or chain in any combination		SVR 16.02(3)a(i) 56 16.02(3)a(ii)
2. One bailer <b>OR</b> one manual pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel		SVR 16.02(3)b 60
<b>NAVIGATION EQUIPMENT</b>		
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a 75 Col. Reg. 33
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.02(5)b 77 Col. Reg. 23 & 25



EXCEPTION FOR RACING CANOES, RACING KAYAKS AND RACING ROWING SHELLS	Regulations References	Manual Page #
(1) A pleasure craft that is a racing canoe or a racing kayak is not required to carry personal protection equipment, boat safety equipment and distress equipment in accordance with subs 16.02(2) to (4), 16.03(2) to (4) or 16.04(2) to (4), 16.05(2) to (4) or 16.06(2) to (4) if it and its crew are engaged in formal training, in an official competition or in final preparation for an official competition and	SVR 16.2(1)	N/A
<p>(a) <b>it is attended by a safety craft</b> carrying a personal flotation device or lifejacket of appropriate size for each member of the crew</p> <p>(i) of the pleasure craft, if the safety craft is only attending the pleasure craft, or</p> <p>(ii) of the largest vessel being attended, if the safety craft is attending more than one vessel; or</p>	SVR 16.2 (1)(a)	N/A
<p>(b) it carries</p> <p>(i) a personal flotation device or lifejacket of appropriate size for each member of the crew,</p> <p>(ii) a sound-signalling device, and,</p> <p>(iii) if it is operated after sunset and before sunrise, a water-tight flashlight</p>	SVR 16.2 (1)(b)	N/A
(2) A pleasure craft that is a rowing shell is not required to carry personal protection equipment, boat safety equipment and distress equipment in accordance with subs 16.02(2) to (4), 16.03(2) to (4) or 16.04(2) to (4), 16.05(2) to (4) or 16.06(2) to (4) if	SVR 16.2(2)	N/A
<p>(a) it is competing in a provincially, nationally or internationally sanctioned regatta or competition or is engaged in training at the venue at which such a regatta or competition is taking place; or</p>	SVR 16.2(2)(a)	N/A
<p>(b) the requirements referred to in paragraph 1(a) or (b) are met.</p>	SVR 16.2(2)(b)	N/A





















<b>ALTERNATIVE EQUIPMENT FOR RACING-TYPE PLEASURE CRAFT</b>	<b>Regulations References</b>	<b>Manual Page #</b>
A racing-type pleasure craft, other than a racing canoe, racing kayak or racing rowing shell, that is engaged in formal training, in an official competition or in final preparation for an official competition and that is operated under conditions of clear visibility and attended by a safety craft may carry, instead of the equipment prescribed by this Part, the safety equipment that is required under the rules of the applicable governing body.	SVR 16.3	N/A


















<b>POWERED PLEASURE CRAFT NOT OVER 6M (19'-8") IN LENGTH</b>		<b>Regulations References</b>	<b>Manual Page #</b>
<b>IDENTIFICATION</b>			
1. Licence / Registration (See examination criteria)		SVR 7 / CSA Part I	26
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.02(2)a)	38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b)	50
<b>BOAT SAFETY EQUIPMENT</b>			
1. One manual propelling device <b>OR</b> an anchor with not less than 15m (50'-0") of cable, rope or chain in any combination		SVR 16.02(3)a)(i)  16.02(3)a)(ii)	56
2. One bailer <b>OR</b> one manual pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel (see exemption in previous page)		SVR 16.02(3)b)	60
3. One Class 5BC fire extinguisher, if the pleasure craft is equipped with inboard engine, a fixed fuel tank of any size, or a fuel burning cooking, heating or refrigerating appliance		SVR 16.02(3)c)	62
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight <b>OR</b> 3 Canadian approved flares of Type A, B or C		SVR 16.02(4)a)  SVR 16.02(4)b)	69
<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a) Col. Reg. 33	75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.02(5)b) Col. Reg. 23 & 25	77
3. Radar reflector		Col. Reg. 40	82






<b>OTHER REQUIREMENTS</b>			
1. Flame arrestor for inboard gasoline engine		SVR 38(5)	91
2. Ventilation		SV Construction Standards (TP1332), 6	95
3. Mechanical exhaust fan for inboard gasoline engine		SVR 39	103
4. Nautical charts & publications		Nautical Chart & Publications Regulations	104
5. Pleasure Craft Operator Card (in accordance with the phase-in period from the Regulations)		Competency of Operators of Pleasure Craft Regulations	111










<b>PERSONAL WATERCRAFT (PWC)</b>		<b>Regulations References</b>	<b>Manual Page #</b>
<b>IDENTIFICATION</b>			
1. Licence / Registration (See examination criteria)		SVR 7 / CSA Part I	26
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.06(2)a)	38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.02(2)b)	50
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight <b>OR</b> Three (3) Canadian approved flares of type A, B or C		SVR 16.02(4)a) SVR 16.02(4)b)	69
<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.02(5)a) Col. Reg.. 33	75
<b>OTHER REQUIREMENTS</b>			
1. Pleasure Craft Operator Card (must be carried by operator )		Competency of Operators of Pleasure Craft Regulations	111
<b>THE FOLLOWING EQUIPMENT IS NOT MANDATORY IF ALL THE PEOPLE ON BOARD ARE WEARING A CANADIAN APPROVED FLOTATION DEVICE OF APPROPRIATE SIZE</b>		SVR 16.02(6)	
<b>BOAT SAFETY EQUIPMENT</b>			
1. One manual propelling device <b>OR</b> an anchor with not less than 15m (50'-0") of cable, rope or chain in any combination		SVR 16.02(3)a)(i) 16.02(3)a)(ii)	56
2. One bailer <b>OR</b> one manual pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel		SVR 16.02(3)b)	60
3. One Class 5BC fire extinguisher		SVR 16.02(3)c)	62

<b>PLEASURE CRAFT OVER 6M (19'-8") IN LENGTH, BUT NOT OVER 8M (26'-3") IN LENGTH</b>		<b>Regulations References</b>	<b>Manual Page #</b>
<b>IDENTIFICATION</b>			
1. Licence / Registration (See examination criteria)		SVR 7 / CSA Part I	26
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.03(2)a)	38
2. One buoyant heaving line of not less than 15m (50'-0") in length <b>OR</b> one approved lifebuoy with an outside diameter of 610mm (24") or 762mm (30") that is attached to a buoyant line of not less than 15m (50'-0")	 	SVR 16.03(2)b)(i)  SVR 16.03(2)b)(ii)	50
3. A reboarding device if the free board of the vessel is greater than 0.5m (20")		SVR 16.03(2)c)	54
<b>BOAT SAFETY EQUIPMENT</b>			
1. One manual propelling device <b>OR</b> an anchor with not less than 15m (50'-0") of cable, rope or chain in any combination	 	SVR 16.03(3)a)(i)  SVR 16.03(3)a)(ii)	56
2. One bailer or one manual pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel (see exemption)	 	SVR 16.03(3)b)	60
3. One Class 5BC fire extinguisher, if the pleasure craft is a power driven vessel, <b>PLUS ANOTHER</b> 5 BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance		SVR 16.03(3)c)	62
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight <b>AND</b> six (6) Canadian approved flares of Type A, B or C (see exemption)		SVR 16.03(4)a)  SVR 16.03(4)b)	69








<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.03(5)a Col. Reg. 33	75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.03(5)b Col. Reg. 23 & 25	77
3. Radar reflector		Col. Reg. 40	82
<b>OTHER REQUIREMENTS</b>			
1. Flame arrestor for inboard gasoline engine		SVR 38(5)	91
2. Ventilation		SV Construction Standards (TP1332), 6	95
3. Mechanical exhaust fan for inboard gasoline engine		SVR 39	103
4. Nautical charts & publications		Nautical Chart & Publications Regulations	105
5. Pleasure Craft Operator Card (in accordance with the phase-in period from the Regulations)		Competency of Operators of Pleasure Craft Regulations	111

<b>PLEASURE CRAFT OVER 8M (26'-3") IN LENGTH, BUT NOT OVER 12M (39'-4")IN LENGTH</b>	<b>Regulations References</b>	<b>Manual Page #</b>	
<b>IDENTIFICATION</b>			
1. Licence / Registration (See examination criteria)	SVR 7 / CSA Part I	26	
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.04(2)a	38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.04(2)b	50
3. One approved lifebuoy with an outside diameter of 610 mm (24") or 762mm (30") that is attached to a buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.04(2)c	50
4. A reboarding device if the free board of the vessel is greater than 0.5m (20")		SVR 16.04(2)d	54
<b>BOAT SAFETY EQUIPMENT</b>			
1. One anchor with not less than 30m (100'-0") of cable, rope or chain in any combination		SVR 16.04(3)a	56
2. One bailer		SVR 16.04(3)b	60
3. One manual pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel (see exemption)		SVR 16.04(3)b	60
4. One Class 10BC fire extinguisher, if the pleasure craft is a power driven vessel, <b>PLUS ANOTHER</b> 10BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance		SVR 16.04(3)c	62
<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight		SVR 16.04(4)a	69
2. 12 Canadian approved flares of Type A, B, C or D, not more than 6 of which are type D (see exemption)		SVR 16.04(4)b	69

<b>NAVIGATION EQUIPMENT</b>			
1. A sound signalling device or a sound signalling appliance		SVR 16.04(5)a Col. Reg. 33	75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.04(5)b Col. Reg. 23 & 25	77
3. Radar reflector		Col. Reg. 40	82
<b>OTHER REQUIREMENTS</b>			
1. Flame arrestor for inboard gasoline engine		SVR 38(5)	91
2. Ventilation		SV Construction Standards (TP1332), 6	95
3. Mechanical exhaust fan for inboard gasoline engine		SVR 39	103
4. Nautical charts & publications		Nautical Chart & Publications Regulations	105
5. Pleasure Craft Operator Card (in accordance with the phase-in period from the Regulations)		Competency of Operators of Pleasure Craft Regulations	111

<b>PLEASURE CRAFT OVER 12M (39'-4") IN LENGTH, BUT NOT OVER 20M (65'-7") IN LENGTH</b>	<b>Regulations References</b>	<b>Manual Page #</b>	
<b>IDENTIFICATION</b>			
1. Licence / Registration (See examination criteria)	SVR 7 / CSA Part I	26	
<b>PERSONAL PROTECTION EQUIPMENT</b>			
1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board		SVR 16.05(2)a)	38
2. One buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.05(2)b)	50
3. One approved lifebuoy with an outside diameter of 610 mm (24") or 762mm (30") that is <b>equipped with a self-igniting light</b> and is attached to a buoyant heaving line of not less than 15m (50'-0") in length		SVR 16.05(2)c)	50
4. A reboarding device		SVR 16.05(2)d)	54
<b>BOAT SAFETY EQUIPMENT</b>			
1. One anchor with not less than 50m (164'-0") of cable, rope or chain in any combination		SVR 16.05(3)a)	56
2. Bilge pumping arrangement		SVR 16.05(3)b)	60
3. One Class 10BC fire extinguisher, at each of the following locations: <ul style="list-style-type: none"> <li>- At each access to any space where a fuel burning cooking, heating or refrigerating appliance is fitted</li> <li>- At the entrance to any accommodation space</li> <li>- At the entrance to the engine room space</li> </ul>		SVR 16.05(3)c)	62
4. One axe		SVR 16.05(3)d)	62
5. Two buckets, each with a capacity of 10 L or more		SVR 16.05(3)e)	62



<b>DISTRESS EQUIPMENT</b>			
1. A watertight flashlight		SVR 16.05(4)a	69
2. 12 Canadian approved flares of Type A, B, C or D, not more than 6 of which are type D		SVR 16.05(4)b	69
<b>NAVIGATION EQUIPMENT</b>			
1. Two sound signalling appliances, as specified in the <i>Collision Regulations</i>		SVR 16.05(5)a Col. Reg. 33	75
2. Navigation lights that meet the applicable standards set out in the <i>Collision Regulations</i>		SVR 16.05(5)b Col. Reg. 23 & 25	77
3. Radar reflector		Col. Reg. 40	82
<b>OTHER REQUIREMENTS</b>			
1. Flame arrestor for inboard gasoline engine		SVR 38(5)	91
2. Ventilation		SV Construction Standards (TP1332), 6	95
3. Mechanical exhaust fan for inboard gasoline engine		SVR 39	103
4. Nautical charts & publications		Nautical Chart & Publications Regulations	105
5. Pleasure Craft Operator Card (in accordance with the phase-in period from the Regulations)		Competency of Operators of Pleasure Craft Regulations	111

## **SECTION III – EXAMINATION CRITERIA**

### **Licensing of Vessels**

#### **Small Vessel Regulation Part I**

##### **Application**

7. (1) Subject to sub (2), this Part applies to every vessel principally maintained or operated in Canada that

(a) in the case of a vessel other than a pleasure craft, does not exceed 15 tons gross tonnage; and

(b) in the case of a pleasure craft, does not exceed 15 tons gross tonnage and is equipped permanently or temporarily with a motor of 7.5 kW of power or more or with more than one motor, the aggregate power of which is 7.5 kW or more.

(2) This Part does not apply to a vessel described in sub (1) that is

(a) registered under the Act;

(b) registered or licensed in accordance with the laws of another country and not principally maintained or operated in Canada;

(c) a life boat or other survival craft that is part of the equipment of a ship; or

(d) an amphibious vehicle for which a provincial automobile licence for highway travel is required.

##### **Vessels to be licensed**

8.(1) No person shall operate a vessel unless, under 9 or 12, as applicable, a licence has been issued to the owner for the vessel or, under 14, a licence has been issued to a dealer who is demonstrating the vessel.

(2) In any prosecution for a violation of sub (1) it shall be presumed until otherwise proven that no licence has been issued under this Part for the vessel in respect of which the prosecution is brought.



##### **Issue of Licences**

9. (1) The owner of a pleasure craft may obtain a licence for it by submitting an application form, completed and signed by the owner, to the Minister of Fisheries and Oceans or a person designated by that Minister, along with a document that establishes ownership of the vessel.

- (1.1) The Minister of Fisheries and Oceans or a person designated by that Minister shall issue a licence for the pleasure craft to its owner without charge on receipt of the completed and signed application form and the document that establishes ownership.
- (1.2) The owner of a vessel other than a pleasure craft may obtain a licence for it by submitting an application form, completed and signed by the owner, to the Minister of Transport or a person designated by that Minister, along with a document that establishes ownership of the vessel and the fee set out in the *Ships Registry and Licensing Fees Tariff* for a small commercial vessel licence.
- (1.3) The Minister of Transport or a person designated by that Minister shall issue a licence for the vessel to its owner on receipt of the completed and signed application form, the document that establishes ownership and the applicable fee.
- (2) The tonnage of a vessel that is not required to be registered under 16 of the Act is determined in accordance with
- (a) Schedule I or Schedule IV if it is 12 m in length overall or less; and
  - (b) Schedule I if it is over 12 m in length overall.

## EXAMPLE

*(front of license)*

 Transport Canada / Transports Canada					
<b>PLEASURE CRAFT LICENCE / PERMIS D'EMBARCATION DE PLAISANCE</b> <b>This Licence is not a Title document / Ce permis n'est pas un titre de propriété</b>					
Name(s) / Nom(s) ABC			LICENCE NO. / N° DU PERMIS QC2561		
Address / Adresse 123 BOUL JUTRAS QUEBEC			Issuing office and location / Bureau de délivrance et adresse		
City/Prov/Terr/State / Ville/Prov/Terr/Etat MONTREAL, Québec		Postal/Zip Code / Code postal/zip K9J 7H6		<b>IMPORTANT DOCUMENT / DOCUMENT IMPORTANT</b> <b>DO NOT LOSE / NE PAS PERDRE</b>	
<b>DESCRIPTION OF PLEASURE CRAFT / DESCRIPTION DE L'EMBARCATION DE PLAISANCE</b>					
Hull Identification no. / N° d'identification de la coque			Compliance Plate No. / N° de la plaque de conformité		
Length (m) / Longueur (m)	Propulsion Type / Type de propulsion		Primary Colour/Couleur primaire	Secondary Colour/Couleur secondaire	
This pleasure craft described above is hereby licensed under the authority of the <i>Canada Shipping Act</i> .			Cette embarcation de plaisance est par la présente munie d'un permis en vertu de la <i>Loi sur la marine marchande du Canada</i> .		
ISSUED BY / DÉLIVRÉ PAR ►			DATE OF ISSUE / FRENCH		2006-03-2
<p>The information you provide in this document is collected under the authority of the Small Vessel Regulations for the purpose of administering and enforcing this legislation. This information is also being collected for the purpose of search and rescue activities. This information may be disclosed as permitted by section 8 of the <i>Privacy Act</i>, including to the parties designated to enforce the Small Vessel Regulations, which includes law enforcement agencies; to parties involved in search and rescue activities; and to the provinces for the collection of provincial sales tax. Instructions for obtaining personal information are provided in the InfoSource, a copy of which is located in</p> <p>L'information que vous fournissez dans ce document est recueillie en vertu du <i>Règlement sur les petits bâtiments</i> dans le but d'appliquer ce Règlement. L'information est également recueillie aux fins des activités de recherche et de sauvetage. Cette information peut être divulguée aux termes de l'article 8 de la <i>Loi sur la protection des renseignements personnels</i>, notamment aux parties concernées par les activités de recherche et de sauvetage; et aux provinces pour la perception de la taxe de vente provinciale. Des instructions pour obtenir des renseignements personnels sont fournis dans InfoSource et une copie de ce document est disponible dans tous les bureaux du gouvernement fédéral et bibliothèques publiques. La <i>Loi sur la protection des renseignements personnels</i> donne aux personnes un droit d'accès à toute leur information</p>					


EXAMPLE

(Reverse of license)

FOLD HERE

<b>ATTENTION</b>				
<p>A LICENSED PLEASURE CRAFT BEARS A PERMANENT NUMBER, THEREFORE: This application for transfer must be completed by both parties and delivered to a licence issuing office by the new owner(s) immediately after the transfer has been completed.</p>		<p>UNE EMBARCATION DE PLAISANCE MUNIE D'UN PERMIS PORTE UN NUMÉRO PERMANENT, PAR CONSÉQUENT: La présente demande de transfert doit être remplie par les deux parties et remise à un bureau de délivrance de permis par le(s) nouveau(x) propriétaire(s) dès que le transfert est terminé.</p>		
<p><b>LICENSED OWNER(S) MUST COMPLETE THIS SECTION/LE(S) PROPRIÉTAIRE(S) POSSÉDANT UN PERMIS DOIT(DOIVENT) REMPLIR CETTE SECTION</b></p> <p>The vendor(s) must notify the issuing authority of the name(s) and address of the new owner(s). Le(s) vendeur(s) doit (doivent) faire connaître à l'autorité avant délivré le permis le nom et l'adresse du/des nouveau(x) propriétaire(s).</p>				
<p><b>APPLICATION FOR TRANSFER OF PLEASURE CRAFT LICENCE / FORMULE DE DEMANDE DE TRANSFERT DE PERMIS D'EMBARCATION DE PLAISANCE</b></p> <p>I (we) hereby give notice of change of ownership of the pleasure craft described on the reverse of this licence. Je (nous) par la présente, donne (donnons) avis du changement de propriété de l'embarcation de plaisance décrite au verso de ce permis.</p>				
<p>_____ Signature(s) of licensed owner(s) / Signature(s) du/des propriétaire(s) possédant un permis</p>		<p>_____ Date</p>		
<p><b>NEW OWNER(S) MUST COMPLETE THIS SECTION / LE(S) NOUVEAU(X) PROPRIÉTAIRE(S) DOIT (DOIVENT) REMPLIR CETTE SECTION</b></p> <p>Name(s) of new owner(s) / Nom(s) du/des nouveau(x) propriétaire(s)</p>				
<p>Address / Adresse</p>		<p>City/Prov/Terr/State / Country / Pays</p>		
<p>Postal/Zip Code / Code postal/zip</p>	<p>Telephone no. / Numéro de téléphone</p>	<p>Please notify issuer of change of address / S.V.P. aviser le délivrant de tout changement d'adresse</p>		
<p>Having this date obtained the pleasure craft described on the reverse of this licence, I (we) hereby make application to have this pleasure craft licensed in my (our) name(s). / Ayant, en cette date, fait l'acquisition de l'embarcation de plaisance décrite au verso de ce permis, je demande (nous demandons) que le permis de cette embarcation soit délivré en mon (notre) nom.</p>				
<p>_____ SIGNATURE(S) OF NEW OWNER(S) / SIGNATURE(S) DU/DES NOUVEAU(X) PROPRIÉTAIRE(S)</p>		<p>_____ DATE</p>		
<p>For information on pleasure craft licensing or boating safety, please contact: Pour de plus amples renseignements sur les permis d'embarcation de plaisance ou sur la sécurité nautique en général, veuillez contacter:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; border: none;"> <p>Service Canada 1-800 O Canada TTY/YTD 1 800 926-9105 www.servicecanada.gc.ca</p> </td> <td style="width: 50%; border: none;"> <p>Transport Canada / Transports Canada 1 800-267-8687 www.boatingsafety.gc.ca / www.securitenautique.gc.ca</p> </td> </tr> </table>			<p>Service Canada 1-800 O Canada TTY/YTD 1 800 926-9105 www.servicecanada.gc.ca</p>	<p>Transport Canada / Transports Canada 1 800-267-8687 www.boatingsafety.gc.ca / www.securitenautique.gc.ca</p>
<p>Service Canada 1-800 O Canada TTY/YTD 1 800 926-9105 www.servicecanada.gc.ca</p>	<p>Transport Canada / Transports Canada 1 800-267-8687 www.boatingsafety.gc.ca / www.securitenautique.gc.ca</p>			

EXAMPLE

 Transport Canada / Transports Canada		<b>APPLICATION FOR PLEASURE CRAFT LICENCE DEMANDE DE PERMIS D'EMBARCATION DE PLAISANCE</b>	
(A): I, the undersigned - Je, soussigné Name(s) of new owner(s) / Nom(s) du/des nouveau(x) propriétaire(s) ABC		Telephone number - Numéro de téléphone (514) 235-6363	
Of - De Address - Adresse 123 BOUL JUTRAS QUEBEC		Date of Birth - Date de naissance	
City & Prov/Terr/State - Ville & Prov/Terr/Etat MONTREAL, Québec	Country - Pays Canada	Postal/Zip Code - Code postal/zip K9J 7H6	Date - Date 2006-03-2
I HEREBY MAKE APPLICATION FOR A PLEASURE CRAFT LICENCE AND DECLARE AS FOLLOWS: Je demande par les présentes un permis d'embarcation de plaisance et déclare:			
(B): PLEASURE CRAFT ALREADY LICENSED - BÂTIMENT DÉJÀ MUNI D'UN PERMIS RETURN TO NEAREST ISSUING OFFICE FAIRE PARVENIR AU BUREAU ÉMETTEUR LE PLUS PRÈS		OR OU	(C): UNLICENSED PLEASURE CRAFT - BÂTIMENT NON MUNI D'UN PERMIS RETURN TO NEAREST ISSUING OFFICE FAIRE PARVENIR AU BUREAU ÉMETTEUR LE PLUS PRÈS
Having legally obtained the pleasure craft described in (D) below, which bears Licence Number <b>QC2561</b>	Ayant acheté le bâtiment décrit en D ci-dessus le permis est:		Having legally obtained the pleasure craft described in (D) below
Make application for - Demande:			
<input checked="" type="checkbox"/> New / Nouvel <input type="checkbox"/> Update Information / Mise à jour <input type="checkbox"/> Transfer / Transfert <input type="checkbox"/> Duplicate / Dupliquata <input type="checkbox"/> Cancellation / Annulation <input type="checkbox"/> Abandoned / Abandonnée <input checked="" type="checkbox"/> Dealer License / Permis de commerçant			
(D) DESCRIPTION OF VESSEL - DESCRIPTION DU BÂTIMENT			
Propulsion type (check appropriate box) - Type de propulsion (cocher la case appropriée) If other please add details to Craft Remarks - Si autre, veuillez ajouter les détails dans le case Remarques sur l'embarcation			Length - Longueur
<input type="checkbox"/> Outboard / Hors-bord <input type="checkbox"/> Inboard / En-bord <input type="checkbox"/> Inboard/Outboard / En-bord/Hors-bord <input type="checkbox"/> Jet Drive / Réactinn Hvtrkautinnue <input type="checkbox"/> Aux. sailing / À voile aux <input type="checkbox"/> Air Propeller / Hélice <input type="checkbox"/> Manual / Manuel <input type="checkbox"/> Sail / Voile <input type="checkbox"/> None / Aucun <input type="checkbox"/> Other / Autre			
Hull identification No. - N° d'identification de la coque		Compliance label No. - N° de la plaque de conformité	
IF THERE IS NO HULL IDENTIFICATION NUMBER (HIN) OR A COMPLIANCE LABEL THE APPLICANT MUST CONTACT THE OFFICE OF BOATING SAFETY AT: 1-800-267-6687 (A LICENCE MAY BE ISSUED WITHOUT A HIN OR COMPLIANCE LABEL) S'IL N'Y A PAS DE NUMÉRO D'IDENTIFICATION DE COQUE (NIC) OU D'ÉTIQUETTE DE CONFORMITÉ, LE DEMANDEUR DOIT COMMUNIQUER AVEC LE BUREAU DE LA SÉCURITÉ NAUTIQUE AU 1-800-267-6687 (UN PERMIS POURRA ÊTRE ÉMIS SANS UN NIC OU UNE ÉTIQUETTE DE CONFORMITÉ)			
Hull material - Matériau de la coque		Hull Type - Type de coque	
Primary Hull Colour - Couleur de coque primaire		Secondary Hull Colour - Couleur de coque secondaire	
Make and model of pleasure craft - Manufacturier et modèle de l'embarcation			<input type="checkbox"/> Home Built / Construction artisanale
Craft Remarks - Remarques sur l'embarcation			
(E) PARTICULARS OF PREVIOUS OWNER(S) - RENSEIGNEMENTS SUR LE(S) PROPRIÉTAIRE(S) PRÉCÉDENT(S)			
Name(s) of previous owner(s) - Nom(s) du/des propriétaire(s) précédent(s)			
Address - Adresse		Telephone number - Numéro de téléphone	
City & Prov/Terr/State - Ville & Prov/Terr/Etat	Country - Pays	Postal/Zip Code - Code postal/zip	
Signature(s) of new owner(s) - Signature(s) du/des nouveau(x) propriétaire(s)		Date (yyyy-mm-dd - aaaa-mm-ij)	
Remarks - Remarques			

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L'information que vous fournissez dans ce document est recueillie en vertu du Règlement sur les petits bâtiments dans le but d'appliquer ce Règlement. L'information est également recueillie aux fins des activités de recherche et de sauvetage. Cette information peut être divulguée aux termes de l'article 8 de la Loi sur la protection des renseignements personnels, notamment aux parties concernées par les activités de recherche et de sauvetage; et aux provinces pour la perception de la taxe de vente provinciale. Des instructions pour obtenir des renseignements personnels sont fournis dans InfoSource et une copie de ce document est disponible dans tous les bureaux du gouvernement fédéral et bibliothèques publiques. La Loi sur la protection des renseignements personnels donne aux personnes un droit d'accès à toute leur information personnelle que peut détenir un établissement gouvernemental, ainsi qu'une protection de ces informations.

123 - Application Number for Internal Use Only



**Schedule IV**

<b>Item</b>	<b>Column I Length Overall</b>	<b>Column II Gross Tonnage</b>	<b>Column III Net Tonnage</b>
1.	Less than 8 m (26'-03")	4.60	2.30
2.	8 m or more but less than 8.5 m (27'-10")	5.00	2.53
3.	8.5 m or more but less than 9 m (29'-06")	6.00	3.01
4.	9 m or more but less than 9.5 m (31'-01")	7.00	3.56
5.	9.5 m or more but less than 10 m (32'-09")	8.00	4.17
6.	10 m or more but less than 10.5 m (34'-05")	9.50	4.85
7.	10.5 m or more but less than 11 m (36'-01")	11.00	5.59
8.	11 m or more but less than 11.5 m (37'-07")	12.50	6.41
9.	11.5 m or more but less than 12 m (39'-04")	14.50	7.30
10.	Equal to 12 m (39'-04")	15.00	7.78

Hints:

- One ton = 100 cubic feet (volume)
- Gross tonnage: Interior volume of the boat. It is the volume of the space under the deck plus the volume of all enclosed spaces above deck.
- Registered tonnage: Gross tonnage minus the volume of engine space, crew's accommodations and workshops.
- Net tonnage: A vessel's gross tonnage minus deductions of space occupied by accommodation for crew, by machinery, for navigation, by the engine room and fuel. A vessel's net tonnage expresses the space available for passengers and cargo.

**Voluntary licensing**

10. The owner of a vessel that is not required to be licensed under these Regulations may obtain a licence for the vessel in the manner set out in 9.

**Transfer of Licence**

12(1) Immediately after the ownership of a licensed pleasure craft is transferred, the transferor shall

- sign and deliver to the new owner the transfer form that is printed on the reverse side of the licence; or
- submit a signed, written notice of the transfer to the Minister of Fisheries and Oceans or a person designated by that Minister, specifying the licence number and the name and address of the new owner.

(2) Immediately after the ownership of a licensed pleasure craft is transferred, the new owner shall

(a) complete and sign the transfer form that is printed on the reverse side of the licence or an application form for a new licence; and

(b) submit to the Minister of Fisheries and Oceans or a person designated by that Minister

(i) the completed and signed form, and

(ii) a copy of the bill of sale or any other document that establishes ownership of the pleasure craft.

(3) The Minister of Fisheries and Oceans or a person designated by that Minister shall issue a new licence for the transferred pleasure craft to the new owner without charge on receipt of the documents described in paragraph (2)(b).

(4) Immediately after the ownership of a licensed vessel other than a pleasure craft is transferred, the new owner shall submit a completed and signed application form for a new licence to the Minister of Transport or a person designated by that Minister, along with a copy of the bill of sale signed by the transferor or any other document that establishes ownership of the vessel and the fee set out in the *Ships Registry and Licensing Fees Tariff* for a small commercial vessel licence.

(5) The Minister of Transport or a person designated by that Minister shall issue a new licence for the transferred vessel to the new owner on receipt of the completed and signed application form, the document that establishes ownership and the applicable fee.

### **Marking of Vessels**

**13(1)** No person shall operate a vessel that is licensed under this Part unless that vessel is marked with the licence number of the vessel in block characters not less than 75 mm (3 inch) high and in a colour that contrasts with their background

(a) on each side of the bow of the vessel; or

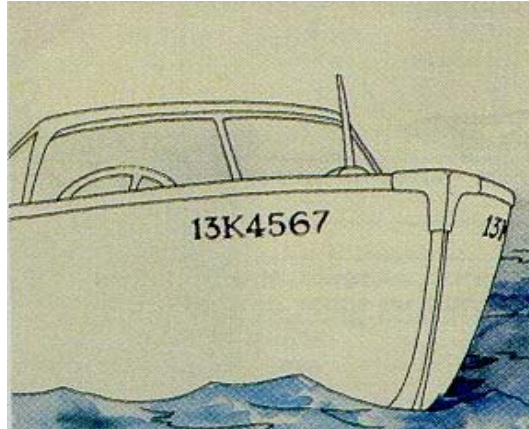
(b) on a board permanently attached to the vessel as close to the bow as practicable so that the number is clearly visible from each side of the vessel.

(2) Subject to sub (3), no person shall operate a vessel marked with a number that is so similar to the marking required by sub (1) as to be capable of being mistaken for the licence number.

(3) Sub (2) does not apply in respect of a commercial fishing licence number marked on a vessel pursuant to regulations made under the Fisheries Act.



## Licence Markings



## Dealer's Licence

**14.** (1) A person carrying on the business of selling vessels (in this referred to as a "dealer") may obtain a dealer's licence for use in connection with the operation of vessels to be demonstrated by the dealer from

- (a) the Minister of Fisheries and Oceans or a person designated by that Minister in the case of a pleasure craft; or
- (b) the Minister of Transport or a person designated by that Minister in the case of a vessel other than a pleasure craft.

(2) [Repealed, SOR/2002-171]

(3) The licence number issued to a dealer shall be marked in block characters, not less than 75 mm high and in a colour that contrasts with their background, on a board or boards firmly attached to the vessel so that the number is clearly visible from each side of the vessel.

(4) A vessel that is being demonstrated by a dealer and is marked in accordance with sub (3) shall be deemed to be a vessel licensed under this Part and marked as required by this Part.

## Production of Licence

**15.** Person who has the care or control of a vessel that is required to be licensed under this Part shall produce the licence for that vessel forthwith at the request of an enforcement officer designated under 45 or a customs officer.

### **Examination criteria**

- Mandatory for vessel of less than 15 tons, gross tonnage, fitted with a motor (or motors) with a total power output of at least 7.5 kW (10 Hp) or more.
- Ensure a copy or the original of the licence is on board.
- Ensure the number on the hull is the same as the one on the licence.
- After you ask for the owner's name, ensure it is the same on the Courtesy Check form and the licence.
- Ensure the transfer was done, if any.
- Ensure the markings are proper: digits of at least 75mm (3 in) on both side of the bow (or as close as possible of the bow), in contrasting colour with the hull.
- DON'T FORGET: a tender boat with a motor of at least 7.5 kW (10Hp), used as a transportation mode between shore and the pleasure craft, is required to be licensed. (If the tender is used as a lifeboat, it is not required to have it licensed.)
- A dealership's boat used as a demonstrator, on the water is also required to be licensed.

## Registration, Listing, Recording and Licensing

### Canada Shipping Act (CSA) Part I

#### **Mandatory registration – ships that exceed 15 tons**

**16.** (1) Every ship that exceeds 15 tons gross tonnage, is owned by qualified persons and is not registered in a foreign country must be registered under this Part.

Obligation of the owner

(2) Every owner of a ship described in sub (1) shall ensure that it is registered under this Part.

#### **Optional registration**

**17.** Unless they are registered in a foreign country, the following ships may be registered under this Part:

(a) a ship that is owned only by qualified persons and that does not exceed 15 ton gross tonnage

#### **Certificates**

**24.** (1) If the Chief Registrar is satisfied that all requirements of registration or listing have been met with respect to a ship, the Chief Registrar must register or list the ship, as the case may be, in the Register and issue a certificate of registry.

Information

(2) Every certificate of registry in respect of a ship must contain the information specified by the Chief registrar, including

- (a) its name and description;
- (b) its official number;
- (c) its register tonnage; and
- (d) the name and address of
  - (iii) in any other case, its owner.

Validity of certificate of registry

(3) Certificates of registry are valid for the period that the Minister (of Transport) specifies

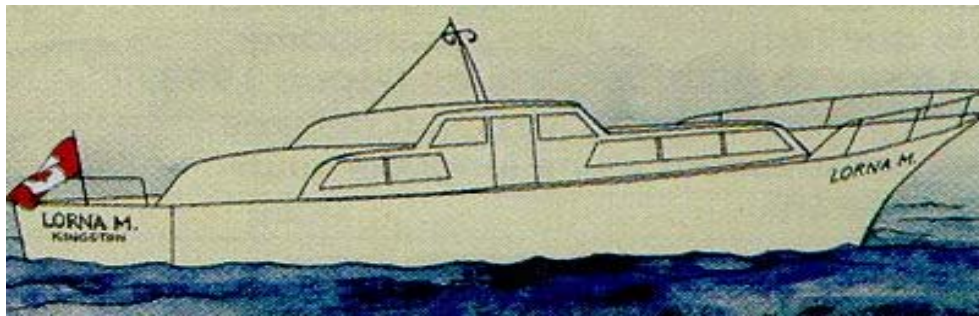
## Marking

27. (1) The authorized representative of a Canadian ship shall, in the form and manner specified by the Chief Registrar, mark the ship with its name, its register tonnage, its official number and any other information that the Chief Registrar specifies.

Validity of certificate of registry

(2) A ship's certificate of registry is not valid until the ship has been marked in accordance with sub (1).

## Registration Markings



## Carrying on board ship

33. No person shall operate a ship in respect of which a certificate of registry or provisional certificate has been issued unless the certificate is on board the ship.

## Examination Criteria

- Mandatory for all vessels over 15 tons, gross tonnage. Optional for vessel under 15 gross tons.
- Markings are proper:
  - Official number and registered tonnage carved in on the main beam. In the case of fibreglass vessels, a brass plate where the official number and registered tonnage are engraved in located in a conspicuous place is acceptable.
  - The vessel name marked once together with the port of registry on some visible exterior part of the hull; digits of at least four inches (4 in) / (100mm) in height, of contrasting colour with the hull.
- Certificate of registry must be on board.
- Certificate of registry includes the name of the owner and the same official number with the one that is engraved on the main beam.

**Licence / Registration for Pleasure Craft**

	<b>Types of crafts</b>	<b>Issuing Agency</b>	<b>Fee</b>	<b>Markings (example)</b>	<b>Location of Markings</b>
<u>Licence</u>	<ul style="list-style-type: none"> <li>➤ Less than 15 GRT</li> <li>➤ Engine(s) 7.5 kW (10 Hp) and more</li> </ul>	Service Canada	-NIL-	Number: 7C 1234 or NB 3055	<ul style="list-style-type: none"> <li>➤ On both sides of the bow</li> <li>➤ 7.5 cm (3 in) tall digits, contrasting colour</li> </ul>
<u>Registration</u>	<ul style="list-style-type: none"> <li>➤ More than 15 GRT</li> </ul>	Department of Transport Canada, Office of Ship Registration	YES	<ul style="list-style-type: none"> <li>➤ Name: Mary IV</li> <li>➤ Port of Registry: Halifax</li> <li>➤ Official # &amp; Reg.T: 123456, 10.1 Reg.T.</li> </ul>	<ul style="list-style-type: none"> <li>➤ The vessel name marked once together with port of registry on exterior part of hull (4in) / (100mm)</li> <li>➤ Carved in main beam</li> </ul>

## Personal Protection Equipment

### Flotation Devices

#### General Information:

Lifesaving equipment should be readily accessible. Buoyant devices should be thoroughly dry and kept in storage space, which is provided with adequate ventilation. They should be kept clear of the bottoms of lockers or stowage boxes where moisture may accumulate. They also should be stowed away from excess heat.

Buoyant devices are made from either kapok or unicellular foam. Despite the mildew inhibitor treatment required for the cloth, webbing tapes, tape threads and certain areas of the envelope occasionally will rot. Seriously affected areas will appear aged, stained or otherwise discoloured. A missing tape may not be detected unless the examiner looks for any deterioration of the tape sewing thread, before slightly tugging on each tape. Kapok buoyant devices will frequently become waterlogged and unserviceable. This is most common with old devices exposed to oil vapours or devices whose plastic covers have been punctured or remain wet and are very difficult to dry. Flotation devices that are ripped or in poor condition are not considered approved. Flotation gear should never be used for kneeling, sitting or as a boat fender. Flotation devices should be cleaned with a mild soap and running water. Strong detergents, gasoline and dry cleaning should never be used on flotation devices. **As of April 1, 1999, life-saving cushions are no longer accepted as approved personal flotation devices.**

Boaters must be aware that he/she must carry buoyant devices of appropriate size for each person on board. **IT IS THE LAW.** The reason behind this is for example, a child placed in a large or adult size jacket will likely slip out of it soon after entering the water. Buoyant devices are the boater's most important piece of equipment and each must be checked carefully. **THE COURTESY CHECK MUST INCLUDE EVERY BUOYANT DEVICE ON BOARD.**

There are three (3) main types of flotation device:

- Approved Standard Lifejacket
- Approved Small Vessel Lifejacket
- Personal Flotation Device

Recommendations are not given as to the best available flotation devices because all approved models must meet the required standards. Buoyant devices are categorised by their function. Lifejackets have a turning capability. They will turn a person in the water face up with their head out of the water, whether that person is conscious or not. PFDs will keep the person afloat only; they have a very limited turning capability. Users should purchase the most suitable for fit and comfort to satisfy the law and accommodate intended use.

For example, a Personal Flotation Device (PFD) eminently suitable for a paddler would probably be different from the device that one would select for merely sitting in a motorboat or sailboat. The boater should try out the device in the water to become familiar with its feel and capabilities. Check its buoyancy regularly by wading out until the water is waist deep; bend your knees and see how it floats you.

**A child PFD or lifejacket is no substitute for parental supervision.**

**NOTE:**

Children should be encouraged to wear their lifejacket or PFD at all times. Everybody should learn how to put his or her PFD on in the water. Some lifejackets and PFDs are designed specially for children; select the one that best suits your child's size and weight. Children do not float well in a face up position because of the way their body weight is distributed and they tend to panic easily. Diapers, when wet, may adversely affect the performance of flotation devices.

## Equipment Requirements for all Pleasure Craft

### Small Vessel Regulations

#### Part II

#### **SECTIONS 16.02, 16.03, 16.04, 16.05**

(2) Personal protection equipment shall consist of

- (a) subject to 16.08, one personal flotation device or lifejacket of appropriate size for each person on board.

#### **Exception Regarding Requirement for Personal Flotation Devices and Lifejackets**

**SECTION 16.08** A pleasure craft is not required to carry a personal flotation device or lifejacket

- (a) of appropriate size for any infant who weighs less than 9 kg (20 lbs.) or person whose chest size exceeds 140 cm (55 in); or
- (b) for any person who ordinarily resides in a country other than Canada, where the person brings aboard the pleasure craft a wearable personal flotation device or lifejacket of appropriate size that the person has brought into Canada for the person's use while in Canada and that conforms to the laws of that country.

## STANDARD LIFEJACKETS (Keyhole type)

### Requirements:



- Approved for all vessels on Canadian waters.
- Mandatory onboard commercial vessels i.e. fishing vessels, ferries and ocean-going vessels. (Option to carry either standard lifejacket or SOLAS lifejacket).
- When worn correctly these devices will turn you on your back to keep your face out of the water, whether conscious or unconscious.
- Must be worn loose to allow the water to flow under the device in order to turn you face up.
- Have retro-reflective tape and a whistle.
- Red, orange or yellow are the only approved colours for these kinds of devices.
- Available in 2 sizes, less than 40 kg (90 lbs.) and greater than 40 kg (90 lbs).





## SOLAS (Safety of Life at Sea) LIFEJACKETS (Keyhole type)



### Requirements:

- Approved by international standards for all vessels in Canadian waters.
- Mandatory onboard commercial vessels i.e. fishing vessels, ferries and ocean-going vessels. (Option to carry either standard lifejacket or SOLAS lifejacket.)
- When worn correctly these devices will turn you on your back to keep your face out of the water, whether conscious or unconscious.
- Must be worn loose to allow the water to flow under the device in order to turn you face up.
- Has retro-reflective tape and a whistle.
- Red, orange or yellow are the only approved colours for these kinds of devices.
- Available in 2 sizes; persons over 32 kg (70 lbs.), persons less than 32 kg.

## SMALL VESSEL REGULATION LIFEJACKETS



### Requirements:

- **Approved for Recreational Boating only, with the exception of Part IV & V of the Small Vessel Regulations**
- Have less flotation than Standard Lifejackets.
- When worn correctly these devices will turn you on your back initially but may not do so every time.
- Must be worn loose to allow the water to flow under the device in order to turn you face up.
- May **not** have retro-reflective tape and whistle.
- Red, orange and yellow are the only approved colours for these kinds of devices.
- Available in two (2) models:
  - Keyhole type
  - Vest type
- Available in 3 sizes:
  - A) Person weighing more than 41kg (90 lbs.)
  - B) Person weighing between 18kg (40 lbs.) and 41 kg (90 lbs.)
  - C) Person weighing less than 18kg (40 lbs.)



**Description table of Lifejackets**

Type of Devices	Shape & Construction material	Minimum Buoyancy
- Standard Lifejacket / SOLAS Lifejacket	- Keyhole, made of kapok* or unicellular foam in vinyl envelopes	- Adults: 126-180 N (28-40 lbs./in <sup>2</sup> .) - Child: 59 N (13 lbs./in <sup>2</sup> .)
- Small Vessel Regulations Lifejacket	- Keyhole or vest; made of kapok* or unicellular foam in vinyl envelopes	- Type A): 95 N (21 lbs./in <sup>2</sup> .) - Type B): 59 N (13 lbs./in <sup>2</sup> .) - Type C): 32 N ( 7 lbs./in <sup>2</sup> .)

\* Kapok: Natural fibre similar to cotton

**Examination Criteria:** The lifejacket is approved when

- it says that it is approved by Transport Canada (even if SOLAS approved);
- the stamp of approval is present and not erased;
- meets the requirement of being the appropriate size for each person on board;
- in the case of kapok-made lifejacket, when a squeeze test is done on each envelope to determine their integrity, and there is no air escaping;
- when the kapok is still soft to squeeze;
- all straps are present and sewn to the body of the lifejacket;
- the whistle is present and attached to a lanyard (which it is sewn to the body of the lifejacket);
- the integrity of the cloth or envelop is perfect (no perforations);
- the seams (stitches) are in good repair;
- the reflective patches are in perfect condition and sewn to the body of the lifejacket with perfect stitches;

Note: Any alteration, such as adding badges, ink or flow pen markings will void approval of the device.

**Recommendations:**

- The boater should try out the device in the water to become familiar with its feel and capabilities.
- All approved flotation devices should be cleaned every time after usage, with mild soap and running fresh water. They also should be dried in an open-air area, not in direct sunlight and away from any heat source.
- Lifejackets must be kept in a dry, cool area, away from moisture and should be readily accessible.
- We recommend attaching a pea-less whistle with a piece of string tied to the collar or tied to one of the straps of the Small Vessel Lifejacket.

## Approved Personal Flotation Devices

Approved personal flotation devices may be used in lieu of lifejackets on all pleasure craft, regardless of length. They are designed to be a more comfortable garment and worn constantly while boating. PFDs have less buoyancy and turning capability than lifejackets; however, they must not have a tendency for the wearer to be turned face down in the water. PFDs are approved in all colours but we recommend that boaters **wear a bright coloured PFD** to facilitate a rescue. Many PFDs have been manufactured for specific activities or features, e.g. sail boarding, kayaking/canoeing, water skiing, special hypothermia prevention features, etc.

There are two approved types of personal flotation devices

- Regular PFD which has buoyancy capabilities due to its construction from unicellular foam or macro cellular elements;
- Inflatable PFD that has an oral inflation device, a manual or automatic device consisting of a cylinder of compressed CO<sub>2</sub>.

### Adult Regular PFD



- **Approved for Recreational Boating only;**
- Has less flotation than Standard, SOLAS and Small Vessel Regulations Lifejackets;
- Has very limited turning capability;
- More comfortable than lifejacket - designed for constant wear;
- Must be worn snug;
- Available in any colour; preference on bright colours;
- Some models help protect the wearer against hypothermia;
- When worn by children, they are not substitute for parental supervision;
- Available in several sizes.

### Child Regular PFD



**Infant/Children Flotation Devices:** These items are specifically designed for small children and infants. Children’s greater weight distribution is in their head and their neck muscles are not very strong. The majority of these, come with a collar which is split in the center to support the child’s head and provide more stability.

There are two similar devices, one is a Small Vessel Regulation lifejacket and the other a PFD, the only way to tell them apart is to check the approval label on the inside. In order to work effectively they must be worn differently.

The **lifejacket must** be worn **loose at the bottom** in order to allow the jacket to pivot and turn the child on their back. However it shouldn’t be so loose that the child could slip out.

The **PFD** looks similar, yet it **must be worn snug**. Most are equipped with a tie down crotch strap to help the device to remain snug on the child. In either case these are not a substitute for adult supervision.

**Warning:** Improper wear of either of these devices may have an adverse effect.

## Inflatable Personal Flotation Devices

### Small Vessel Regulations

#### Part II

**SECTION 16.07** (1) A personal flotation device shall be of the inherently buoyant type if

- (a) the pleasure craft is a personal watercraft;
  - (b) the pleasure craft is used in white water paddling; or
  - (c) the personal flotation device is to be worn by a person less than 16 years of age or weighing less than 36.3 kg.
- (2) Subject to sub (3), a personal flotation device may be of an inflatable type if
- (a) it is worn in any open boat; or
  - (b) it is worn by a person in any boat that is not open while the person is on deck or in the cockpit, or it is readily available to the person when the person is below deck.
- (3) A personal flotation device that is fitted with an automatic inflator shall not be used by a person on a sailboard.

**NOTE:** The inflatable personal flotation devices are not approved for

- personal watercraft operator and/or passengers;
- operator using a pleasure craft in white water paddling (i.e. paddling in river rapids);
- persons under 16 years of age and/or weighing less than 36.3 kg (80 lbs.).



**Approved Inflatable PFD**

**Requirements:**

- Must be approved by Transport Canada, or Fisheries and Oceans Canada – Coast Guard;
- Approval label must be legible;
- Must be one approved for each person on board;
- Inflation device (inflator) must show the green pin instead of the red;
- CO<sub>2</sub> cartridge cannot be perforated;
- Seams in good repair;
- Hardware and fasteners (buckles) not broken;
- Straps are not partially ripped or missing;
- No tear on the envelope or trace of rot;
- Oral inflator with check valve must work properly.



**Approved Inflatable PFD inflated**




**Conditions of usage to meet SVR requirements:**

- Cannot be worn on PWC;
- Cannot be worn for white water paddling;
- Cannot be worn by a person under 16 years of age and/or weighing less than 36.3 kg (80 lbs.);
- Automatic inflator type cannot be worn for sailboarding activities;
- Must be worn while in an open boat;
- Must be worn while on deck or in the cockpit or be readily accessible to persons below deck of vessels with cabins;



**Approved Inflatable Pouch**

Type of Devices	Shape and material	Sizes and Minimum Buoyancy
Personal Flotation Devices	<p>Keyhole type and vest type;</p> <p>Unicellular foam covered with vinyl material</p>	<p><b>Adults: (chest sizes) / 69 N (15.5 lbs./in<sup>2</sup>.)</b>                      XS – 70-80 cm (28-32 in.)                      S – 80-90 cm (32-36 in.)                      M – 90-100 cm (36-40 in.)                      L – 100-110 cm (40-44 in.)                      XL – 110-120 cm (44-48 in.)                      XXL – 120-130 cm (48-52 in.)                      XXXL – 130-140 cm (52-56 in.)</p> <p><b>Children: Weight range of child</b>                      Infant – 9-14 kg (20-30 lbs.) / 27 N (6 lbs./in<sup>2</sup>.)                      Child – 14-27 kg (30-60 lbs.) / 36 N (8 lbs./in<sup>2</sup>.)                      Youth – 27-41 kg (60-90 lbs.) / 44 N (10 lbs./in<sup>2</sup>.)</p>
Inflatable Personal flotation devices	<p>Vest type with manual inflator and oral inflator.</p> <p>Inflatable chambers (bladders) made of polyurethane material. This material may also serve as the shell fabric.</p>	<p><b>Universal size</b></p> <p>Adult:                      75-125 cm (30-50 in.) / 170 N (35 lbs./in<sup>2</sup>.)</p> <p>Note: Must be worn by a person over 16 years of age and weighing over 36.3 kg</p>

	<b>Standard Lifejacket</b> 	<b>SVR Lifejacket</b> 	<b>PFD</b> 
<b>Styling</b>	Keyhole	Keyhole or vest type	Vest, coat, coverall type, pouch and keyhole
<b>Reversible?</b>	Yes	Yes	No
<b>Colours</b>	Orange, Red or Yellow	Orange, Red or Yellow	Any colours
<b>Size</b>	Universal over 41 kg (90 lbs.) Universal under 41 kg	Weight < 18 kg (40 lbs.) Weight 18 kg < x < 41 kg Weight > 41 kg (90 lbs.)	Adults (7 sizes) Child (3 sizes)
<b>Type of Boating activity</b>	Abandon ship – emergency use	Abandon ship – emergency use in sheltered waters	General boating – Constant wear
<b>Turning ability</b>	Yes	Yes, for most people	No – provides flotation only, with the exception of inflatables
<b>Advantages</b>	High buoyancy – turning ability in rough weather – Simple to put on	Reduced buoyancy and turning ability – Simple to put on	Comfortable – Wide range of styles/sizes
<b>Disadvantages</b>	Bulky and uncomfortable	Bulky and uncomfortable	No turning ability, with the exception of inflatables



**Examination Criteria: Regular Personal Flotation Device is approved when:**

- The stamp (approval label) that says the device is approved by the Department of Transport Canada (CAN.DOT), or the Canadian Coast Guard, Department of Fisheries and Oceans is present and not erased;
- Must be one approved PFD of appropriate size per person on board;
- The integrity of the outside envelop is perfect, (no tears in the outside shell) and no trace of rot;
- The seams (stitches) are in good repair;
- The hardware and fasteners (buckles – zipper, if any) are present and in good working order;
- The straps are in good condition;
- The inside material is not crumbled – inside material found at the bottom, leaving large empty spaces within the PFD.

**Inflatable Personal Flotation Device is approved when:**

- The stamp (approval label) that says that it is approved by Transport Canada (CAN.DOT), or Fisheries and Oceans Canada – Coast Guard is present and not erased;
- The integrity of the inflatable envelop is perfect, (no tears in the shell) and no trace of rot;
- The seams (stitches) are in good repair;
- The hardware and fasteners (buckles – zipper, if any) are present and in good working order;
- The straps are in good condition;
- In the case of the “Mustang Air Force”, inflation device (inflator) must show the green pin instead of the red and pea-less whistle must be present;
- CO<sub>2</sub> cartridge cannot be perforated;
- Oral inflator with check valve must work properly

**Conditions of Inflatable PFD usage to meet SVR requirements:**

- Cannot be worn on PWC;
- Cannot be worn for white water activities;
- Cannot be worn by people under 16 years of age and/or weighing less than 36.3 kg (80 lbs.);
- Automatic inflator type cannot be worn for sailboarding activities;
- Must be worn while in an open boat;
- Must be worn while on deck or in the cockpit or be readily accessible to persons below deck of vessels with cabins;

**Note:** Some manufacturers of inflatable PFD’s recommend weighing the CO<sub>2</sub> cartridge every 2 years and replacing the pellet (bobbin) in automatic systems every 6 months

## Buoyant Heaving Lines – Lifebuoys

### Small Vessel Regulations Part II

#### **Pleasure craft not over 6m in length**

**SECTION 16.02** (2) Personal protection equipment shall consist of

- (b) one buoyant heaving line of not less than 15 m (50 ft.) in length;

#### **Pleasure craft over 6m but not over 8m in length.**

**SECTION 16.03** (2) Personal protection equipment shall consist of

- (b) either:
  - (i) one buoyant heaving line of not less than 15 m (50 ft.) in length;
  - (ii) one lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30 in.) attached to a buoyant line of not less than 15 m (50 ft.) in length;

#### **Pleasure craft over 8m but not over 12m in length.**

**SECTION 16.04** (2) Personal protection equipment shall consist of

- (b) one buoyant heaving line of not less than 15 m (50 ft.) in length;
- (c) one lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30 in.) that is attached to a buoyant line of not less than 15 m (50 ft.) in length;

#### **Pleasure craft over 12m but not over 20m in length**

**SECTION 16.05** (2) Personal protection equipment shall consist of

- (b) one buoyant heaving line of not less than 15 m (50 ft.) in length;
- (c) one lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30 in.) that is equipped with a self-igniting light and is attached to a buoyant line of not less than 15 m (50 ft.) in length;

#### **\* EXEMPTIONS:**

From the *Small Vessel Regulations* – Part II, **16.02 (7)**

“A paddleboat or a watercycle is not required to carry a buoyant heaving line if every person on board is wearing an approved PFD or lifejacket of appropriate size.”

**16.02 (8)** “A sailboard is not required to carry a buoyant heaving line if the operator:

(a) is wearing an approved PFD of appropriate size; or

(b) is engaged in an official competition, while attended by a safety craft carrying an approved PFD or lifejacket of appropriate size that can be donned in the water.”

Categories of Vessels	Buoyant Heaving Line	Life buoys
<b>Sailboards *</b> <b>Paddle boats / watercycles *</b> <b>Canoes / Kayaks / rowboats</b> <b>Not over 6m (19'-8") unpowered</b> <b>PWC</b> <b>Not over 6m (19'-8") powered</b>	One buoyant heaving line of not less than 15 m (50 ft.)	Not mandatory
<b>Over 6m, but not over 8m (26'-3")</b>	One buoyant heaving line of not less than 15 m (50 ft.) <b><u>OR</u></b>	One approved lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30in.) that is attached to a buoyant line of not less than 15 m (50 ft.)
<b>Over 8m, but not over 12m (39'-4")</b>	One buoyant heaving line of not less than 15 m (50 ft.) <b><u>AND</u></b>	One approved lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30in.) that is attached to a buoyant line of not less than 15 m (50 ft.)
<b>Over 12m, but not over 20m (65'-7")</b>	One buoyant heaving line of not less than 15 m (50 ft.) <b><u>AND</u></b>	One approved lifebuoy with an outside diameter of 610 mm (24 in.) or 762 mm (30in.) that is equipped with a self-igniting light and is attached to a buoyant line of not less than 15 m (50 ft.)



**Buoyant Heaving Line**

**Examination Criteria:**

- Must be a floating type (e.g. polypropylene);
- Must be the right length for the appropriate category of vessel;
- Tensile strength must be enough to bring someone in the water towards the vessel.

**Recommendations:**

From the *SVR*, it is not mandatory to have a buoyant weight (i.e. floating ball) at the end of the buoyant heaving line, but recommended. It will help to throw the line more accurately.



**Approved lifebuoy 610 mm (24 in.)**



**Approved lifebuoy 762 mm (30 in.)  
with self-igniting light**

**Examination Criteria:**

- Must be Transport Canada approved (approval sticker may have become unglued);
- Correct size and gear attached to it for the particular category of vessel;
- Grab lines are well secured and in good conditions;
- Lifebuoy itself in good condition: i.e. no tears – perforations – rot;
- Colours:
  - 610 mm lifebuoy: yellow, orange, red or white
  - 762 mm lifebuoy: yellow, orange or red and white quartered;
- In the case of the 762 mm lifebuoy, it has reflective tapes not less than 50 mm (2 in.) in width and affixed at four equidistant points around the core of the lifebuoy.

**Note:** The 508 mm (20 in.) lifebuoy is no longer approved for pleasure craft safety equipment requirement.

**Note:** The “horseshoe” lifebuoy does not meet the Canadian standard requirements and it cannot be part of the complement of the mandatory safety equipment under the *SVR*.

These reasons should be explained to the boaters who have this type of lifebuoy on board:

The “horseshoe” lifebuoy, due to its light construction does not allow an accurate throw on a windy day. Also, with this type of lifebuoy, the person who fell overboard must attach him/herself to it with the help of two clips. If the water is too cold, that person will have difficulty clipping the two lanyards together (due to numb fingers). If he/she cannot attach him/herself to the lifebuoy and stay afloat, that person has a greater chance to slip away from the lifebuoy and drown before the rescue arrives.

## Reboarding Devices

### Small Vessel Regulations

### Part II

**Requirements:**

**SECTIONS 16.03, 16.04 - Pleasure craft over 6m but not over 12m in length**

(2) Personal protection equipment shall consist of :

- d) a reboarding device, if the freeboard of the pleasure craft exceeds 0.5 m (20 in.).

**SECTION 16.05 - Pleasure craft over 12m but not over 20m in length**

(2) Personal protection equipment shall consist of

- (d) a reboarding device

Categories of Vessels	Reboarding Device	Lifting Harness
<b>Over 6 m (19'-8"), but not over 8 m (26'-3")</b>	Yes, if the freeboard exceeds 0.5 m (20 in.)	Not Mandatory
<b>Over 8 m, but not over 12 m (39'-4")</b>	Yes, if the freeboard exceeds 0.5 m (20 in.)	Not Mandatory
<b>Over 12 m, but not over 20 m (65'-7")</b>	Yes	Not Mandatory

**Interpretations:** from the *Small Vessel Regulations*

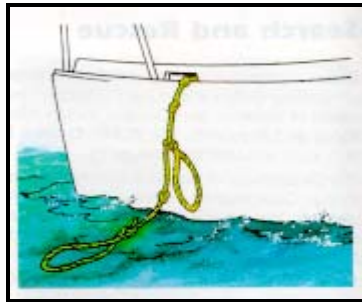
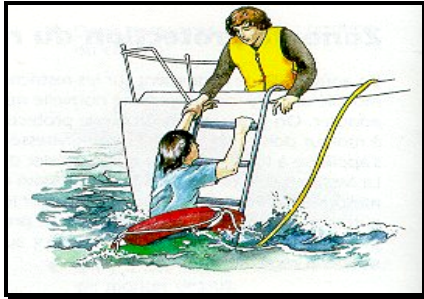
Reboarding device: in respect of a small vessel, means a ladder, lifting harness or other apparatus that does not include any part of the vessel’s propulsion unit and that assists persons in gaining access to the vessel from the water.

Freeboard: means the minimum vertical distance at side between the gunwale (upper edge of the boat main deck side) and the design waterline.

Design waterline: in respect of a pleasure craft, means the waterline at the recommended maximum gross load capacity.

**Examination criteria:**

- There must be some type of device to help someone in the water to gain access into the boat for pleasure craft over 6m (19'-8") in length;
- It cannot be any part of the propulsion system;
- It must be present on board if the boat has a freeboard that exceeds 0.5 m (20 in.) for pleasure craft over 6m (19'-8") but not over 12m (39'-4") in length;
- There is no construction specification of an "approved" reboarding device - it can be as simple as a piece of line attached at both ends at the gunwale and looped into the water. This piece of line then can be used as a step to gain access into the boat;
- There is no construction specification of a "approved" lifting harness – it can be as simple as a harness that can be fitted under the arms, line and pulley (block) system.
- It should be readily available.



**Boat Safety Equipment**

**Manual Propelling Devices and Anchors**

***Small Vessel Regulations (SVR)***  
**Part II**

**Requirements:**

**SECTIONS 16.02, 16.03 – Pleasure craft not over 8m in length**

(3) Boat safety equipment shall consist of

- (a) either
  - (i) one manual propelling device, or
  - (ii) an anchor with not less than 15 m (50 ft.) of cable, rope or chain in any combination.

**SECTIONS 16.04 – Pleasure craft over 8m but not over 12m in length**

(3) Boat safety equipment shall consist of

- (a) an anchor with not less than 30 m (100 ft.) of cable, rope or chain in any combination.

**SECTIONS 16.05– Pleasure craft over 12m but not over 20m in length**

(3) Boat safety equipment shall consist of

- (a) an anchor with not less than 50 m (164 ft.) of cable, rope or chain in any combination

<b>Categories of Vessels</b>	<b>Manual Propelling Device</b>	<b>Anchor</b>
<b>Sailboards *</b> <b>Paddle boats / watercycles *</b> <b>Canoes / Kayaks / rowboats</b> <b>Not over 6m (19'-8") unpowered</b> <b>Personal Watercraft *</b> <b>Not over 6m (19'-8") powered</b>	Yes <b><u>OR</u></b>	Anchor with 15 m cable / chain
<b>Over 6m, but not over 8m (26'-3")</b>	Yes <b><u>OR</u></b>	Anchor with 15 m cable / chain
<b>Over 8m, but not over 12m (39'-4")</b>	Not mandatory	Anchor with 30 m cable / chain
<b>Over 12m, but not over 20m (65'-7")</b>	Not mandatory	Anchor with 50 m cable / chain



\* **EXEMPTIONS:** From the *Small Vessel Regulations* – Part II,

**SECTION 16.02**

(6) A personal watercraft is not required to carry a manual propelling device or anchor in accordance with sub (3) if every person aboard is wearing an approved PFD or lifejacket of appropriate size.

**SECTION 16.02**

(7) A paddleboat or a watercycle is not required to carry a manual propelling device or anchor if every person aboard is wearing an approved PFD or lifejacket of appropriate size.”

**SECTION 16.02**

(8) A sailboard is not required to carry a manual propelling device or anchor if the operator:

- is wearing an approved PFD of appropriate size; or

is engaged in an official competition, while attended by a safety craft carrying an approved PFD or lifejacket of appropriate size that can be donned in the water.”

**Interpretations:** from the *Small Vessel Regulations*

*Manual Propelling Device:* means a set of oars, a paddle or any other apparatus that can be used manually by a person to propel a vessel.





**Examination criteria**

- The manual propelling device must be in good condition, readily available and it can be used to propel the vessel manually.
- An anchor must be attached to 15 m, 30 m, 50 m (in accordance with the length of the vessel) of cable, rope or chain in any combination.

**Recommendations:**

You should make boat operators aware that a properly designed (patent) anchor has much better holding power than a makeshift or home-made (non-patent) one. The choice of a good anchor also depends on the type of bottom (sand, gravel, etc.). As a rule of thumb, canoes, rowboats and dinghies may use approximately 0.65 kg (1.5 lbs.) of anchor for each metre (3’-3”) of boat length (0.5 lbs. per foot). For larger vessels that may require safe overnight anchorage, 1.3 kg (2.8 lbs.) per metre (3’-3”) of vessel length (1 lbs. per foot) may be a useful guideline. A larger anchor may be required under adverse conditions. It is recommended that every cruising boat should carry at least two suitable anchors.

**\* Type-Size of Anchors / Length of Vessel**

Types of Anchors		Boat Length (ft.)																
		16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48
 <b>CQR</b>	Anchor size (lbs.)	15			20			25		35				45				
	Characteristics	Burrows beneath sand, mud and overlying gravel and is particularly good for digging under weed; also good holding in rocky bottoms.																
 <b>BRUCE</b>	Anchor size (lbs.)	5		7.5			10		15			20						
	Characteristics	Slices deep into sand or mud; good holding in rocky bottoms. No moving parts. One piece design makes it somewhat awkward to stow. Doesn't sit well in some bow rollers.																
 <b>DANFORTH</b>	Anchor size (lbs.)	8			13			22				40						
	Standard																	
	Anchor size (lbs.)	5			12				20			28						
	Hi-Tensile																	
Characteristics	Superior to CQR or Bruce in soft mud, sands or silt. Can slide on the surface of a weed bed, making it difficult to set. Not recommended for hard clay, gravel or rock bottoms. Folds flat; easy to stow. Danforth Hi-Tensile is similar to the standard but with substantially greater holding power.																	
 <b>FORTRESS</b>	Anchor size (lbs.)	4			6		7		14			19						
	Characteristics	Digs deep; superior holding power-to-weight ratio. Lightweight aluminium; can be disassembled; easy to stow. Lightweight may allow it to "fly" through the water, making it more difficult to set. Not recommended for weeds.																

\* These are the recommendations from the manufacturers.

Vessels that are using rope for their anchor are also strongly recommended to carry one metre of chain for every metre of vessel length (one foot of chain per foot of vessel length), secured to the anchor shackle. The inboard end of the chain, rope or cable should be securely attached to a deck cleat or stanchion that can easily withstand the weight of the anchor. The recommended range for anchoring with rope is between 5 and 10 times the depth of the water, depending on weather, sea and bottom conditions.

We recommend checking that the shackle pin has some type of locking device (lock wire) to prevent the shackle from unscrewing.

**\* Rode Material / Size**

Rode Material / Size (in.)		Boat Length (ft.)																	
		16	18	20	22	24	26	28	30	32	34	36	38	40	42	44	46	48	50
CHAIN	Recommended: 1 foot of chain per foot of boat (LOA)	<b>5/16"</b>						<b>1/2"</b>											
		←→						←→											
THREE-STRAND NYLON		<b>3/8"</b>				<b>7/16"</b>				<b>1/2"</b>				<b>5/8"</b>					
		←→				←→				←→				←→					

These are only recommendations.

## Bailers and Bilge Pumping Arrangements

### Small Vessel Regulations (SVR) Part II

**Requirements:**

**SECTIONS 16.02, 16.03, 16.04**

(3) Boat safety equipment shall consist of

- (b) subject to **SECTION 16.09**, one bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel;

**SECTIONS 16.05**

(3) Boat safety equipment shall consist of

- (b) bilge pumping arrangement;

Categories of Vessels	Bailer or Manual Water Pump	Bilge Pumping Arrangements
Sailboard * Paddle boats / watercycles * Canoes / Kayaks / rowboats Not over 6m (19'-8") unpowered PWC * Not over 6m (19'-8") powered	Yes	Not Mandatory
Over 6m, but not over 8m (26'-3")	Yes	Not Mandatory
Over 8m, but not over 12m (39'-4")	Both are required	Not Mandatory
Over 12m, but not over 20m (65'-7")	Not mandatory	Yes

**EXEMPTIONS:**

From the *Small Vessel Regulations* – Part II,

**SECTION 16.02**

(6) A personal watercraft is not required to carry a bailer or a manual water pump in accordance with sub (3) if every person aboard is wearing an approved PFD or lifejacket of appropriate size.

**SECTION 16.02**

(7) A paddleboat or a watercycle is not required to carry a bailer or a manual water pump if every person aboard is wearing an approved PFD or lifejacket of appropriate size.

**SECTION 16.09 – Exception Regarding Requirement for Bailers and Manual Water Pumps**

A bailer or manual pump is not required for any pleasure craft that is

- (a) a 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
- (b) a multi-hull vessel that has subdivided multi-sealed hull construction.

From the *Small Vessel Regulations* – Schedule III, **Equipment Standards**

**Bailers**

2. A bailer shall be made of plastic or metal, having an opening of at least 65 cm<sup>2</sup> (3 ½” dia.) and a volume of at least 750 ml. (3 cups).

**Examination Criteria:**

- An approved bailer must be made of plastic or metal, having an opening of at least 65 cm<sup>2</sup> (~3 ½” dia.) and a volume of at least 750 ml. (~3 cups).
- Even if the pleasure craft that is not over 12 m (39’-4”) has a power-driven pump, it must also carry a bailer and/or a **manual** water pump;
- Ensure discharge hose is capable of clearing gunwale when manual pump is in use;
- Ensure there is a good flow over the side.
- As for the bilge pumping arrangement, the power-driven pump must be capable of pumping bilge water efficiently out of the discharge outlet (hull outlet);
- Ensure there is a good flow over the side;
- Ensure that pump has suction in every watertight compartment;
- Ensure that every suction strainer, if present is clear of debris.

**Recommendations:**

The manual and power-driven water pump should be equipped with a suction strainer to prevent debris from entering and damaging the pump.

## *Fire Extinguishers, Axes and Fire Buckets*

### **Small Vessel Regulations (SVR) Part II**

#### **Requirements:**

#### **SECTION 16.02 – Pleasure craft not over 6m in length**

(3) Boat safety equipment shall consist of

- (c) one Class 5 BC 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.

#### **SECTION 16.03 – Pleasure craft over 6m but not over 8m in length**

(3) Boat safety equipment shall consist of

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

#### **SECTION 16.04 – Pleasure craft over 8m but not over 12m in length**

(3) Boat safety equipment shall consist of

- (c) one Class 10 BC fire extinguisher if the pleasure craft is power-driven vessel, plus another Class 10 BC fire extinguisher if the pleasure craft is equipped with a fuel-burning cooking, heating or refrigerating appliance.

#### **SECTION 16.05 – Pleasure craft over 12m but not over 20m in length**

(3) Boat safety equipment shall consist of

- (c) one Class 10 BC fire extinguisher at each of the following locations, namely,
  - (i) at each access to any space where a fuel-burning cooking, heating or refrigerating appliance is fitted;
  - (ii) at the entrance to any accommodation space, and
  - (iii) at the entrance to the engine room space;
- (d) one axe; and
- (e) two buckets, each with a capacity of 10 litres (2.5 U.S. gallons) or more.

Categories of Vessels	Fire Extinguisher(s)	Fire Axe(s)	Fire Buckets	Power-driven Fire Pump
<p><b>Not over 6m (19'-8") unpowered * PWC *</b></p> <p><b>Not over 6m (19'-8") powered</b></p>	<ul style="list-style-type: none"> <li>• One Class 5 BC if equipped with:                             <ul style="list-style-type: none"> <li>➤ inboard engine</li> <li>➤ fixed fuel tank</li> <li>➤ fuel-burning cooking, heating, refrigerating appliance</li> </ul> </li> </ul>	No	No	No
<p><b>Over 6m, but not over 8m (26'-3")</b></p>	<ul style="list-style-type: none"> <li>• One Class 5 BC if                             <ul style="list-style-type: none"> <li>➤ power-driven vessel</li> </ul> </li> <li>• Another 5 BC if                             <ul style="list-style-type: none"> <li>➤ fuel-burning cooking, heating, refrigerating appliance</li> </ul> </li> </ul>	No	No	No
<p><b>Over 8m, but not over 12m (39'-4")</b></p>	<ul style="list-style-type: none"> <li>• One Class 10 BC if                             <ul style="list-style-type: none"> <li>➤ power-driven vessel</li> </ul> </li> <li>• Another 10 BC if                             <ul style="list-style-type: none"> <li>➤ fuel-burning cooking, heating, refrigerating appliance</li> </ul> </li> </ul>	No	No	No
<p><b>Over 12m, but not over 20m (65'-7")</b></p>	<ul style="list-style-type: none"> <li>• One Class 10 BC at each location:                             <ul style="list-style-type: none"> <li>➤ each access where a fuel-burning cooking, heating, refrigerating appliance is fitted;</li> <li>➤ entrance of the accommodation space;</li> <li>➤ entrance of the engine room space.</li> </ul> </li> </ul>	One axe	Two buckets (10 l. minimum)	No

**EXEMPTIONS:**

From the *Small Vessel Regulations* – Part II,

**SECTION 16.02**

(6) A personal watercraft is not required to carry a 5 BC fire extinguisher in accordance with sub (3) if every person aboard is wearing an approved PFD or lifejacket of appropriate size.

## SECTION 16.02

(7) A paddleboat or a watercycle is not required to carry a 5 BC fire extinguisher if every person aboard is wearing an approved PFD or lifejacket of appropriate size.”

### **Examination Criteria:**

The fire extinguisher being examined shall be deemed void of its approval if the following criteria are not met:

- Fire extinguisher must be approved by either:
  - Board of Steamship Inspection (Transport Canada);
  - Underwriters Laboratories (ULC) (manufactured in Canada);
  - British Board of Trade for Marine Use (manufactured in the United Kingdom);or
  - United States Coast Guard for Marine Use (manufactured in the United States);
- Numbers, classification and locations meet the requirements of the *Small Vessel Regulations*;
- Tank (body) not corroded and in good condition;
- Locking pin, seal and service tag not missing and in good order;
- Visual indicator (pressure gauge) shows it is fully charged; in the event no gauge is present a annual verification tag must be displayed;
- Tap gently on the side of the body of a dry chemical fire extinguisher to feel the flow of the agent inside;
- Hose, nozzle/horn not missing, not cracked and in good condition;
- Valve assembly must be free from corrosion (perfect working condition);
- Must be hydrostatically tested in accordance with NFPA 10 (see below).

### **Hydrostatic Tests**

The main goal of a hydrostatic test is to ensure the pressurised fire extinguisher (dry chemical / CO<sub>2</sub>) will keep its integrity until the next test. The period between tests varies in accordance with the type and the construction material.

Dry chemical and CO<sub>2</sub> fire extinguisher bodies made of stainless steel or aluminium must be hydrostatically tested every 5 years.

Dry chemical and CO<sub>2</sub> fire extinguisher bodies made of brass or mild steel must be hydrostatically tested every 12 years.

### **General Information:**

The fixed fire extinguishing system is not part of the required complement under the *Small Vessel Regulations*. We are going to examine only portable fire extinguishers.

Number and letter, according to the size and type of fire to be extinguished classify fire extinguishers. The letter indicates the type of fire and the number indicates the area or volume of fire that may be expected to be extinguished.





Class A fires are ordinary solid combustible material, such as wood, cloth, paper, rubber and several kinds of plastics.



Class B fires are fires from inflammable liquids, oils, greases, tar, oil based paints, lacquers and flammable gases.



Class C fires are from energized electrical equipment where the electrical non-conductivity of the extinguishing media is of importance. (When electrical equipment is de-energized, extinguishers for Class A or B fires may be used safely.)

The numbers always indicate the volume of a Class A fire to be extinguished and/or an area for a Class B fire. However, there is no number quantifying a Class C fire. For example, a 1A 5BC fire extinguisher is recommended and has the capability to extinguish a Class A fire with a volume of 1 cubic foot and/or a 5 square foot Class B fire and/or a Class C fire. A 10 BC fire extinguisher has the capability of extinguishing a 10 square foot Class B fire, etc.

Larger extinguishers may be substituted for smaller extinguishers, provided that their combined capacity equals or exceeds the requirement.

All boaters should have their fire extinguishers checked and/or serviced regularly. The most logical time would be at the start of the boating season, which would ensure serviceability throughout the season. For examination purposes, an annual inspection of fire extinguishers is strongly recommended.

### **Types of Fire Extinguishers:**

#### **Dry Chemical Fire Extinguisher**

Dry chemical fire extinguishers come in various sizes and may contain various extinguishing mediums. All dry chemical fire extinguishers have at least the BC rating, but some have the rating ABC (multipurpose).

Pleasure crafts are usually equipped with dry chemical fire extinguishers that have an extinguishing agent already pre-mixed with the expellant gas. The chemical agent extinguishes fire by cooling, choking (displace oxygen) and by breaking the combustion chain reaction of the fire.



**1A 5 BC**



**2A 10 BC**

Most dry chemical fire extinguishers have two basic parts – the cylinder (body) and the valve assembly. Most have a pressure gauge or a visual indicator attached to the valve assembly or to the body to show expellant charge. When a dry chemical fire extinguisher doesn't have a pressure gauge, the extinguisher needs to be weighed to show the expellant charge. During a courtesy check, if it is impossible to determinate the expellant charge, the boater must send his/her extinguisher to be checked by a professional.

The examiner should check closely all portable fire extinguishers on board. If there is any evidence of damage, use, or leakage (such as dry chemical agent observed on the nozzle or elsewhere on the container), the seal is missing, the extinguisher should not be accepted. If tag is missing and the boater states that the extinguisher has been recently serviced, the examiner will note the statement in the comments box of the courtesy check form. However, if the visual indicator indicates the extinguisher is fully charged, it may be accepted at the examiner's discretion. A dry chemical fire extinguisher for marine use should be removed from its bracket once a month, turned upside down and gently tapped on the side of the container. This will dislodge any powder that has settle to the bottom. When a free flow of powder is felt, return the fire extinguisher to its bracket.

### **Carbon Dioxide (CO<sub>2</sub>) Fire Extinguisher**

This type of fire extinguisher is not to be located in sleeping accommodations as it displaces oxygen. If there is a leak in the accommodations while people are sleeping, the CO<sub>2</sub> will displace the oxygen and the people may choke to death.

The CO<sub>2</sub> fire extinguishers are used mainly to extinguish Class B and C fires. The carbon dioxide is mostly in a liquid state inside the extinguisher. Carbon dioxide fire extinguishers have three basic parts – body, valve assembly and discharge horn.



**10 BC  
CO<sub>2</sub> Fire Extinguisher**

The examiner shall examine the discharge horn to ensure it is free of obstruction. The valve assembly must be free of corrosion, which could affect its operation. The seal and tag are to be checked. If the seal is broken and/or the tag is missing, the fire extinguisher should not be accepted if 12 months have elapsed since the date of the last inspection. If the boater states that the extinguisher has been recently serviced, the examiner will note the statement in the comment box of the courtesy check form. Extinguishers without valid inspection tags may be accepted at the examiner's discretion.

### **Halon Fire Extinguisher (Halogen Liquefied Gas)**

The extinguisher has three (3) basic parts: body (cylinder), valve assembly and discharge nozzle. They are used to fight fires of Class B and C and are available in 1 to 3 kg. (2 to 7 lbs.) format. The extinguishing agent, bromo-chlorodifluoromethane (Halon 1211) is maintained in a liquid form, under nitrogen pressure (expellant agent). The expelling range of this fire extinguisher is between 2.7 metres (9 feet) to 4.5 metres (15 feet) and the duration is about 10 seconds. Halon extinguishers are not adequate to fight fires in open spaces due to its gas form. The Halon gas is now regulated, as it is an ozone-depleting agent. Every province has its Ozone Depleting Substances Pollution Prevention Regulations. To find out if a Halon portable fire extinguisher is illegal or not, the examiner must contact his/her own provincial department of Environment.

The construction of these extinguishers is similar to the CO<sub>2</sub> fire extinguisher. The examiner must look at the discharge nozzle for any obstruction. The seal and the tag must be checked. If the seal is broken and/or the tag is missing, the fire extinguisher should not be accepted if 12 months have elapsed since the date of the last inspection. If the boater states that the extinguisher has been recently serviced, the examiner will note the statement in the comment box of the courtesy check form. Extinguishers without valid inspection tags may be accepted at the examiner's discretion.

**Other fire fighting equipment:**

**Fire axe**

**Examination criteria**

- One axe for a pleasure craft over 12m and not over 20m in length;
- Hatchets are also acceptable
- They should be readily available.



**Recommendations**

It is not required to have a spike, but preferred.

**Fire buckets**

**Examination criteria**

- Two buckets, each with a capacity of 10 litres or more, for a pleasure craft over 12m and not over 20m in length;
- The buckets must have a minimum capacity of 10 litres, be readily available and used exclusively to fight fires.



**Recommendations**

Fire buckets with round bottom type and a line attached of sufficient length to easily “scoop” the water should be encouraged, although this is not mandatory for pleasure craft.

## **Distress Equipment**

### **Watertight Flashlight and Pyrotechnic Distress Signals**

#### **Small Vessel Regulations (SVR) Part II**

##### **Requirements:**

##### **SECTION 16.02 – Pleasure craft not over 6m in length**

(4) Distress equipment shall consist of

- (a) a watertight flashlight; or
- (b) three (3) pyrotechnic distress signals of Type A, B or C.

##### **SECTION 16.03 – Pleasure craft over 6m but not over 8m in length**

(4) Distress equipment shall consist of

- (a) a watertight flashlight; and
- (b) subject to **16.1**, six (6) pyrotechnic distress signals of Type A, B or C.

##### **SECTIONS 16.04 – Pleasure craft over 8m but not over 12m in length**

(4) Distress equipment shall consist of

- (a) a watertight flashlight; and
- (b) subject to **16.1**, twelve (12) pyrotechnic distress signals of Type A, B, C or D, not more than six (6) of which are of Type D.

##### **SECTIONS 16.05 – Pleasure craft over 12m but not over 20m in length**

(4) Distress equipment shall consist of

- (c) a watertight flashlight; and
- (d) twelve (12) pyrotechnic distress signals of Type A, B, C or D, not more than six (6) of which are of Type D.

Categories of Vessels	Watertight Flashlight	Pyrotechnic Distress Signals
PWC Not over 6m (19'-8") powered	Yes <u>OR</u>	Three (3) flares A, B or C
*Over 6m, but not over 8m (26'-3")	Yes <u>AND</u>	Six (6) flares A, B, or C
*Over 8m, but not over 12m (39'-4")	Yes <u>AND</u>	Twelve (12) flares A, B, C, or D (no more than six of D)
Over 12m, but not over 20m (65'-7")	Yes <u>AND</u>	Twelve (12) flares A, B, C, or D (no more than six of D)

**\* EXEMPTIONS:**

From the *Small Vessel Regulations* – Part II,

**SECTION 16.02**

(7) A paddleboat or a watercycle is not required to carry any distress equipment if every person on board is wearing an approved PFD or lifejacket of appropriate size.

**SECTION 16.02**

(8) A sailboard is not required to carry any distress equipment if the operator:

- is wearing an approved PFD of appropriate size; or
- is engaged in an official competition, while attended by a safety craft carrying an approved PFD or lifejacket of appropriate size that can be donned in the water.

**SECTION 16.02**

(9) A pleasure craft not referred to in subs (6) to (8) or 16.2 that is not fitted with a motor is exempt from the requirement to carry distress equipment in accordance with sub (4).

**SECTION 16.1 – Exception Regarding Requirement for Distress Equipment**

Pyrotechnic distress signals are not required for any pleasure craft that

(a) is operating in a river, canal or lake in which it can at no time be more than one mile from shore; or

(b) is engaged in an official competition or in final preparation for an official competition and has no sleeping arrangements.

**SECTION 16.2 – Exception for Racing Canoes, Racing Kayaks and Rowing Shells**

(1) A pleasure craft that is a racing canoe or a racing kayak is not required to carry personal protection equipment, boat safety equipment and distress equipment in accordance with subs 16.02(2) to (4), 16.03(2) to (4) or 16.04(2) to (4) or 16.05(2) to (4) if it and its crew are

engaged in formal training, in an official competition or in final preparation for an official competition and

- (a) it is attended by a safety craft carrying a personal flotation device or lifejacket of appropriate size for each member of the crew
  - (i) of the pleasure craft, if the safety craft is only attending the pleasure craft, or
  - (ii) of the largest vessel being attended, if the safety craft is attending more than one vessel; or
- (b) it carries
  - (i) a personal flotation device or lifejacket of appropriate size for each member of the crew,
  - (ii) a sound-signalling device, and,
  - (iii) if it is operated after sunset and before sunrise, a water-tight flashlight

(2) A pleasure craft that is a rowing shell is not required to carry personal protection equipment, boat safety equipment and distress equipment in accordance with subs 16.02(2) to (4), 16.03(2) to (4) or 16.04(2) to (4) or 16.05(2) to (4) if

- (a) it is competing in a provincially, nationally or internationally sanctioned regatta or competition or is engaged in training at the venue at which such a regatta or competition is taking place; or

### **General Information**

Roadside emergency flares are prohibited on board vessels due to their excessive dripping of burning material. There are four (4) types of pyrotechnic distress signals approved for marine use in Canada. The choice of pyrotechnic distress signal depends greatly on vessel use. If the vessel goes off shore in the ocean, we recommend several parachute and hand-held or smoke flares (for daytime). But if the vessel navigates exclusively on a river, we recommend several hand-held flares as the main source of pyrotechnic distress flares.

The Department of Transport Canada (Can.DOT or TC) and/or Canadian Coast Guard, Department of Fisheries and Oceans are the only entities in Canada who approve pyrotechnic distress signals (flares). These flares should be stored in a cool, dry location, preferably in a watertight container. Flares should be of easy access in case of emergency, but away from the reach of children.

**It is important to note that pyrotechnic distress signals (flares) are only valid for four (4) years from the date of manufacture stamped on each flare. If there is an expiration date to the contrary, the four (4) year legal shelf life applies.**

To dispose of the outdated flares, you may advise the boater to contact the nearest law enforcement agency (RCMP, SQ, OPP, etc.), local fire department or the Canadian Coast Guard.

It is very important to remember that pleasure craft over 6m (19'-8") but not over 12m (39'-4") are exempt from carrying pyrotechnic distress signals if the vessel operates exclusively in a river, canal or lake in which it can **AT NO TIME** be more than one mile from shore.

It is very important for the examiner to explain to the boaters the characteristics and how to use the approved flares found onboard the pleasure craft.



### Type A – Parachute

- Single bright red star with a minimum luminosity of 25 000-candela power for at least 40 seconds.
- A fireproof parachute controls its descent at a rate of 4.57 metres (15 feet) per second.
- Minimum attained height, when fired vertically is 228,6 metres (750 feet).
- It extinguishes at a minimum height of 45,7 metres (150 feet).
- It is easily observed from the surface or the air.



### Type B – Multi-Star or Twin-Star

- Two red stars.
- Minimum luminosity of 5 000-candela power for at least 4 seconds and a minimum attained height of 91,4 metres (300 feet).
- Should extinguish before touching the water.
- It is easily observed from the surface or the air.
- If the cartridge fires only one star, a second cartridge must be fired within 15 seconds to make a complete Type B pyrotechnic distress signal.
- **Note:** This is the least efficient type of approved aerial flare that you may encounter. The carrying of other types should be encouraged.

**Note:** All aerial pyrotechnic distress signals (type-A and type-B) should be fired at an angle **into** the wind. With a higher wind velocity, you should lower the launching angle to a maximum of 45 degrees from the vertical. Without any wind whatsoever, you may launch the flare vertically, directly above your head.





### Type C – Hand-held

- Red flame torch held by hand.
- It has a minimum luminosity of 15 000-candela power and burns for at least one minute.
- It is very effective at night, but also can be used during daytime as it produces grey smoke.
- It has a limited surface visibility. It is best suited for pinpointing a location during an air search.
- This type of flare is sheathed to prevent dripping of burning material. It is advisable to hold it over the side as it may produce hot ashes and to keep it down wind.
- **Note:** Boaters should avoid looking directly at this flare while in used; it may damage their eyesight.

### Type D – Smoke (buoyant or hand-held)



- Exothermic chemical reaction that ignites the device, producing a dense volume of orange smoke for at least three (3) minutes.
- **It is used as a day signal only.**
- From the *Small Vessel Regulations*, the type D pyrotechnic distress signal can be part of the complement required, only on pleasure crafts over 8 metres (26'-3").
- To ignite, just pull the pin and once the smoke starts pouring out, drop it in the water (buoyant type) or keep it away from yourself (hand-held). Make sure the flare is downwind.
- **Note:** Do not allow the device to be touched, as it will become extremely hot while ignited.

### **Examination Criteria for Distress Equipment**

- The flashlight must be of watertight type and work properly.
- Flares must be Transport Canada or Canadian Coast Guard approved (no USA approval accepted);
- Each flare must be stamped to say so;
- There must be a sufficient number of flares for the vessel length category;
- The legal shelf life of each Canadian approved flare must be within four (4) years from the date of manufacture. If there is an expiration date to the contrary, the four (4) year legal shelf life applies.
- The date of manufacture stamped on the flare must be legible. If not, it cannot be accepted.
- With some B-type flares, there is only one star per cartridge fired. The boater must double the number of cartridges to meet the requirements of the *Small Vessel Regulations*.
- From the *Small Vessel Regulations*, the type D pyrotechnic distress signal can be part of the complement required, only on pleasure crafts over 8m (26'-3").
- On pleasure crafts over 8m, the number of D-type flares cannot be more than half the complement required
- The pyrotechnic distress signals must be in excellent condition during a visual inspection.

## Navigation Equipment

### Sound Signalling Devices and Appliances

#### Small Vessel Regulations (SVR) Part II

##### Requirements:

##### **SECTIONS 16.02, 16.03, 16.04 – Pleasure craft not over 12m in length**

(5) Navigation equipment shall consist of

- (a) a sound-signalling device or a sound-signalling appliance;

##### **SECTIONS 16.05,– Pleasure craft over 12m but not over 20m in length**

(5) Navigation equipment shall consist of

- (a) two (2) sound-signalling appliances, as specified in the *Collision Regulations*;

From the *Small Vessel Regulations*, interpretation of:

Sound-signalling device: means a pealess whistle or a compressed gas or electric horn.

Sound-signalling appliance: means a sound-signalling appliance that meets the applicable standards set out in the *Collision Regulations*

## Collision Regulations

### **Rule 33 - Equipment for Sound Signals -- International**

- (a) A vessel of 12 metres (39'-4") or more in length shall be provided with a whistle and a bell. The whistle and bell shall comply with the specification of Annex III to these regulations.
- (b) A vessel of less than 12 metres (39'-4") in length shall not be obliged to carry the sound signalling appliances prescribed in paragraph (a) of this Rule but if she does not, she shall be provided with some other means of making an efficient sound signal.

Categories of Vessels	Sound-signalling devices	Sound-signalling appliances
<b>Sailboards</b> <b>Paddle boats / watercycles</b> <b>Canoes / Kayaks / rowboats/Rowing Shells</b> <b>Not over 6m (19'-8") unpowered PWC</b> <b>Not over 6m (19'-8") powered</b>	YES	NOT MANDATORY
<b>Over 6m, but not over 8m (26'-3")</b>	YES	NOT MANDATORY
<b>Over 8m, but not over 12m (39'-4")</b>	YES	NOT MANDATORY
<b>Over 12m, but not over 20m (65'-7")</b>	YES	YES

**Examination Criteria**

- Sound signalling devices and/or appliances must be sounded for a distinctive and loud sound.

**General Information**

The *Collision Regulations* and the *Small Vessel Regulations* require every pleasure craft less than 12 metres (39'-4") to have some means of making an efficient sound signal (sound-signalling device). Pleasure craft longer than 12 metres (39'-4") shall be equipped with a whistle and a bell.

A whistle on board vessels under 20 metres (65'-7") means any sound signalling device (pealess whistle or a compressed gas or electric horn) capable of sounding a blast, audible for half a mile. If the boat has only an electric horn, we recommend adding a manual sound-signalling device to its complement. Bells shall be made of corrosion resistant material, e.g. brass, and designed to give a clear tone.

## Navigation Lights

### Small Vessel Regulations (SVR)

### Part II

#### **Requirements:**

#### **SECTIONS 16.02, 16.03**

(5) Navigation equipment shall consist of

- (b) if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility, navigation lights that meet the applicable standards set out in the *Collision Regulations*.

#### **SECTIONS 16.04, 16.05**

(5) Navigation equipment shall consist of

- (b) navigation lights that meet the applicable standards set out in the *Collision Regulations*.

## **Collision Regulations – Part C Lights and Shapes**

### **Rule 20 - Application**

- (a) Rules in this part shall be complied with in all weather.
- (b) The Rules concerning lights shall be complied with from sunset to sunrise, and during such times no other lights shall be exhibited, except such lights as cannot be mistaken for the light specified in these Rules or do not impair their visibility or distinctive character, or interfere with the keeping of a proper look-out.
- (c) The lights prescribed in these Rules shall, if carried, also be exhibited from sunset to sunrise in restricted visibility and may be exhibited in all other circumstances when it is deemed necessary.
- (d) The Rules concerning shapes shall be complied with by day.
- (e) The lights and shapes specified in these Rules shall comply with the provisions of Annex I to these Regulations.

### **Rule 21 – Definitions - International**

- (a) “Masthead light” means a white light placed over the fore and aft centreline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees (225°) and so fixed as to show the light from right ahead to 22.5 degrees (22.5°) abaft the beam on either side of the vessel.

- (b) “Sidelights” means a green light on the starboard side (right side looking forward of the vessel) and a red light on the port side (left side looking forward of the vessel), each showing an unbroken light over an arc of the horizon of 112.5 degrees (112.5°) and so fixed to show the light from right ahead to 22.5 degrees (22.5°) abaft the beam on its respective side. In a vessel less than 20 metres (65’-7”) in length, the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel.
- (c) “Sternlight” means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of horizon of 135 degrees (135°) and so fixed as to show the light 67.5 degrees (67.5°) from right aft on each side of the vessel.
- (e) “All-round light” means a light showing an unbroken light over an arc of the horizon of 360 degrees (360°).

Categories of Vessels	Navigation Lights Requirements
<b>Canoes / Kayaks / Rowboats/Rowing shells</b> <b>Not over 6m (19’-8”) unpowered</b> <b>Not over 6m (19’-8”) powered</b>	YES, if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility.
<b>Over 6m, but not over 8m (26’-3”)</b>	YES, if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility.
<b>Over 8m, but not over 12m (39’-4”)</b>	YES
<b>Over 12m, but not over 20m (65’-7”)</b>	YES

### General Information

All references should be made to the *Regulations for the Prevention of Collision at Sea*.

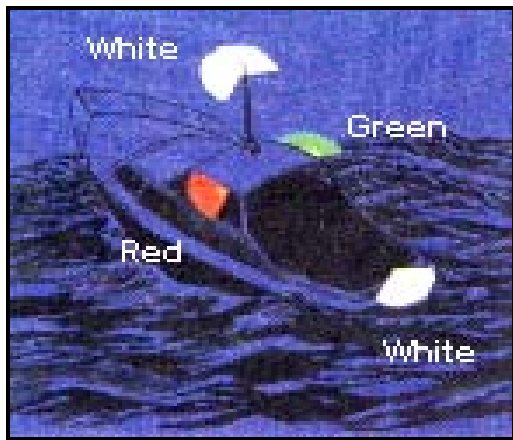
- Lights are to be displayed from sunset to sunrise, in restricted visibility and in all other circumstances when deemed necessary.
- Light visibility range varies with vessel length.
- Colour specifications are described in Annex I, 7.
- Definitions of arc of visibility are described in **Rule 21**.
- Pleasure craft longer than 8 metres (26’-3”) must have permanently fitted lights.

**Note:** Sailing vessels equipped with a motor must have also the proper navigation light arrangement that a power-driven vessel of the same length would have. These lights would be used when the sailing vessel is mechanically propelled.

## Navigation Lights Arrangements

### Option 1.

**Power-driven vessel (less than 20m) underway shall exhibit:**



**Masthead light:** white

- Visual Range: three (3) nautical miles
- Located at least 2.5 metres (8 feet) above the hull. If not possible, must be at least 1 metre (3'-3") above the sidelights
- Arc of visibility: 225°.

**Sidelights:** red and green

- Visual Range: two (2) nautical miles
- Arc of visibility: 112.5° each
- If combined, located not less than 1 metre (3'-3") below masthead light
- Red for Port side (left side looking forward), green for starboard side (right side looking forward).

**Sternlight:** white

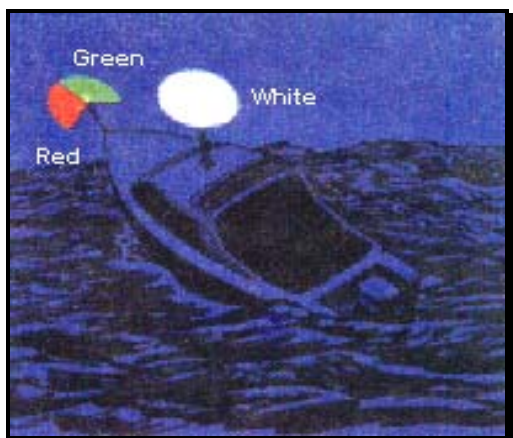
- Visual Range: two (2) nautical miles
- Located as close as possible of the stern of the vessel
- Arc of visibility: 135°.

**Anchor light:** all-round white

- Visual Range: two (2) nautical miles
- At the most visible location on the vessel
- Arc of visibility: 360°.

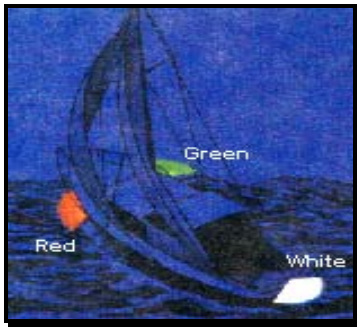
### Option 2.

**Power-driven vessel less than 12 metres (39'-4") underway may exhibit:**

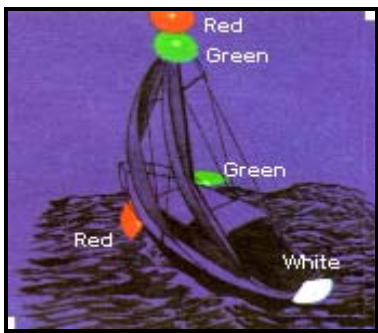


- Masthead light and sternlight combined to produce an all-round white light. This all-round light must be at least 1 metre (3'-3") above the sidelights
- This all-round white light can also be used as an anchor light while the sidelights are turned off.
- Sidelights may be combined in one lantern or not.

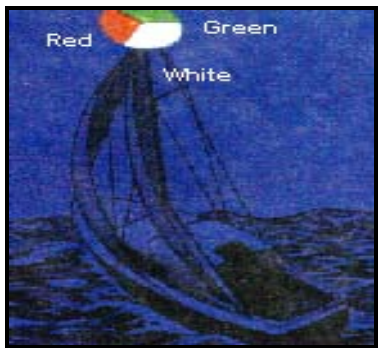
**Option 1.**



**Option 2.**



**Option 3.**



**Option 4.**



**Option 1. and 2.**

**Sailing vessel (of any length) underway shall exhibit:**

**Masthead light:** white

- No requirement for white masthead light, however the vessel may still carry
- Option 2. (Sailing vessel less than 20m). All-round red light over all-round green light
- Visual Range: two (2) nautical miles
- Arc of visibility: 225° for white or 360° for red over green configuration.

**Sidelights:** red and green

- Visual Range: two (2) nautical miles
- Arc of visibility: 112.5°
- Red for Port side, green for starboard side.

**Sternlight:** white

- Visual Range: two (2) nautical miles
- Located as close as possible of the stern of the vessel
- Arc of visibility: 135°.

**Anchor light:** all-round white

- Visual Range: two (2) nautical miles
- At the most visible location on the vessel
- Arc of visibility: 360°.

**Option 3.**

**Sailing vessel less than 20 metres (65'-7'") underway may exhibit:**

masthead light, sidelights and sternlight are combined into one lantern located at the top of the mast. Each of these lights (within the lantern) keeps her arc of visibility.

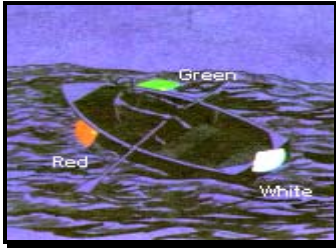
**Option 4.**

**Sailing vessel less than 7 metres (23 feet) underway shall exhibit:**

if practicable, the arrangement of option 1 or 3, but if she does not, she shall have ready at hand an electric torch (flashlight) showing a white light which shall be exhibited in sufficient time to prevent collision.



**Option 1.**



**Vessel under oars** may exhibit:

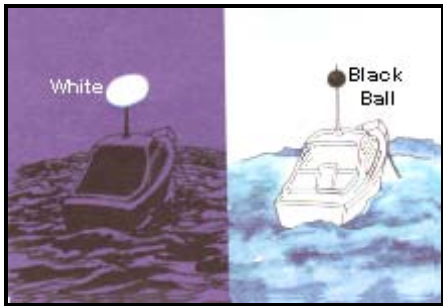
the navigation light prescribed for sailing vessel, but if she does not, she shall have ready at hand an electric torch (flashlight) showing a white light which shall be exhibited in sufficient time to prevent collision.

**Option 2.**



**All vessel less than 50 metres (164 feet) at anchor** shall exhibit:

All-round white light by night or restricted visibility or a black ball shape by day, at the most visible location.



A vessel less than 7 metres (23 feet) in length, when at anchor, not in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate, shall not be required to exhibit the light or shape required.

**Examination criteria**

- Navigation lights must work properly;
- The pleasure craft must have the proper arrangement for the type and length of vessel (power-driven, sail, oars, etc.);
- The lights must be clearly visible, not obstructed by an object – proper location;
- The lights must be the right colour in accordance with their location;
- The lights must show the proper arc of visibility from the *Collision Regulations*;
- Sailing vessels with a propulsion engine must have the power-driven vessel and sailing vessel navigation light arrangements.

## Passive Radar Reflector

### Collision Regulations Part F

#### Requirements:

#### **Rule 40 Radar Reflectors**

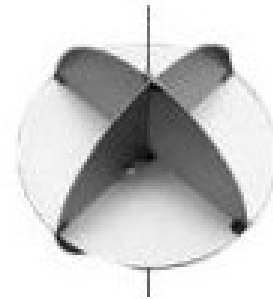
- (a) Subject to paragraph (b), a vessel that is less than 20 metres (65'-7") in length or is constructed primarily of non-metallic materials shall be equipped with a passive radar reflector.
- (b) Paragraph (a) does not apply where
- (i) a vessel operates in limited traffic conditions, daylight, and favourable environmental conditions and where compliance is not essential for the safety of the vessel, or
  - (ii) the small size of the vessel or its operation away from radar navigation makes compliance impracticable.
- (c) The radar reflector prescribed in paragraph (a) shall
- (iii) be mounted or suspended higher than the superstructures and, **if practicable**, at a height of not less than 4 metres (13 feet) above the water,
  - (iv) be positioned and painted so as not to be visually prominent,
  - (v) be capable of maintaining its performance under the conditions of sea states, vibration, humidity and change of temperature likely to be experienced in the marine environment, and
  - (vi) be clearly marked so as to indicate any preferred orientation of mounting.

Categories of Vessels	Passive Radar Reflector
<p><b>Not over 6m (19'-8") unpowered</b>  <b>Not over 6m (19'-8") powered</b>  <b>Over 6m, but not over 8m (26'-3")</b>  <b>Over 8m, but not over 12m (39'-4")</b>  <b>Over 12m, but not over 20m (65'-7")</b></p>	<p>YES, if the pleasure craft is</p> <ul style="list-style-type: none"> <li>➤ constructed primarily with non-metallic material;</li> <li>➤ its size permits the proper fitting of the radar reflector;</li> <li>➤ operated after sunset and before sunrise or in periods of restricted visibility;</li> <li>➤ operated in area where radar navigation is present.</li> </ul>

## General Information

Radar reflectors are required under the *Collision Regulations*, Rule 40. Radar reflector is a valuable piece of equipment because, properly positioned, it helps larger, less manoeuvrable vessels detect the presence on radar, of small crafts.

The diamond shape passive radar reflector should be in a “rain-catching” position and if practicable located at least 4 metres (13 feet) above water. Properly positioned, its reflection will increase the range and probability of detection on radar screens.



## Examination Criteria

- Mandatory for all vessels under 20 metres, regardless of construction material
- When navigating in an area where radar navigation is present
- Must be present on board, ready to hoist as required.

## **Other Requirements**

### **Conformity, Capacity, Single Vessel Plates/Labels and Hull Identification Number**

#### **Small Vessel Regulations (SVR) Part III**

##### **Requirements:**

##### **Application**

##### **SECTION 18**

(1) Subject to sub (2), this Part applies in respect of every pleasure craft that is built in Canada or imported into Canada in order to be sold or used in Canada.

(2) This Part does not apply in respect of a pleasure craft that is kept in Canada for a period of less than 45 days a year if it complies with any licensing, registration and documentation requirements of the country in which it is ordinarily kept.

##### **SECTION 20 - Requirement for Conformity Plate/label**

Subject to sub 21(4), every pleasure craft that is capable of being fitted with an engine, other than a pleasure craft described in section 21, shall have permanently attached to it, in a conspicuous position plainly visible from the helm, a conformity plate/label and shall meet the requirements of the construction standards as they read on the day that the plate/label was issued.

##### **SECTION 21 - Requirement for Capacity Plate/label or Single Vessel Plate/label**

(1) A pleasure craft shall have permanently attached to it, in a conspicuous position plainly visible from the helm, a capacity plate/label and shall meet the requirements of the construction standards as they read on the day that the plate/label was issued, if the pleasure craft

(a) is not over 6 m in length;

(b) is fitted either with a propulsion engine of at least 7.5 kW or with the facilities to install an outboard engine with an engine power of at least 7.5 kW, or two or more outboard engines with an engine power totaling at least 7.5 kW; and

(c) is serially produced.

(d) [Repealed, SOR/2000-311]

(2) Every pleasure craft of any length that is described in paragraphs (1)(b) and is not serially produced shall have permanently attached to it, in a conspicuous position plainly

visible from the helm, a single vessel plate/label and shall meet the requirements of the construction standards as they read on the day that the plate was issued.

(3) [Repealed, SOR/2000-311]

(4) A pleasure craft to which a capacity plate/label or a single vessel plate/label is attached is not required to have a conformity plate/label attached to it.

**SECTION 25 – Application for new plate/label after modification of Pleasure Craft**

(1) If a pleasure craft has been modified in such a way that the information on the plate/label may no longer be correct, the manufacturer, importer or owner shall apply for a new plate/label, in accordance with 22.

(2) A manufacturer, importer or owner who applies for a new plate/label for a pleasure craft shall remove the existing plate/label and submit it with the application.

**SECTION 25.1 - Hull Identification Number**

(1) Every pleasure craft that is manufactured in Canada, or imported into Canada, after August 1, 1981 shall be permanently marked with a hull identification number in accordance with the *Construction Standards* as they read on the date of manufacture or importation, as the case may be.

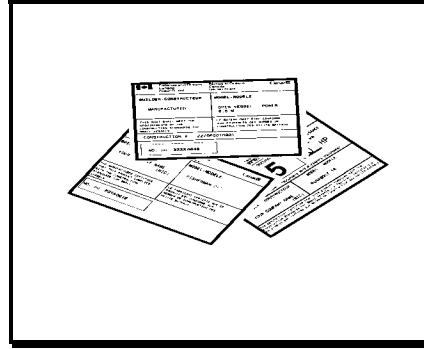
(2) If a hull identification number can no longer be obtained from the manufacturer of a pleasure craft or if a pleasure craft is home-built, the Minister shall issue a hull identification number for identification purposes.

(3) No person shall remove, alter or otherwise tamper with a hull identification number.

Types of Pleasure Crafts	Newly Manufactured	Homebuilt or Manufactured without plate/label	Newly Manufactured	Homebuilt or Manufactured without plate/label
		<ul style="list-style-type: none"> <li>- Not over 6 m</li> <li>- Fitted (or can be fitted) with 7.5 kW (or more) engine</li> <li>- Serially produced</li> <li>- Meets Construction Standards</li> </ul>	<ul style="list-style-type: none"> <li>- Not over 6 m</li> <li>- Fitted (or can be fitted) with 7.5 kW (or more) engine</li> <li>- Meets Construction Standards</li> </ul>	<ul style="list-style-type: none"> <li>- All other pleasure crafts that can be fitted with an engine</li> <li>- Meets Construction Standards</li> </ul>
Capacity Plate/label	YES	NO	NO	NO
Single Vessel Plate/label	NO	YES	NO	YES
Conformity Plate/label	NO	NO	YES	NO



Prior to summer 2000



As of summer 2000

<p><b>Types of Pleasure Crafts</b></p>	<p><i>Every P/C manufactured or imported in Canada after August 1, 1981.</i></p>	<p><i>If P/C is home built or HIN can no longer be obtained from the manufacturer.</i></p>
<p><i>Hull Identification Number (HIN)</i></p>	<p>YES – The manufacturer or importer must mark permanently a HIN on the hull, in accordance with the <i>Construction Standards</i>.</p>	<p>YES - The Minister will issue a HIN for identification purposes to be stamped on the single vessel plate/label.</p>

**Interpretations** from the *Small Vessel Regulations*

“Construction Standards” means *Construction Standards for Small Vessels*, TP 1332, published by the Department of Transport and the Department of Fisheries and Oceans, as amended from time to time.

“Engine power” means the engine power, in kilowatts, calculated in accordance with ISO 8665 *Marine Propulsion Engines and Systems – Power Measurements and Declarations*.

“Recommended” in respect of maximum gross load capacity, maximum number of persons or safe limits of engine power of a pleasure craft, means calculated in accordance with the applicable formula set out in the *Construction Standards*.



“Serially produced” in respect of a pleasure craft, means constructed as one of at least five (5) pleasure crafts of identical dimensions by a boat builder or manufacturer within a period of five (5) years.

## General Information



A pleasure craft to which a capacity plate/label or a single vessel plate/label is attached is not required to have a conformity plate/label.

A capacity plate/label and a single vessel plate/label for pleasure craft not exceeding 6 m (with ratings) indicate:

- (a) the type of pleasure craft and serial number,
- (b) the manufacturer's name and the compliance with the *Construction Standards*,
- (c) the recommended maximum gross load capacity of the pleasure craft,
- (d) the recommended maximum number of persons that the pleasure craft may carry,
- (e) if the pleasure craft has an outboard motor, the recommended maximum safe limits of engine power,
- (f) any circumstances under which an exemption to the limits referred to in item (e) may apply,
- (g) it conforms to the standards set out in the *Construction Standards for Small Vessels*,

 Transport Canada / Transports Canada		 Canada	
<b>MAXIMUM LOAD* CHARGE*</b>  500 kg 1100 lbs	<b>MAXIMUM # OCCUPANTS</b>  <b>5</b>	<b>MAXIMUM POWER PUISSANCE</b>  30 kW 40 hp	
<small>*OCCUPANTS, GEAR / *OCCUPANTS, ÉQUIPEMENT</small>		<b>NO. – no. XXXX0006</b>	
<b>BUILDER – CONSTRUCTEUR</b> ABC IMAGINARY CO. (YYY)		<b>MODEL – MODÈLE</b> RUNABOUT 6 m	
<small>The manufacturer certifies that this product complies with the pleasure craft requirements of the Construction Standards for Small Vessels.            Le fabricant certifie que ce produit est conforme aux exigences des embarcations de plaisance de la Norme de construction des petits bateaux.</small>			

**Capacity Label**

 Transport Canada / Transports Canada		 Canada	
<b>BUILDER – CONSTRUCTEUR</b>  MANUFACTURED OR HOMEBUILT	<b>OCCUPANTS</b>  <b>5</b>	<b>MODEL-MODÈLE</b>  OPEN VESSEL POWER 6.1 m	
<small>MAXIMUM LOAD CHARGE MAX.</small>	500 kg 1100 lbs	<small>MAXIMUM POWER PUISSANCE MAX.</small>	30 kW 40 hp
<small>LOAD INCL. OCCUPANTS, GEAR CHARGE INCL. OCCUPANTS, ÉQUIPEMENT</small>		<b>NO. – no. XXXX0030</b>	
<b>H.I.N. # – QQQAL0010403</b>			
<small>This vessel shall meet the pleasure craft requirements of the Construction Standards for Small Vessels</small>		<small>Ce bâtiment doit être conforme aux exigences des embarcations de plaisance de la Norme de construction des petits bateaux.</small>	

**Single Vessel Label P/C up to 6 m**

### Note:

During a courtesy check, if the vessel does not have a Canadian compliance plate/label, the examiner should ask proof that the individual in question already sent his application (showing a letter of exemption - with letterhead signed by HQ staff). If the individual did not send his application, the examiner should explain the process to obtain the plate/label (call HQ toll free line **or** give a FULL copy of the TP1332 with explanations of the application forms).

**Hints:**

- The recommended maximum number of persons may vary from the United States Standards and the Canadian Standards. In Canada, the weight of an adult is assumed to be 75 kg. (165 lbs.) and in United States, it is assumed to be 64 kg. (141 lbs.).
- The “gross load”, in the case of an inboard motor, includes the weight of the people, equipment, stores, engine, fuel and steering equipment. In the case of outboard motors, the gross load” includes the weight of the people and equipment.
- The maximum number of person(s), engine power limit and the total load are only recommendations. Remember that these maximums are for fair weather operation only.
- Canadian licensed Personal Watercrafts are required to carry only a conformity plate/label.

A conformity or single vessel plate/label for pleasure craft exceeding 6 m (without ratings) indicates the pleasure craft:

- (a) can be fitted with an engine, and
- (b) meets the standards set out in the *Construction Standards for Pleasure Crafts* or *Construction Standards for Small Vessels* (TP1332).

On these plates/labels, we will find the name of the boat builder, the model number of the pleasure craft and the plate/label number.

Transport Canada / Transports Canada <span style="float: right;">Canada </span>	
<b>BUILDER-CONSTRUCTEUR</b>  ABC IMAGINARY CO. (AAA)	<b>MODEL-MODELE</b>  RUNABOUT 6,1 m
The manufacturer certifies that this product complies with the pleasure craft requirements of the Construction Standards for Small Vessels	Le fabricant certifie que ce produit est conforme aux exigences des embarcations de plaisance de la Norme de construction des petits bateaux.
NO. – no. <b>XXXX0016</b>	

**Conformity Label**

Transport Canada / Transports Canada <span style="float: right;">Canada </span>	
<b>BUILDER – CONSTRUCTEUR</b>  MANUFACTURED OR HOMEBUILT	<b>MODEL – MODÈLE</b>  OPEN VESSEL POWER 6.1 m
This vessel shall meet the pleasure craft requirements of the Construction Standards for Small Vessels	Ce bâtiment doit être conforme aux exigences des embarcations de plaisance de la Norme de construction des petits bateaux.
<b>H.I.N. # – ZZZAL340A498</b>	
NO. – no. <b>XXXX0045</b>	

**Single Vessel Label P/C over 6 m**

From the *Construction Standards for Small Vessels*, TP 1332.

**Note: A new label must be issued if the vessel has been modified**



## Hull Identification Number

The hull identification number (HIN) provides a uniform method of identifying:

- (a) any specific boat;
- (b) the construction standards that apply to that specific boat;
- (c) boats subject to manufacturer's defect recall; and
- (d) a lost or stolen boat.

The identification Code consist of twelve (12) consecutive characters (capital letters of the alphabet or Arabic numerals) with no spaces, slashes (obliques), or hyphens between them, indicating:

- (a) a three (3) digit manufacturer's identification code (MIC) followed by;
- (b) a five (5) character manufacturer's hull serial number; and
- (c) four figures giving the date of manufacture.

Manufacturers of boats have the option of adding the prefix, e.g. CA- (block capitals and hyphen) in front of the HIN for the country code.

The HIN shall be permanently affixed into the hull or hull member (frame). No character of the HIN is to be less than 6 mm. (1/4 in.) in height and width. The HIN shall be located:

- (a) on the upper starboard quarter of the transom; or
- (b) the starboard side at the aft end of the hull that bears the rudder or steering mechanism if the boat has no transom; or
- (c) the outermost starboard side at the after end of the hull, if the boat has more than one hull and no transom.

If the pleasure craft is bought, built or imported, it is the responsibility of the boat owner to ensure that the vessel has a Capacity, Conformity, or a Single Vessel plate/label and a Hull Identification Number. Plates/labels and number can be obtained from the manufacturer. If this is not possible, inform the boat owner/operator to contact the Office of Boating Safety for information on how to obtain a plate/label and/or HIN and the associated fees.

Transport Canada  
Tower C, Place de ville  
330 Sparks Street  
Ottawa, Ontario K1A 0N5

Phone: 1-800-267-6687

### Examination Criteria

- All power-driven (or can be fitted with a motor) pleasure crafts that are built or imported and operated in Canada are required to carry a plate/label.
- In accordance with the specific characteristics of the pleasure craft, a specific plate/label must be attached in a conspicuous location on board the vessel.
  - Capacity plate/label: Pleasure craft not over 6m (19-8”) in length, serially produced, fitted or can be fitted with an engine of at least 7.5kW (10 Hp.);
  - Single Vessel plate/label: Pleasure craft not serially produced, fitted or can be fitted with an engine of at least 7.5kW (10Hp.);
  - Conformity plate/label: All other pleasure crafts that can be fitted with an engine.
- There must be no alterations or tampering of a plate/label.

NOTE: Vessels that have been modified must submit an application for a new label.

- The Hull Identification Number (HIN) must be present on all pleasure crafts manufactured, or imported in Canada, after August 1, 1981.
- The (HIN) must be marked at the precise location prescribed in the *Construction Standards of Small Vessel*, TP 1332.
- The marking of the HIN must be of 12 characters (with sometimes the country code with a hyphen in front of the HIN). Each of these characters can not be less of 6 mm (1/4 in.) in height and width.
- There must be no alterations or tampering of the HIN.
- PWC built prior to January 1, 1997, do not require a plate/label.

## *Flame Arrestors*

### **Small Vessel Regulations (SVR) Part VI Safety Precautions**

#### **Requirements:**

#### **SECTION 38 - Fuelling**

(5) No person shall install below deck or enclose by boxing on any small vessel an inboard engine that uses gasoline as a fuel unless the carburetor is fitted with a flame arrestor.

#### **General Information**

Except for outboard engines, every gasoline engine equipped with a carburetor installed in a pleasure craft must have an efficient means of backfire control. The flame arrestor must be suitably secured to the engine air intake with flame-tight connections.

All attachments shall be metal, with flame-tight connections and firmly secured to withstand vibrations, shocks and of course backfires. No oil residues can be found on the flame arrestor. The grid elements must be perfectly cleaned. It will help to increase the efficiency of the engine. The flame arrestor can be cleaned with mild soap (dishwashing liquid) and water, never use solvents. Ensure the flame arrestor is perfectly dry before reinstallation.



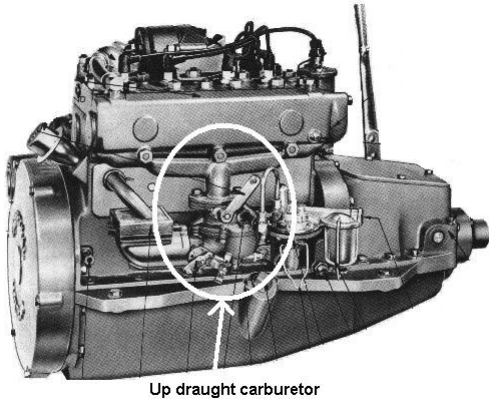
#### **Examination Criteria**

- Compulsory on all pleasure crafts with gasoline inboard engine equipped with a carburetor;
- Device mounted securely (no gasket between the arrestor and the throat of the carburetor – all connections metal to metal);
- No separation in the grid elements;
- The flame arrestor must be clean.

## Up Draught Carburetors

### General Information

During a courtesy check, those examining up draught carburetors (generally mounted on the side of the engine as indicated below) are reminded that a drip pan must be in place to prevent leakage of gasoline from the carburetor. If leakage is observed, advise owner / operator to have the carburetor serviced by a competent, certified marine technician.

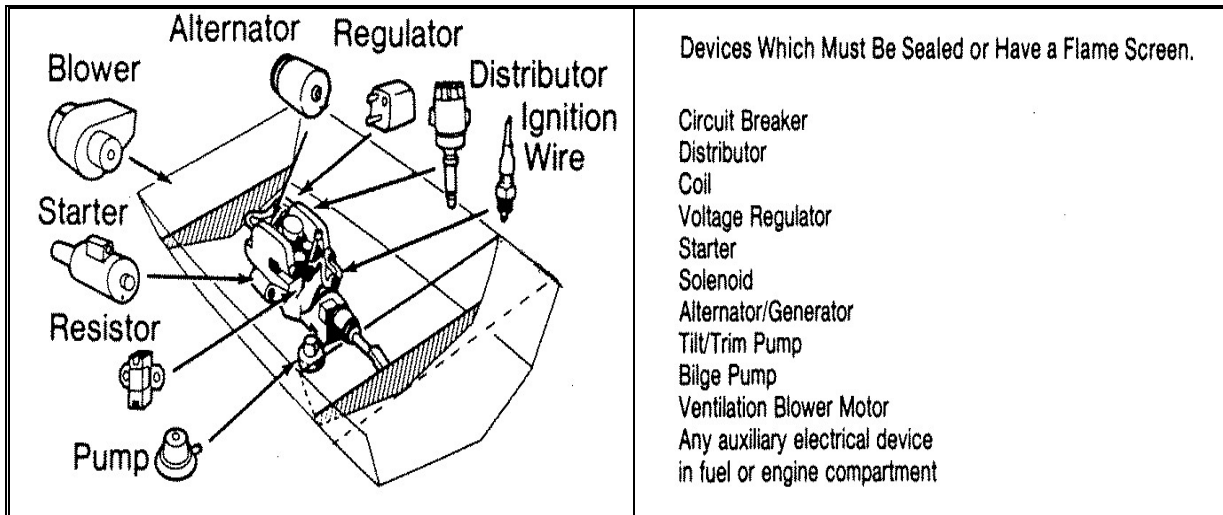


Up draught carburetor

Note: Drip pans are not manufactured. To create a drip pan, take a soup can and cut it to approximately 1 inch. Make a hanger, using wire to allow the container to hang under the carburetor to catch any possible drippings. Place gauze or absorbent pad in the bottom and replace once soiled.

## Ignition Protection

In accordance with SECTION 8.4.1 of the Canadian Construction Standard for small vessels (TP 1332), every electrical component shall be ignition protected unless the component is isolated from the fuel source such as engines, stoves, valves, connections or other fittings on vent lines, fill lines, distribution lines or fuel tanks.



### Examination Criteria

- Ask owner/operator if this is a marine or automotive engine
- If this is a marine engine, ask if there are any automotive replacement parts
- If this is an automotive engine, advise owner/operator of the above requirement
- Look for unscreened openings
- Look for cracks, breaks or holes
- Look for cracked or frayed wires
- Is it fully sealed?
- Look for either of the following stamp or inscription. These identify the component as ignition protected.



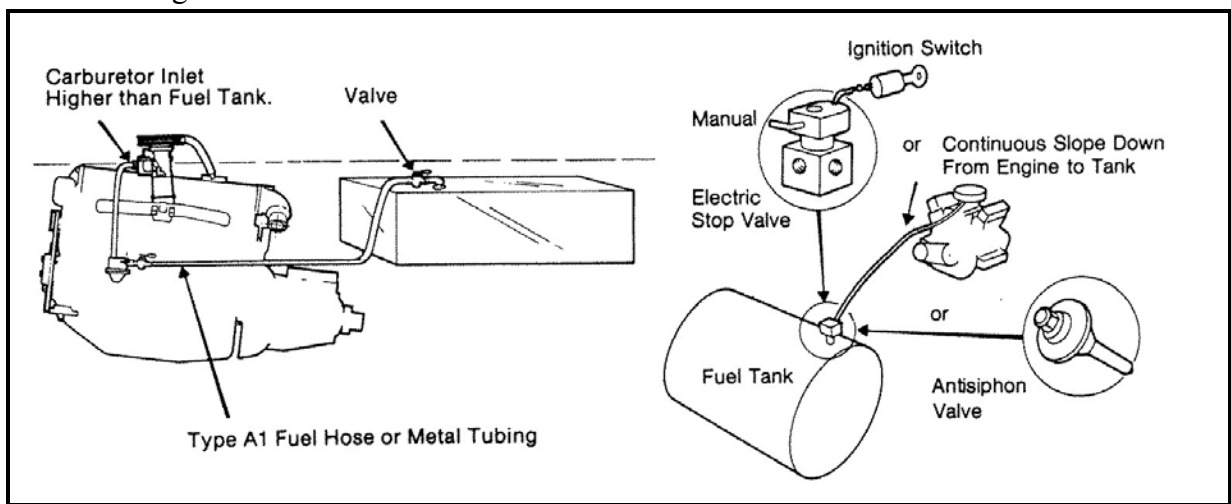
or

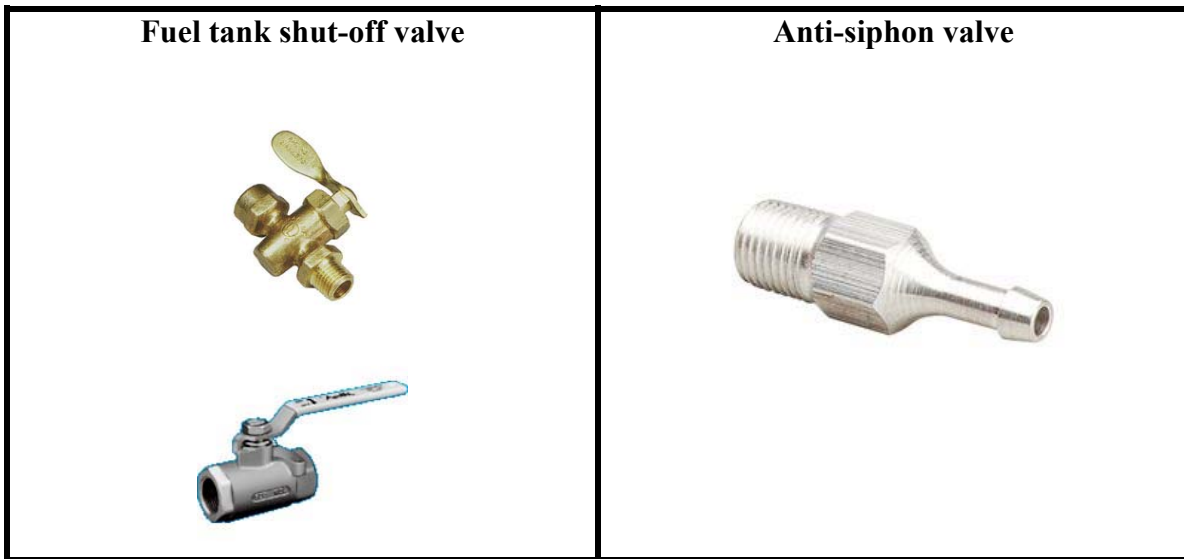


**Note:** If it's an automotive engine, if there are any automotive replacement parts or you observe leakage of gasoline from the carburetor, advise owner/operator to seek the advice from a competent, certified marine technician. Due to the explosive nature of any of these situations, it is imperative that this be rectified immediately.

### Fuel tank shut-off valves / Anti-siphon valves

In accordance with SECTION 7.4.6 of the Canadian Construction Standard for small vessels (TP 1332), all fuel distribution systems must be equipped with either a manual fuel tank shut-off valve or an anti-siphon protection system unless it has a continuous slope down from the engine to the fuel tank.





**Examination Criteria**

- Ask owner / operator if his fuel system is equipped with either a fuel tank shut-off valve or an anti-siphon protection system. If it is, advise him or her to ensure it is in good working order.
- If the owner / operator is unaware of where to locate either of these devices, advise him / her to consult the user guide, issued by the boat manufacturer or seek advice from a competent, certified marine technician.

## Gasoline Engine and Fuel Tank Space Ventilation

### **Construction Standards for Small Vessels (CSSV) TP1332 – Gasoline Engine and Fuel Tank Space Ventilation–Section 6.3**

#### **Requirements:**

#### **Removal of Combustible Vapours –SECTION 6.3.2**

##### **SECTION 6.3.2.1**

Combustible vapours shall be removed from closed engine and fuel tank spaces by means of a ventilation system.

##### **SECTION 6.3.2.2**

Open engine or fuel tank spaces do not require a separate ventilation system, if in compliance with subsection 6.3.3

#### **Underway Ventilation – SECTION 6.3.5**

##### **SECTION 6.3.5.1**

Every closed engine space and every closed space containing a permanent or portable fuel tank shall be provided with ventilation system designed to remove any accumulation of combustible vapours.

##### **SECTION 6.3.5.2**

At least one exhaust duct shall extend down to the bilge of the space from which the fumes are to be expelled. If the space is an engine space, the exhaust duct entrances shall be located as nearly as practicable under the engine(s).

##### **SECTION 6.3.5.3**

Duct termination in bilges shall be secured above the level of normal accumulation of bilge water.

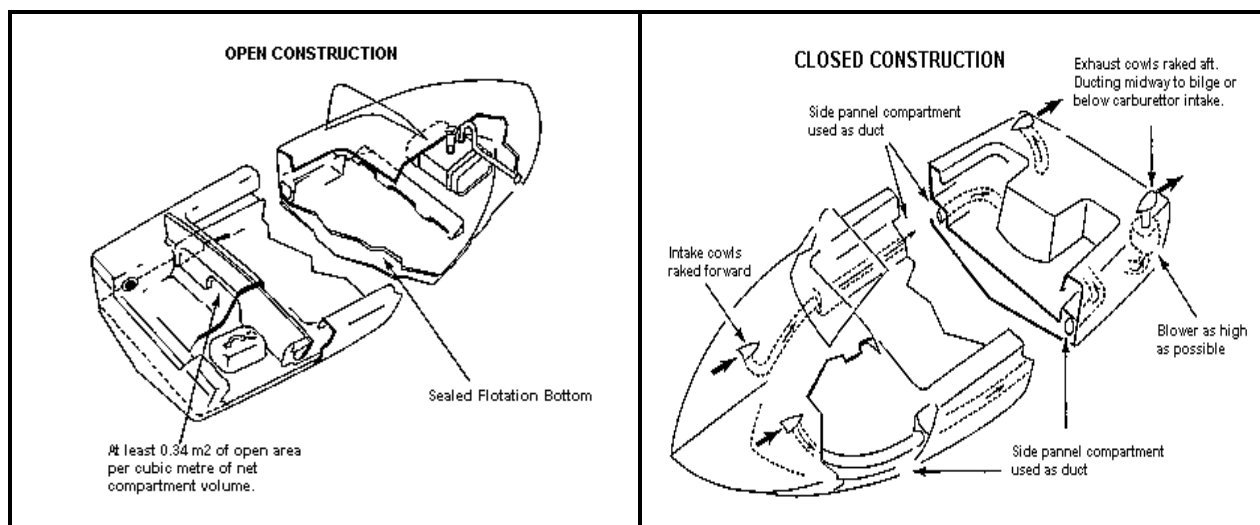
##### **SECTION 6.3.5.4**

Ventilation openings shall be located, where practicable, on the deck, but so located to minimize the ingress of water, taking into account all normal service conditions of heel, trim, wave action, loading and reverse operations.

## General Information

All pleasure crafts with inboard gasoline engine(s), except those with an open engine compartment shall have at least two (2) ventilator ducts fitted with cowls to efficiently remove explosive gases from the bilge of every engine and fuel tank compartment.

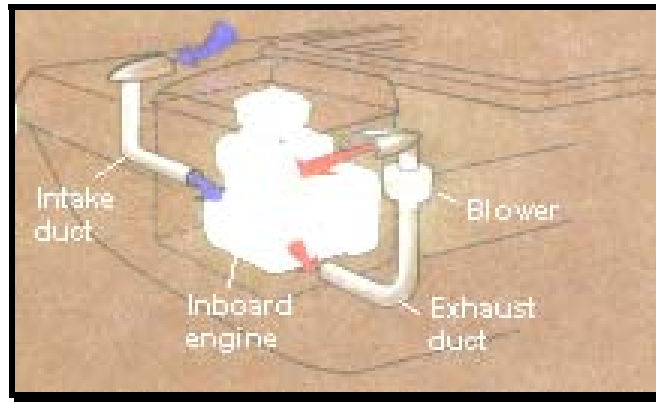
“Open compartment” means an engine or fuel tank compartment with at least  $0.34\text{m}^2$  ( $3.5\text{ft}^2$ ) exposed to the atmosphere per cubic metre of net compartment volume (about  $1\text{ft}^2$  of compartment exposed to the atmosphere per  $11\text{ft}^3$  of net compartment volume); where there are no long or narrow unvented spaces in which a flame front might propagate.



**NOTE:** In the closed construction vessel, the intake cowls are raked forward (openings facing forward) and the exhaust cowls are raked aft (openings facing aft).

In a closed construction vessel, there must be at least one exhaust duct extending from the lower third of the compartment, above the normal accumulation of bilge water to the open atmosphere. At least one intake duct shall direct the air from the open atmosphere into the compartment at any point midway to the bilge, or at least below the carburetor intake. The intake may form part of the engine cover and not always be a cowl or louver. The cowls shall be located and trimmed to prevent displaced fumes from being re-circulated and separated by a suitable distance.





### **Inboard Gasoline Engine Compartment Ventilation Arrangement**

#### **Examination Criteria**

- Compulsory on all pleasure crafts with inboard gasoline engine;
- Cowls free from obstruction;
- Intake cowl openings located outside the superstructure, facing forward;
- Exhaust cowl openings located outside the superstructure, facing aft;
- Cowls should be located to prevent water entering during normal conditions;
- Cowls should be located at least 380mm (15in.) from any gasoline filling pipe and/or gasoline tank vents – to prevent recirculation of gasoline fumes;
- Ducts in good and serviceable condition;
- Exhaust duct extended from the lower third of compartment, above normal bilge water accumulation;
- Intake duct midway to the bilge or at least below carburetor intake level.

## *Diesel Engine and Fuel Tank Space Ventilation*

### **Construction Standards for Small Vessels (CSSV) TP1332 Diesel Engine and Fuel Tank Space Ventilation–Section 6.4**

#### **Requirements:**

##### **SECTION 6.4.2.1**

Due to the characteristics of diesel fuel and the closed nature of the diesel engine fuel system, neither mechanical nor natural ventilation is necessary to remove diesel fuel vapours.

##### **SECTION 6.4.2.2**

Ventilating provisions and openings to the machinery space provided for the supply of combustion air shall accommodate the air requirements as stipulated by the engine manufacturer for each propulsion and auxiliary engine in that space. These openings may also function as a means of providing natural ventilation.

### **Construction Standards for Small Vessels (CSSV) TP1332**

#### **Battery Space Ventilation – SECTION 6.5.1**

Spaces containing batteries shall provide for the escape of hydrogen.

#### **General Information**

Natural ventilation for diesel engine and fuel tank spaces to remove diesel fuel vapours is not required. However, the engine space must be provided with openings to accommodate the air intake requirement for each engine (required by the engine's manufacturer).

Batteries must be well ventilated to eliminate the highly explosive hydrogen vapours, which are produced while being charged.

#### **Examination Criteria**

- Natural ventilation is not required to eliminate diesel vapours;
- Openings must be provided to diesel engine space so as not to “starve” the engine of air.
- Batteries must be well ventilated and secured;
- Battery box cover must be made of non-conductive material, to avoid short-circuit of the battery.

## Liquefied Petroleum Gas Fuel Systems (Propane – Butane)

### Small Vessel Regulations (SVR) – Part VI Safety Precautions

#### **Requirements:**

#### **Fuel-Burning Appliances or Systems**

##### **SECTION 40**

(1) No person shall install a fuel-burning appliance or system in a small vessel except in accordance with the manufacturer's recommended practices.

(2) No person shall install a fuel-burning appliance or system using gaseous fuel, liquefied petroleum gas, compressed natural gas or naphtha, or carry such appliance or system, in any small vessel that is carrying passengers.

(3) No person shall install a fuel-burning appliance or system using gaseous fuel, liquefied petroleum gas, compressed natural gas or naphtha in a manner that permits or is likely to permit ingress or trapping of the gas, fuel or naphtha below deck.

#### ***Canada Shipping Act – Marine Machinery Regulations***

#### **Schedule XIII – Liquefied Petroleum Gas Fuel Systems – Part I**

#### Division II – Specifications

##### **Paragraph 1.**

Gas fuel shall have a distinctive odour to indicate the presence of gas down to a concentration of 20 per cent of the lower explosive limit of the gas in the air.

##### **Paragraph 2.**

No liquefied petroleum gas fuel system of a type other than the vapour withdrawal type shall be installed or used in a ship.

##### **Paragraph 3.**

Gas fuel cylinders and regulating and safety devices shall be securely fastened and so located that escaping vapour cannot reach bilges, machinery spaces, accommodation or other enclosed spaces.

##### **Paragraph 4.**

Location of gas fuel cylinders, regulation arrangements and relief valve outlets shall be located only on open decks, on cabin tops, outside cockpits or inside housings that are gas-tight to the hull interior.

##### **Paragraph 5.**

Appliances shall be installed in accordance with the manufacturer's instructions and shall be securely fastened.

**Paragraph 6.**

Appliances shall be connected in a manner that prevents undue strain on the piping.

**Paragraph 7.**

Only liquefied petroleum gas fuel cylinders that meet the requirements of the Transport of Dangerous Goods Directorate of the Department of Transport or the Interstate Commerce Commission of the United States shall be used.

**Paragraph 8.**

Liquefied petroleum gas fuel system components and piping shall have a design working pressure of not less than 1 725 kPa.

**Systems Installation for Ships not Exceeding 24 metres (79 feet) in Length.**

**Paragraph 40.**

Gas fuel storage cylinders and pressure regulating and relief arrangements shall be

- (a) protected from damage, direct rays of the sun and heat; and
- (b) located on or above the weather deck level, outside the superstructure, with access only from the open deck.

**Paragraph 41.**

Gas fuel storage cylinder pressure-relief valves shall be vented away from the cylinders, and, as far as practicable, upward to prevent impingement of escaping gas onto the cylinders.

**Paragraph 42.**

Gas fuel safety device vent outlets from safety devices shall end as far as practicable from enclosed space openings and ventilation intakes.

**Paragraph 43.**

Spare and empty gas fuel cylinders shall have valve outlets that are capped, secured on the open deck and protected from damage, direct rays of the sun and heat.

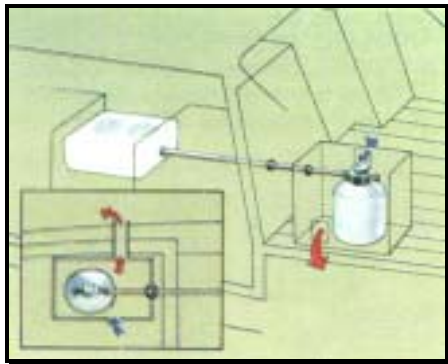
**Paragraph 44.**

Compartments that contain gas-burning appliances or in which gas may accumulate shall be efficiently ventilated so that inside air is exhausted through a vent opening located at the lowest part of the compartments.

**General Information**

Propane and butane are often used on pleasure craft for fuel-burning appliances. They can pose higher risks than gasoline. Heavier than air, they flow rapidly into the lower parts of the boat. They are extremely difficult to remove and are highly explosive.

Ensure that there is adequate ventilation when a gas-burning appliance is in use with a pilot light. Make sure that the appliance is fully secured to guard against leakage due to unexpected movement of the vessel. Secure the cylinder in a well ventilated area, preferably on top of the cabin or outside on the main deck.



### Examination criteria

- Gas fuel cylinders, regulating and safety devices shall be securely fastened and so located that escaping vapours cannot enter bilges, machinery spaces, accommodations or other enclosed spaces;
- Location of gas fuel cylinders, regulation arrangements and relief valve outlets shall be located only on open decks, on cabin tops, outside cockpits or inside housings that are gas-tight to the hull interior;
- Gas fuel piping shall
  - (a) be adequately flexible and protected from damage,
  - (b) have a minimum of piping in enclosed spaces,
  - (c) be exposed to sight as far as practicable,
  - (d) be supported by hangers that will not cause damage and corrosion and
  - (e) have non-abrasive covering for protection where they pass through decks and bulkheads;
- Gas fuel piping shall not be used as part of any electrical circuit or grounding system;
- Gas fuel piping shall not be used as support or restraint for any item or fitting that is not part of the gas system;
- Gas fuel safety devices vent outlets from safety devices shall end as far as practicable from enclosed space openings and ventilation intakes;
- Appliances shall be installed in accordance with the manufacturer's instructions and shall be securely fastened;
- Appliances shall be connected in a manner that prevents undue strain on the piping;
- Only liquefied petroleum gas fuel cylinders that meet the requirements of Transport of Dangerous Goods Directorate of the Department of Transport must be used;
- Spare and empty gas fuel cylinders shall have valve outlets that are capped, secured on the open deck, protected from damage, heat and the direct rays of the sun.

## Carbon Monoxide Hazards

It is important for all Courtesy Examiners to raise the awareness of a possible deadly circumstance effecting boaters - Carbon Monoxide poisoning. Carbon Monoxide (CO) is a flammable colourless, odourless, tasteless toxic gas produced during the incomplete combustion of fuel – Natural Gas, Oil, Coal, Wood, Kerosene, etc. Carbon Monoxide inhibits the blood's capacity to carry oxygen. By replacing oxygen with carbon monoxide in our blood, our bodies poison themselves by cutting off the needed oxygen to our organs and cells, causing various amounts of damage – depending on exposure.

Low levels of carbon monoxide poisoning (10%) result in symptoms commonly mistaken for flu and cold symptoms – shortness of breath on mild exertion, mild headaches, nausea. With higher levels of poisoning (30%) the symptoms become more severe -dizziness, mental confusion, severe headaches, nausea, fainting on mild exertion. At high levels of poisoning (50% or more) there may be unconsciousness and death. Smokers and individuals with pathological medical conditions are more susceptible to the effects of CO poisoning. Medical experts agree that it is difficult to estimate the total number of carbon monoxide incidents because the symptoms of carbon monoxide poisoning resemble so many other common ailments and these go unreported as such.

All of us should be aware of possible conditions where carbon monoxide might be a danger. In cold or warm weather boating, cooking, heating, or even leaving a motor on idle for too long – particularly where there are enclosed or partially enclosed spaces can result in a dangerous build-up of CO. We urge you when discussing safety with boaters to inquire about any fuel-burning appliance and under what conditions it could be safely used. Please pay particular attention when there are after market changes to a vessel (cabin extensions, canvas tops changed etc.) All boaters should be advised to use fuel-burning appliances only under well-ventilated conditions. It is also important to be aware of exhaust gases and likely places they may billow up and drift into an enclosed or partially enclosed space.

A Carbon Monoxide Detector is a cost-effective way to be alerted to CO build-up. CO Detectors should be mounted inside where occupants sleep or frequent the vessel. They are also great to have in any home heated with fuel.

## Engine Space Blower

### **Requirements:**

*Small Vessel Regulations (SVR) – Part VI Safety Precautions*

### **Engine Start-up**

#### **SECTION 39**

No person shall start up a gasoline-powered small vessel unless the engine space blower has been operated for a period of not less than four (4) minutes immediately before the start-up.

## **Construction Standards for Small Vessels (CSSV) TP1332 –**

### **Gasoline Engine and Fuel Tank Space Ventilation – Section 6.3**

#### **Blowers**

##### **SECTION 6.3.8.1**

The underway ventilation system shall be supplemented by a mechanical blower in order to remove combustible vapours from engine spaces prior to starting the engine.

##### **SECTION 6.3.8.2**

Blowers may be installed with separate ducting or installed in the underway exhaust duct as illustrated in Diagram 6-2.

##### **SECTION 6.3.8.3**

Blowers shall be mounted as high as practical, above the bilge low point to prevent contact with bilge fluid, except for blowers designed in combination with bilge pumps, which can be operated submerged.

##### **SECTION 6.3.8.4**

Blower outlet fittings shall not have less effective area than blower intakes.

##### **SECTION 6.3.8.5**

Blowers shall not be wired in the ignition circuit to run continuously, unless rated by the manufacturer for continuous operation.

##### **SECTION 6.3.8.6**

Blower motors shall be of a sealed type or ignition protected and shall be suitable for marine atmosphere.

##### **SECTION 6.3.8.7**

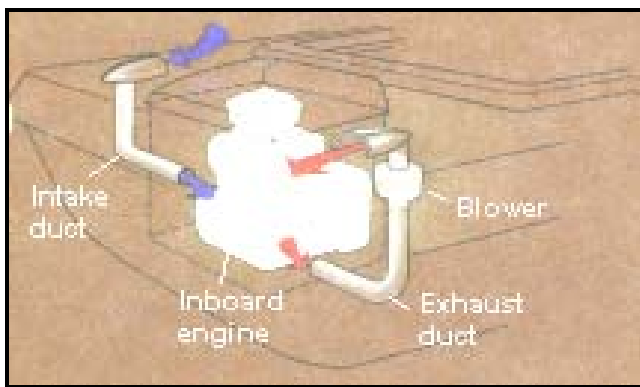
A blower instruction placard shall be provided at every engine ignition switch indicating the length of blower operating time which is required to clear the engine space prior to starting the engine.

##### **SECTION 6.3.8.8**

The blower shall be designed for a minimum of four minutes continuous operation, more if required, to clear any space of vapours.

## General Information

In every gasoline-powered engine compartment that must be ventilated, a mechanical blower must supplement the natural ventilation. The blower may be installed with separate ducting or incorporated in the natural exhaust system, so long as the natural ventilation is not impeded. Blowers shall be mounted as high as possible, but at least 350 mm (14 in.) above the bilge low point. Blower electric motors must be sealed or arc-less type to be suitable for marine atmosphere. The impellers are required to be non-sparking in relation to their housing. Blowers are required to operate for a minimum of four (4) minutes prior to starting the engine.



## Inboard Gasoline Engine Compartment Ventilation Arrangement

### Examination Criteria

- Blower to be operated and exhaust checked manually;
- Blower to be operated - listen for any suspicious noises;
- Exhaust ducting serviceable – perfect integrity (no perforations)
- Blower must be for marine use only – arc-less or sealed type.

## Heat Shielding

### General Information

Insulation should be in place to prevent any combustion of woodwork or other inflammable material and adjacent surfaces of engine exhaust piping, heating appliances, cooking appliances, wiring, switchboard and distribution panels or other components that may become heated.

### Examination Criteria

Examiner must look for any charred material or sooty residues and report his findings to the operator.



## Nautical Charts and Publications

**Requirements:** Canada Shipping Act – Charts and Nautical Publications Regulations

### Application

#### Paragraph 3.

These Regulations apply to Canadian ships in all waters and to all ships in waters under Canadian jurisdiction.

### Carriage of Charts and Publications

#### Paragraph 4.

(1) Subject to paragraph (2), the master and owner of every ship shall have on board, in respect of each area in which the ship is to be navigated, the most recent editions of the charts, documents and publications that are required to be used under s 5 and 6.

(2) The master and owner of a ship of less than 100 tons are not required to have on board the charts, documents and publications referred to in paragraph (1) if the person in charge of navigation has sufficient knowledge of the following information, such that safe and efficient navigation in the area where the ship is to be navigated is not compromised:

- (a) the location and character of charted
  - (i) shipping routes,
  - (ii) lights, buoys and marks, and
  - (iii) navigational hazards; and

- (b) the prevailing navigational conditions, taking into account such factors as tides, currents, ice and weather patterns.

### Maintenance of Charts, Documents and Publications

#### Paragraph 7.

The master of a ship shall ensure that the charts, documents and publications required by these Regulations are, before being used for navigation, correct and up-to-date, based on information that is contained in the Notices to Mariners, Notices to Shipping or radio navigational warnings.

### General Information

Charts and various publications such as *Notices to Mariners*, *Sailing Directions* and the *List of Lights, Buoys and Fog Signals*, are required under the *Charts and Nautical Publications Regulations*. Vessels under 100 tons are not required to carry these publications if the operator has sufficient knowledge of the shipping routes, navigational aids and hazards to navigate safely.

### Examination Criteria

- Charts and Nautical publications from the area usually travelled, must be present onboard if the operator does not have a working knowledge of the hazards of the area.

## *Marine Communications* *(Regular VHF radios or Digital Selective Calling VHF radios)*

### **General Information**

**The carriage of a VHF radio on a pleasure craft is optional.** There is no requirement to carry a VHF radio onboard a pleasure craft. But, if there is one, the operator must have his/her “Restricted Radio Operator Certificate (Marine)”. This certificate can be obtained by successfully completing a test from the Canadian Power & Sail Squadrons. They can be reached by calling 1-888-CPS-BOAT.

The Global Maritime Distress and Safety System (GMDSS) is a new international system that uses improved land-based and satellite technology in conjunction with a shipboard radio system. A VHF radio with Digital Selective Calling (DSC) feature, in case of emergency (distress) will send a digital calling signal on channel 70 to all vessels in the vicinity and the Coast Guard Marine Communication and Traffic Centres (MCTS) for a quick alert. This type of VHF radio can also be connected to a GPS (Global Positioning System) device or a LORAN-C to facilitate the location of the distressed signal origin. Channel 70 can also be used for general calling purposes. To make a digital call, each radio must have an identity, a nine digit Maritime Mobile Service Identity (MMSI) number. Your owner’s manual will tell you more about this feature and how to make a DSC call to another boat or to a shore station that has DSC capability. MMSI numbers are assigned free of charge by Industry Canada.

**Pleasure boaters are not required by law to comply with the requirements of the GMDSS** (meaning equip themselves with a DSC VHF radio), but it is strongly encouraged for offshore boaters. In the near future, pleasure boaters who want to communicate with commercial traffic will be required to use a DSC VHF radio. Also, boaters should be reminded that **channel 70 is now only used for Digital communication and not for analogue (voice) communication**. Using channel 70 as voice communication may interfere with a digital distress call.

Remember that a cellular phone, on coastal waters, is not a good substitute for a marine radio. It doesn’t alert other vessels in your vicinity and cellular phone signals cannot be traced back to the point of origin.

## *Noise Abatement Mechanism*

### **Small Vessel Regulations (SVR) – Part VI Safety Precautions**

#### **Requirements:**

#### **Engines**

#### **SECTION 37**

(1) Subject to sub (2), no person shall operate a power-driven vessel, and no person shall permit another person to operate such a vessel,

(a) unless it is equipped with a muffler that is in good working order and that is in operation at all times while the vessel is in use to prevent excessive or unusual noise;  
or

(b) if it is equipped with a muffler cut-out or by-pass, unless the muffler cut-out or by-pass is visibly disengaged in such a manner as to ensure that, while the vessel is in use, its exhaust gases are directed through the muffler or under water and that the muffler cut-out or by-pass cannot be engaged accidentally.

(2) Sub (1) does not apply in respect of any small vessel

(a) that was constructed before January 1, 1960;

(b) that is engaged in an official competition or in formal training or final preparation for an official competition;

(c) that is powered by an outboard or an inboard/outboard drive system that is not equipped with a muffler, if the exhaust gases are directed under water through the propeller hub or below the cavitation plate;

(d) that is operated five or more miles from shore;

(e) that derives its propulsion from an aircraft-type propeller operating in an air medium or from gas turbines; or

(f) that is not a pleasure craft and is equipped with a noise abatement mechanism that is in use when the small vessel is within five miles from shore.

## General Information

Guidance notes on the regulatory requirements in the Small Vessel Regulations.

- \* Outboard motors are considered to have addressed the issue by directing the exhaust gases through the propeller hub or below the anti-cavitation plate.
- \* Inboard/Outboard installations (i/o's) are considered to have addressed the issue by directing the exhaust gases through the propeller hub or below the anti-cavitation plate.

The installation of the following components in a wet exhaust line would be considered as complying with the regulation;

- \* **Muffler** means an expansion chamber, within the exhaust line of the propulsion engine of a vessel, specifically designed to reduce engine noise but does not include a muffler cut-out, straight exhaust, gutted muffler, glass-pack muffler, by-pass or similar device.
- \* **Waterlock**; is a device intended to prevent back flooding of cooling water into the exhaust manifold, with a side benefit of some noise reduction.
- \* **Diverter**; used to direct exhaust gases below the waterline is acceptable.

## Pleasure Craft “Noise Abatement Mechanism” (muffler).

### Guidance notes and explanations show some possible installations.

The following is provided for guidance only relating to acceptable engine exhaust noise muffling arrangements. It is not intended as an installation guide, or to cover all possible installations. Engine manufacturer’s recommendations should be followed with respect to specific installations.

## DRY EXHAUSTS

should be equipped with a muffler (silencer) generally as indicated in Fig 1. The muffler should be sized as large as practical and designed to ensure maximum sound attenuation with minimum backpressure.

Dry exhaust systems may be used for propulsion and generator engines of any size.

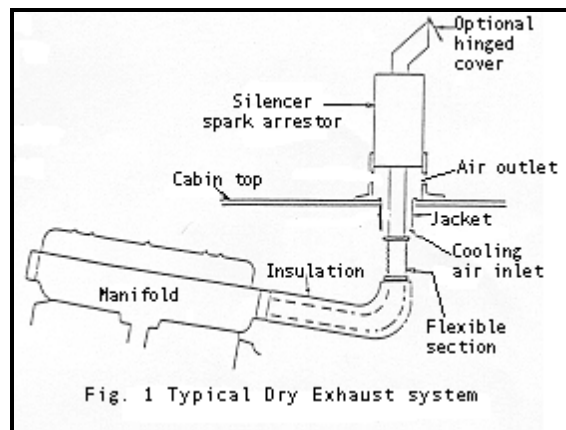
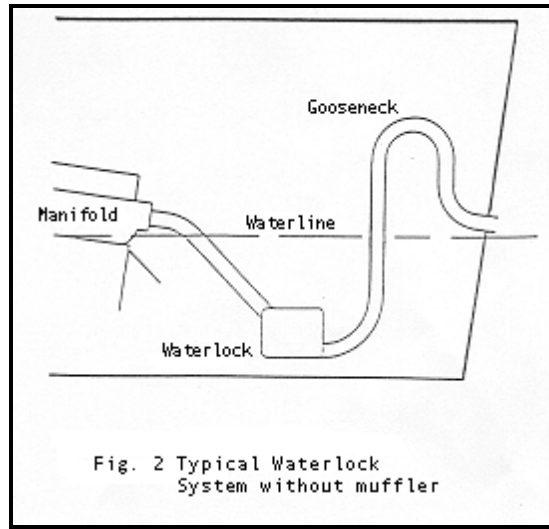


Fig. 1 Typical Dry Exhaust system

## WET EXHAUST SYSTEMS

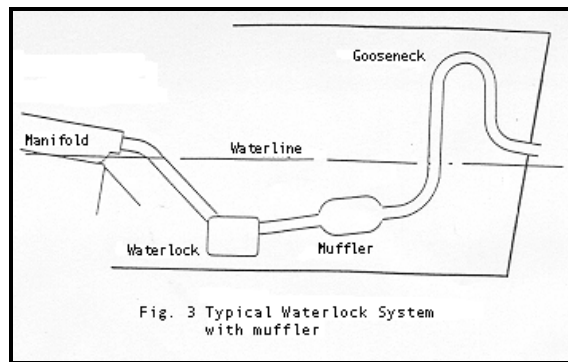
may make use of water locks and/or wet mufflers. Waterlocks alone may provide sufficient sound attenuation, and are thus suitable for generator engines and smaller propulsion engines.

With all wet exhaust systems care must be taken to ensure water cannot back-siphon into the engine. Depending on the relative height of the waterline an anti-siphon valve or siphon break may be required (not shown in figures).



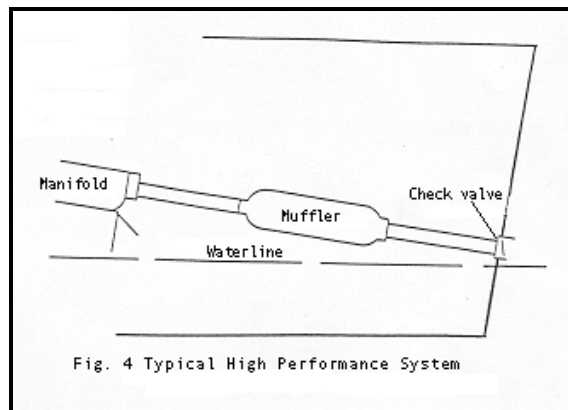
For **LARGER ENGINES**,

a waterlock may be supplemented with a specially designed muffler.



For **HIGH PERFORMANCE** applications,

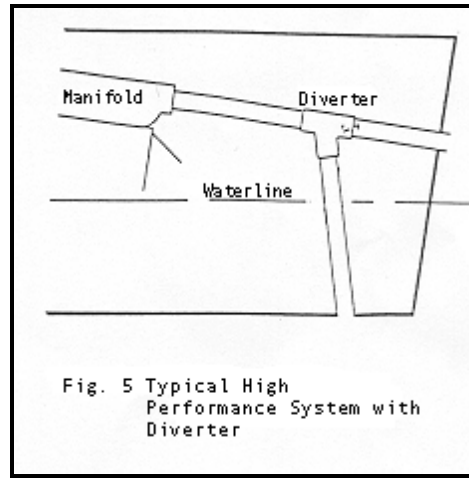
an effective muffler should be fitted. Depending on the relative height of engine to waterline a check valve to prevent backflow of water into the engine may be required. Check valves may be at the transom, integral with the muffler or both.



For **COMPETITION CRAFT**,

a diverter may be installed allowing exhaust gases to pass without restriction where conditions permit.

Where conditions require sound attenuation the diverter is used to divert the exhaust gases through an alternate exhaust system fitted with a muffler or passing through an underwater penetration in the hull.



## Competency of Operators of Pleasure Craft Regulations

### General Information

All operators born after April 1<sup>st</sup>, 1983, of pleasure craft, fitted with a motor, used for recreational purposes, must have in their possession on board a proof of competency by:

All operators of pleasure craft, fitted with a motor, used for recreational purposes, less than 4 metres (13'-1") must have in their possession on board a proof of competency by:

All other operators of pleasure craft, fitted with a motor, used for recreational purposes, must have in their possession on board a proof of competency by:

### Phase-in Period

SEPTEMBER 15, 1999

SEPTEMBER 15, 2002

SEPTEMBER 15, 2009

### Examination criteria

- These Regulations apply to operators of pleasure craft only, fitted with a motor and operated for recreational purposes in Canadian waters, other than the waters of the Northwest Territories and Nunavut.
- These Regulations don't apply to non-residents and whose pleasure craft is in Canada for less than forty-five (45) consecutive days. The non-resident will be considered as competent if he/she has been issued a certificate by the person's state or country of residence attesting that he/she has acquired the boating safety knowledge required by the state or country.
- **The Proof of Competence** can take one of three forms:
  - Proof of having taken a boating safety course prior to **April 1, 1999**.
  - Pleasure Craft Operator Card issued following the successful completion of a Canadian Coast Guard accredited test.
  - Completion of a rental-boat safety checklist (for power-driven rental boats).

The Pleasure Craft Operator Card is good for life. Boaters also have the option of taking the test without first completing a course.

## **Competency of Operators of Pleasure Craft Regulations**

### **Interpretation**

1. The definitions in this apply in these Regulations.

"Boating Safety Course Completion Card" means a card issued, by a person who provided a boating safety course in Canada, to a person who successfully completed the course before April 1, 1999.

"CCG-accredited course" means a series of lessons in respect of boating safety that has been accredited by the Canadian Coast Guard in accordance with 6.

"CCG-accredited test" means a test that has been accredited by the Canadian Coast Guard in accordance with 7.

"Enforcement officer" means

- (a) a member of the Royal Canadian Mounted Police;
- (b) a member of any harbour or river police force;
- (c) a member of any provincial, county or municipal police force; and
- (d) any person designated as an enforcement officer for the purposes of these Regulations by the Minister of Fisheries and Oceans. (agent d'exécution)

"operate" means the action of controlling the speed and course of a pleasure craft.

"Pleasure Craft Operator Card" means a document issued to a person by the administrator of a CCG-accredited test which attests that the person has passed the test in accordance with paragraph 4(1)(a).

"proof of age" means a Pleasure Craft Operator Card, birth certificate, baptismal certificate, passport, driver's licence or other official document that sets out the person's date of birth.

"proof of competency" means a Pleasure Craft Operator Card, a Boating Safety Course Completion Card, a rental boat safety checklist, proof of the successful completion of a boating safety course, or a certificate or other document pertaining to boating safety knowledge, as required under 4.

"proof of residency" means a passport, driver's licence or other official government document that sets out a person's place of residence.

### **Application**

2. (1) These Regulations apply in respect of pleasure craft that are fitted with a motor and that are operated for recreational purposes in Canadian waters, other than the waters of the Northwest Territories and Nunavut.



(2) These Regulations do not apply in respect of seaplanes.

## **Prohibitions**

**3. (1)** Subject to sub (2) and 5, no person shall operate a pleasure craft unless the person

- (a) is competent to operate the pleasure craft in accordance with 4; and
- (b) has proof of competency and proof of age on board the pleasure craft.

(2) Sub (1) does not apply to a person who

- (a) is operating the pleasure craft under the supervision of an instructor, as part of a CCG-accredited course; or
- (b) is not a resident of Canada and whose pleasure craft is in Canada for less than 45 consecutive days.

**(2.1)** Subject to sub (2) and 5, no owner, master, operator, charterer, hirer, person in charge of a pleasure craft or person who makes a pleasure craft available for rent shall allow a person to operate the pleasure craft unless that person

- (a) is competent to operate the pleasure craft in accordance with 4; and
- (b) has proof of competency and proof of age on board the pleasure craft.

**(3)** A person referred to in paragraph **(2)(b)** or **4(2)(b)** shall not operate a pleasure craft without proof of residency on board the pleasure craft.

## **Competency**

**4. (1)** Subject to sub (2), a person is competent to operate a pleasure craft

- (a) if the person has passed a CCG-accredited test with a mark of at least 75 per cent and has received a Pleasure Craft Operator Card from the test administrator;
- (b) if the person had successfully completed a boating safety course in Canada before April 1, 1999 and has a Boating Safety Course Completion Card or other written proof of that completion;
- (c) in the case of a rented pleasure craft,
  - (i) only for the rental period, if both the person who makes the pleasure craft available for rent and the person who will operate the pleasure

craft complete and sign before the pleasure craft is operated, a rental boat safety checklist that contains the information referred to in 8, or

(ii) if the person meets the condition set out in paragraph (a) or (b)

(2) A person who is not a resident of Canada is competent to operate a pleasure craft if the person

- (a) has proof of competency as set out in sub (1); or
- (b) has been issued a certificate or other similar document by the person's state or country of residence attesting that the person has acquired the boating safety knowledge required by the state or country.

### **Transitional Provisions**

5.5 Sub 3(1) to 3 and 4 apply

- (a) beginning on September 15, 1999, to a person born after April 1, 1983 who operates a pleasure craft;
- (b) beginning on September 15, 2002, to a person born before April 2, 1983 who operates a pleasure craft that is less than 4 m in length; and
- (c) beginning on September 15, 2009, to a person born before April 2, 1983 who operates a pleasure craft of any length.

### **CCG – Accredited Courses**

6. (1) A person shall apply for the accreditation of a boating safety course by making a written request and submitting 4 copies of the course to the Canadian Coast Guard.

(2) The Canadian Coast Guard may accredit, as a CCG-accredited course, a course that

- (a) defines boating terms and expressions;
- (b) describes the responsibilities of the operators of pleasure craft, including the requirement to have the appropriate equipment and charts, maps and other documents on board the pleasure craft;
- (c) sets out safety procedures to be followed by operators and occupants of pleasure craft, including appropriate responses to boating emergencies and other situations;
- (d) sets out general boating safety knowledge; and
- (e) reviews these Regulations and the provisions of the following statutes and regulations relating to the matters referred to in paragraphs (a) to (c), as applicable:

- (i) the *Canada Shipping Act*,
- (ii) the *Contraventions Act* and regulations made under it, as they pertain to contraventions of the *Canada Shipping Act* and regulations made under it,
- (iii) the *Criminal Code*,
- (iv) the *Boating Restriction Regulations*,
- (v) the *Charts and Nautical Publications Regulations, 1995*,
- (vi) the *Collision Regulations*, and
- (vii) the *Small Vessel Regulations*.

(3) The Canadian Coast Guard may

- (a) suspend the accreditation of any boating safety course where the course no longer meets the criteria set out in sub (2); and
- (b) reinstate the accreditation where the reasons for the suspension have been remedied.

### **CCG – Accredited Test**

7. (1) A person who has had a course accredited under 6 may apply for accreditation of a boating safety test by making a written request and submitting 4 copies of the test to the Canadian Coast Guard.

(2) The Canadian Coast Guard may accredit, as a CCG-accredited test, a test that

- (a) uses association items, multiple-choice questions or short-answer questions; and
- (b) includes at least
  - (i) 9 items or questions on the matters referred to in paragraphs 6(2)(a) and (e),
  - (ii) 9 items or questions on the matter referred to in paragraphs 6(2)(b) and (e),
  - (iii) 12 items or questions on the matters referred to in paragraphs 6(2)(c) and (e), and
  - (iv) 6 items or questions on the matter referred to in paragraph 6(2)(d).

(3) A CCG-accredited test shall be supervised for its duration by the person referred to in sub (1) or by the person's representative.

(4) The Canadian Coast Guard may

(a) suspend the accreditation of any boating safety test where the test

(i) no longer meets the criteria set out in sub (2),

(ii) is being administered in a manner that results in the examinee not being tested in accordance with those criteria, or

(iii) is not being administered in accordance with sub (3); and

(b) reinstate the accreditation where the reasons for the suspension have been remedied.

7.1 (1) The Canadian Coast Guard may suspend or revoke the accreditation of the course or test referred to in 7 or both, where it believes on reasonable grounds that the course or the test is being administered or given to a person in such a manner that, on completion of the course or the test, that person's knowledge of the matters referred to in sub 6(2) is doubtful.

(2) The Canadian Coast Guard may reinstate the accreditation of the course or the test or both, where it is satisfied that the reasons for the suspension or revocation have been remedied.

(3) No person shall administer a course or test where accreditation for the course or test has been suspended or revoked.

## **Rental Boat Safety Checklist**

8. A person who makes a pleasure craft available for rent must include, in a rental boat safety checklist, a statement that they have given to the persons who will operate the pleasure craft information pertaining to

(a) the operation of the pleasure craft;

(b) the principal boating safety rules; and

(c) the geographic features and hazards in the area in which the pleasure craft will be operated.

## **Powers of Enforcement Officers**

8.1 An enforcement officer may, in order to verify and ensure compliance with these Regulations,

(a) ask any pertinent questions of, and demand all reasonable assistance from, the owner or master, or any person who is in charge or appears to be in charge, of a pleasure craft;

(b) require that the owner or master or other person who is in charge or appears to be in charge of the pleasure craft produce forthwith

- (i) personal identification, and
  - (ii) any other document required by these Regulations; and
- (c) go on board any pleasure craft.

**8.2** (1) Subject to sub (2), an enforcement officer may, in order to promote public safety or to ensure compliance with these Regulations, direct or prohibit the movement of a pleasure craft or direct the operator of a pleasure craft to stop it.

(2) Except in an emergency, an enforcement officer shall not, without the prior consent of the person in charge of monitoring marine traffic, give a direction under sub (1) that would contradict a direction given by that person in respect of a pleasure craft when it is in any of the following waters:

- (a) the Seaway, as defined in sub 2(1) of the Canada Marine Act;
- (b) a public port, as defined in sub 2(1) of the Canada Marine Act;
- (c) a port that is under the jurisdiction of a port authority as defined in sub 2(1) of the Canada Marine Act; and
- (d) a Vessel Traffic Services Zone referred to in s 562.16 and 562.18 of the Canada Shipping Act.

**8.3** Every person shall comply with the requirements of an enforcement officer in the course of carrying out duties and functions under these Regulations.

## Pleasure Craft Operator Card

The diagram shows a sample Pleasure Craft Operator Card with the following elements and specifications:

- Header:**
  - Goudy Bold 14 point:** Pleasure Craft Operator Card / Carte de conducteur d'embarcation de plaisance
- Personal Information:**
  - Courier New 11 point:** Henry Boater / Nom / Nom
  - Card Number / Numéro de la carte:** 2122334455
  - ITC New Baskerville 5 point:** ITC New Baskerville
  - Expiry / Date d'expiration:** 58 03 18 / 99 10 15
  - Date of Issue / Date d'émission:** (blank)
- Course Provider:**
  - Course Provider Logo / Logo du fournisseur de cours:** Alex Sailing School logo (sailing boat)
  - Name of Course Provider / Nom du fournisseur de cours:** Alex Sailing School
  - ITC New Baskerville 6 point:** ITC New Baskerville
  - Maximum font size: 14.5 point / Dimension maximale de la police: 14.5 point:** (for provider name)
- Front of Card / Dessus de la carte:**
  - FRONT OF CARD / DESSUS DE LA CARTE:** Prints in four colour process / Impression en 4 couleurs
  - (card size): 8.5725 cm x 5.3975 cm / (dimensions de la carte): 8.5725 cm x 5.3975 cm**
  - (3 3/8 x 2 1/8 inches) / (3 3/8 x 2 1/8 pc)**
- Back of Card / Verso de la carte:**
  - BACK OF CARD / VERSO DE LA CARTE:** Prints in one colour black / Impression en une couleur, noir
  - (card size): 8.5725 cm x 5.3975 cm / (dimensions de la carte): 8.5725 cm x 5.3975 cm**
  - (3 3/8 x 2 1/8 inches) / (3 3/8 x 2 1/8 pc)**
- Competency Statement:**
  - ITC New Baskerville 6 point:** This card holder is competent to operate a pleasure craft as indicated in the Competency of Operators of Pleasure Craft Regulations of the Canada Shipping Act. / Le titulaire de cette carte a la compétence requise pour conduire une embarcation de plaisance comme l'indique le Règlement sur la compétence des conducteurs d'embarcations de plaisance de la Loi sur la marine marchande du Canada.
- Signature:**
  - ITC New Baskerville Bold 8 point:** Alex Sailing School / Alex Sailing School french
  - Information on the Course Provider in English / Information sur le fournisseur de cours en français:** Lorem ipsum dolor sit amet, consectetur adipiscing elit, sed diam nonummy nibh euismod tunc tempor incididunt ut labore et dolore magna aliqua erat di diam nonummy euismod non tempor incididunt ut bloec.
  - ITC New Baskerville 6 point:** Information on the Course Provider in French / Information sur le fournisseur de cours en français

**Example of a Rental Boat Safety Checklist.**

Individuals renting a pleasure craft fitted with a motor will be required to complete a Rental Boat Safety Check List. Unless:

1. They have a Canadian Coast Guard Pleasure Craft Operator Card, or
2. They have written proof of having successfully taken a boating safety course prior to April 1, 1999, or nautical certification, or in the case of non-residents proof of competency from their own country.

⇒ Those required to complete a rental boat safety check list, must carry on board the co-signed (customer and rentor) section of the Rental Boat Safety Check List as proof of competency for the duration of the rental.

PLEASE INITIAL EACH BOX ON THE FORM AS THE SUBJECT IS COVERED BY THE RENTAL OPERATOR / OUTFITTER.

**BOATING SAFETY RULES**

1. I, the pleasure craft operator, confirm that there are the appropriate number and sizes of approved Personal Floatation Devices or Life Jackets in the boat for the number of people on board. They must fit and should be worn. I am aware that persons operating a pleasure craft without the appropriate number and sizes of approved Personal Floatation Devices or Life Jackets, may be subject to ticketing and a fine.
2. I, the pleasure craft operator, am aware that it is illegal to operate a pleasure craft, or to permit others to do so, when under the influence of alcohol, narcotics, or barbiturates.
3. I, the pleasure craft operator, will only allow people who have completed and signed a *Rental Boat Safety Check List*, valid for the duration of this rental or have other proof of competency, to operate this pleasure craft. I am aware that persons operating a pleasure craft without proof of competency/age, may be subject to ticketing and a fine.
4. I, the pleasure craft operator, have been shown how to use, and know the location of safety equipment required under the Small Vessel Regulations. I am aware that persons operating a pleasure craft without the required safety equipment, may be subject to ticketing and a fine.
5. I, the pleasure craft operator, understand that pleasure craft fitted with motors must keep clear of non-powered pleasure craft. I also understand that I am responsible for my own wake and wash and the effects that it can have on other pleasure craft, property, wildlife and the environment.
6. I, the pleasure craft operator, when involved in an accident must stop, offer assistance and give my identity.

**OPERATION OF THE BOAT**

7. I, the pleasure craft operator, am aware of how to responsibly operate a pleasure craft and to share waterways in a courteous and respectful manner with others involved in all water-related activities.
8. I, the pleasure craft operator, confirm that the maximum load capacity and number of persons in the pleasure craft will not exceed the amount stated on the capacity plate. If a capacity plate is not fitted, the load capacity and number of persons in the pleasure craft shall not exceed the manufacturer's recommendation. I am aware of the proper way to distribute weight in the pleasure craft for a safe and comfortable ride and I will keep my passengers in the safest positions at all times - always seated while underway.
9. I, the pleasure craft operator, have been shown the proper procedure for starting and shutting off the engine and will make sure no person is in the water within the vicinity of the pleasure craft before starting and while running the motor.

Canadian Coast Guard Rental Boat Safety Checklist Standard – page 11 of 12

**Example of a Rental Boat Safety Checklist (cont.)**

<input type="checkbox"/>	10. I, the pleasure craft operator, have been shown and understand the operation of the throttle and gear-shift lever.
<input type="checkbox"/>	11. I, the pleasure craft operator, know where and how to operate the ignition cut-off (kill) switch. While operating a Personal Water Craft, I will stay tethered to it at all times.
<input type="checkbox"/>	12. I, the pleasure craft operator, am aware of how to depart and approach the dock in a safe and proper manner.
<input type="checkbox"/>	13. I, the pleasure craft operator, am aware of how to respond to grounding, capsizing, and re-boarding.
<b>LOCAL HAZARDS AND CONDITIONS</b>	
<input type="checkbox"/>	14. I, the pleasure craft operator, am aware of the local navigational aids and their meaning, as well as local hazards and local regulations.
<input type="checkbox"/>	15. I, the pleasure craft operator, shall maintain a proper lookout at all times for other boats, navigational hazards and changes in weather conditions – changes in weather can occur quickly creating conditions dangerous to recreational boats.
Boat/Motor Type and Description: _____	
Duration of Rental: _____	
Maximum Number Persons Permitted in Boat: _____	
Customer Name (print): _____	
Customer Signature: _____ Init.: _____ Date: _____	
Representative of Rental Agency's Signature: _____ Init.: _____ Date: _____	
Canadian Coast Guard Rental Boat Safety Checklist Standard – page 12 of 12	



# ANNEX

## *Small Vessel Regulations*

### **Safety Precautions – Part VI**

#### **Application**

##### **SECTION 36 -**

This Part applies to small vessels that are operating in Canada.

#### **Prohibitions**

##### **SECTION 37 – Engines**

37. (1) Subject to sub (2), no person shall operate a power-driven vessel, and no person shall permit another person to operate such a vessel,

- (a) unless it is equipped with a muffler that is in good working order and that is in operation at all times while the vessel is in use to prevent excessive or unusual noise; or
- (b) if it is equipped with a muffler cut-out or by-pass, unless the muffler cut-out or by-pass is visibly disengaged in such a manner as to ensure that, while the vessel is in use, its exhaust gases are directed through the muffler or under water and that the muffler cut-out or by-pass cannot be engaged accidentally.

(2) Sub (1) does not apply in respect of any small vessel

- (a) that was constructed before January 1, 1960;
- (b) that is engaged in an official competition or in formal training or final preparation for an official competition;
- (c) that is powered by an outboard or an inboard/outboard drive system that is not equipped with a muffler, if the exhaust gases are directed under water through the propeller hub or below the cavitation plate;
- (d) that is operated five or more miles from shore;
- (e) that derives its propulsion from an aircraft-type propeller operating in an air medium or from gas turbines; or
- (f) that is not a pleasure craft and is equipped with a noise abatement mechanism that is in use when the small vessel is within five miles from shore.

##### **SECTION 38 - Fuelling**

38.(1) No person shall install any fixed fuel tank or fixed fuel line in a small vessel, maintain the tank or line, or fuel the vessel, in a manner that permits or is likely to permit

- (a) leakage of gasoline, or
  - (b) spillage of gasoline into the hull.
- (2) No person shall knowingly allow leakage of fuel within or from a small vessel.
- (3) No person shall fuel a pleasure craft that is at dockside or beached or any other small vessel that is at dockside, where the craft or vessel is fitted with

- (a) a portable fuel tank, unless the tank is removed from it; or
  - (b) a fixed fuel tank, when any person who is fuelling it is on board.
- (4) No person shall fuel a small vessel that is fitted with a fixed fuel tank unless all doors, windows and ports are closed, all electrical equipment is switched off, all engines are shut off and all open flames, including pilot lights, are extinguished.

**SECTION 41 – Small Vessel Towing Activities**

41(1) Subject to sub (2), no person shall operate a small vessel while towing any person on the water or in the air,

- (a) unless there is on board a person other than the operator, who is keeping watch on the person being towed;
  - (b) unless there is a seating space on the small vessel to accommodate the person being towed;
  - (c) if the person being towed is not wearing a personal flotation device or lifejacket, unless the small vessel carries the personal protection equipment that would be required under part II if the person were on board; and
  - (d) during the period beginning one hour after sunset and ending at sunrise.
- (2) Sub (1) does not apply in respect of a small vessel that is being operated during formal training, in an official competition or in a skill demonstration, if the vessel meets the safety requirements of a governing body respecting such training, competitions or demonstrations.

**Interpretation**

“governing body” means a national water sport governing body

- (a) that publishes written rules and criteria respecting conduct and safety requirements during skill demonstrations, formal training or official competitions; and
- (b) that
  - (i) certifies coaches and coaching programs,
  - (ii) certifies officials and programs for officials, or
  - (iii) recommends training and safety guidelines for certified coaches or officials.

**SECTION 42 – Remote-Control Vessels and Propeller-driven Surfboard**

No person shall tow themselves by a small vessel that is operated with remote-control; or operate a propeller-driven surfboard-type craft.

### **SECTION 43 – Prohibitions against Careless Operation**

No person shall operate a small vessel in a careless manner, without due care and attention or without reasonable consideration for other persons.

## **Powers of Enforcement Officers**

### **Part VII**

#### **SECTION 45**

The following persons are designated as enforcement officers in respect of pleasure craft for the purpose of these Regulations:

- (a) a member of the Royal Canadian Mounted Police;
- (a.1) a steamship inspector;
- (b) a member of any harbour or river police force;
- (c) a member of any provincial, county or municipal police force; and
- (d) any person designated as an enforcement officer for the purposes of these Regulations by the Minister of Fisheries and Oceans.

#### **SECTION 46**

An enforcement officer may, in order to verify and ensure compliance with these Regulations,

- (a) go on board a vessel;
- (b) examine a vessel and its equipment;
- (c) require that the owner or the master or other person who is in charge or appears to be in charge of the vessel produce, forthwith,
  - (i) personal identification, and
  - (ii) any licence, document or plate required by these Regulations; and
- (d) ask any pertinent questions of, and demand all reasonable assistance from, the owner or the master or other person who is in charge or appears to be in charge, of the vessel.

#### **SECTION 47.**

(1) Subject to sub (2), an enforcement officer may, in order to ensure compliance with these Regulations or in the interests of public safety, direct or prohibit the movement of vessels or direct the operator of a vessel to stop it.

(2) Except in an emergency, an enforcement officer shall not give a direction under sub (1) that is contrary to an order given by the person in charge of monitoring marine traffic, without the prior consent of that person, in respect of a vessel when it is in any of the following waters:

- (a) the Seaway, as defined in sub 2(1) of the Canada Marine Act; a public port, as defined in sub 2(1) of the Canada Marine Act;
- (b) a port that is under the jurisdiction of a port authority as defined in sub 2(1) of the Canada Marine Act; and
- (c) a Vessel Traffic Services Zone referred to in s 562.16 and 562.18 of the Act.

**SECTION 48**

Every person shall comply with the requirements of an enforcement officer in the course of carrying out duties and functions under these Regulations.

**Accident Reporting**

Part VIII

**SECTION 49**

(1) This applies in a province where the government of the province has reached an agreement with the Minister of Fisheries and Oceans in respect of pleasure craft accident reporting procedures and where a notice confirming that agreement has been published in the *Canada Gazette*.

(2) If a pleasure craft is involved in an accident that results in injury to a person that requires medical treatment beyond first aid but not admittance to a hospital, or that causes property damage estimated at more than \$2,500, the person responsible for the care and control of the pleasure craft shall complete a Boating Accident Report Form and forward it to the Office of Boating Safety of the Canadian Coast Guard, not later than 14 days after the accident.

(3) If a pleasure craft is involved in an accident that results in a fatality, injury to a person that requires admittance to a hospital, or property damage greater than \$5,000 resulting from fire, an explosion or collision with another vessel or other floating or fixed structure, the person responsible for the care and control of the pleasure craft shall report the accident to the local police authority as soon as possible.

**Offences and Penalties**

Part IX

**SECTION 50**

Every person who fails to comply with, or contravenes, any provision of Part I of these Regulations is liable on summary conviction to a fine of \$250.

## *Boating Restriction Regulations*

### **Age Prohibitions**

**SECTION 2.1** Notwithstanding any other provision of these Regulations, s 2.2 to 2.5 apply in respect of pleasure craft, including personal watercraft, that are operated for recreational purposes in Canadian waters, other than the waters of the Northwest Territories and Nunavut.

**SECTION 2.2** (1) Subject to s 2.4 and 2.5, no owner, master, operator, charterer, hirer, person in charge of a pleasure craft propelled by a motor with an engine power greater than 7.5 kW or person who makes it available for rent shall allow a person who is under 12 years of age to operate the pleasure craft.

(2) Subject to s 2.4 and 2.5, no person who is under 12 years of age shall operate a pleasure craft propelled by a motor with an engine power greater than 7.5 kW.

**SECTION 2.3** (1) Subject to s 2.4 and 2.5, no owner, master, operator, charterer, hirer, person in charge of a pleasure craft propelled by a motor with an engine power greater than 30 kW or person who makes it available for rent shall allow a person who is under 16 years of age to operate the pleasure craft.

(2) Subject to s 2.4 and 2.5, no person who is under 16 years of age shall operate a pleasure craft propelled by a motor with an engine power greater than 30 kW.

**SECTION 2.4** (1) Subject to 2.5, an owner, master, operator, charterer, hirer, person in charge of a pleasure craft propelled by a motor with an engine power greater than 7.5 kW or person who makes it available for rent may allow a person who is under 12 years of age to operate the pleasure craft if the person is accompanied and directly supervised in the pleasure craft by a person who is 16 years of age or older.

(2) Subject to 2.5, a person who is under 12 years of age may operate a pleasure craft propelled by a motor with an engine power greater than 7.5 kW if the person is accompanied and directly supervised in the pleasure craft by a person who is 16 years of age or older.

(3) Subject to 2.5, an owner, master, operator, charterer, hirer, person in charge of a pleasure craft propelled by a motor with an engine power greater than 30 kW or person who makes it available for rent may allow a person who is 12 years of age or older but less than 16 years of age to operate the pleasure craft if the person is accompanied and directly supervised in the pleasure craft by a person who is 16 years of age or older.

(4) Subject to 2.5, a person who is 12 years of age or older but less than 16 years of age may operate a pleasure craft propelled by a motor with an engine power greater than 30 kW if the person is accompanied and directly supervised in the pleasure craft by a person who is 16 years of age or older.

**SECTION 2.5** (1) No owner, master, operator, charterer, hirer, person in charge of a personal watercraft or person who makes it available for rent shall allow a person who is under 16 years of age to operate the personal watercraft.

(2) No person who is under 16 years of age shall operate a personal watercraft.

### Age – Horsepower Restrictions

<b>Children under 12 years of age, and not directly supervised,*</b>	<b>can operate a pleasure craft for recreational purposes with no more than 7.5 kW (10 Hp.) engine.</b>
<b>Youth between 12 years and under 16 years of age, and not directly supervised,*</b>	<b>can operate a pleasure craft for recreational purposes with no more than 30 kW (40 Hp.) engine.</b>
<b>Persons under 16 years of age</b>	<b>are not allowed to operate a Personal Watercraft (PWC).</b>
<b>People of 16 years of age and over,</b>	<b>there is no power restrictions.</b>

\* Directly supervised means: accompanied and directly supervised in the boat by a person. If a person under 16 years of age is accompanied and directly supervised by a person 16 years of age and older, there are no restrictions.

**Note:** 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 should be looked at separately in order to avoid any confusion.

#### General Information

Age-horsepower restrictions came into effect on April 1, 1999. These restrictions prohibit operators under the age of 16 years from operating a pleasure craft used for recreational purposes above specified horsepower limits.

## *Boating Restriction Regulations*

### **Prohibitions**

**SECTION 3.** No person shall place a sign anywhere for the purpose of restricting the operation of any vessel in Canadian waters unless

- (a) the Minister has authorized the sign to be so placed; and
- (b) the sign complies with s 9 and 9.1

**SECTION 3.1** Despite 3(b), a person may, on obtaining written authorization from the Minister, place a sign for providing notice of the prohibition set out in sub 6(5.2).

**SECTION 4.** No person shall, without the consent of the Minister, remove any authorized sign.

**SECTION 5.** No person shall

- (a) alter, conceal, damage or destroy any authorized sign; or
- (b) use any authorized sign or post that supports an authorized sign as a mooring.

**SECTION 6.** (1) No person shall operate a vessel in contravention of any restriction contained in an authorized sign.

(2) No person shall operate a vessel in any of the waters described in Schedule I, except as indicated in that Schedule, unless authorized by the Minister pursuant to paragraph 8(1.1)(a).

(3) No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in any of the waters described in Schedule II, except as indicated in that Schedule, unless authorized by the Minister pursuant to paragraph 8(1.1)(b).

(4) No person shall operate a power-driven vessel in any of the waters described in Schedule III unless authorized by the Minister pursuant to paragraph 8(1.1)(b).

(4.2) No person shall operate a power-driven vessel or a vessel driven by electrical propulsion that has an engine power greater than the maximum engine power set out in column IV of an item of Schedule III.2 in the waters described in that item unless authorized by the Minister pursuant to paragraph 8(1.1)(c).

(5) No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in an item of Schedule IV in excess of the maximum speed set out in column IV of that item unless authorized by the Minister pursuant to paragraph 8(1.1)(d).



(5.1) No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in an item of Schedule IV.1 in excess of the maximum speed set out in column IV of that item unless authorized by the Minister pursuant to paragraph 8(1.1)(d).

(5.2) Subject to sub (5.3), no person shall, in the inland waters of Canada that are within Ontario, Manitoba, Saskatchewan, Alberta or British Columbia, operate a power-driven vessel at a speed in excess of 10 km/h in waters within 30 m of the shore.

(5.3) Sub (5.2) does not apply

(a) if the operation of the vessel is for the purpose of towing a person on water skis, a surf board or any other such equipment and

- (i) the vessel follows a trajectory that is perpendicular to the shore, and
- (ii) where the vessel is being operated in waters within 30 m of the shore, the operation takes place within an area designated by buoys as an area in which such operation is permitted; and

(b) in respect of the operation of power-driven vessels

- (i) in rivers that are less than 100 m in width, or in canals or buoyed channels, or
- (ii) in any waters referred to in Schedule IV or IV.1 in respect of which a maximum speed is prescribed by these Regulations with regard to a specified distance from shore.

(6) No person shall operate a power-driven vessel or a vessel driven by electrical propulsion in the waters described in an item of Schedule V for the purpose of towing a person on water skis, surf board or any other such equipment except during the permitted hours set out in that item, if any.

(7) Subs (1) to (5.2) do not apply to:

- (a) a enforcement officer;
- (b) an employee or agent of the Crown, of a province, county or municipality acting within the scope of their duties;
- (c) a person in the act of saving life or limb or preventing damage to property; or
- (d) a person who operates a safety boat for surveillance and lifeguarding within the scope of regular activities carried out by a recreational institution or a teaching or racing organization established under provincial, federal or international laws;

(8) Subs (1) to (4.2) do not apply to:

- (a) a person who occupies a waterfront cottage that is only accessible by water and who operates a vessel solely for the purpose of reaching that cottage; or
- (b) a person who holds a provincial fishing permit and whose livelihood depends on fishing.

**SECTION 7.** (1) No person shall hold a regatta, marine parade or boat race in the waters described in Schedule VI unless authorized by a permit issued pursuant to sub 8(2).

(1.1) No person shall hold a regatta, marine parade or boat race in the waters described in sub 6(5.2) or in Schedule IV or IV.1 during the course of which vessels will be operated at a speed that exceeds the maximum speed prescribed by the Regulations in respect of those waters unless that person is authorized by a permit issued pursuant to sub 8(2.1).

(2) The person in whose name a permit to hold a regatta, marine parade or boat race is issued and all persons taking part in the regatta, marine parade or boat race shall comply with all the conditions set out in the permit.

(3) No regatta, marine parade or boat race held in waters other than those described in Schedule VI shall be held in a manner or at a place that would have the effect of unnecessarily obstructing ordinary navigation.

**SECTION 7.1** (1) No person shall operate a commercial river raft in the waters described in Schedule VI.I unless authorized by a permit issued pursuant to sub 8(6).

(2) The person in whose name a permit to operate a commercial river raft is issued shall comply with all the conditions set out in the permit.

### **Authorizations**

**SECTION 8.** (1) The Minister may authorize in writing any person or class of persons to place a sign in an area for the purpose of indicating that a restriction on the operation of vessels established by these Regulations exists in respect of that area.

(1.1) Where the advancement of scientific research or the development of aquaculture, or other related activities, the protection of the environment, the promotion of safety or the protection of life during a public event, the holding of a provincial, national or international sportive or artistic event, the enforcement of the law or the education or information of the public make it necessary that certain restrictions on navigation on waters referred to in schedules to these Regulations be temporarily suspended, the Minister may, on written request, authorize in writing any person or class of persons, on a temporary basis,

- (a) to operate any vessel in any of the waters described in Schedule ;
- (b) to operate a power-driven vessel or a vessel driven by electrical propulsion in any of the waters described in Schedule II or III;

- (c) to operate a power-driven vessel that has an engine power greater than the maximum engine power set out in column IV of an item of Schedule III.1 or III.2 in the waters described in columns I to III of that item;
- (d) to operate a power-driven vessel in the waters described in columns I to III of an item of Schedule IV or IV.1 in excess of the maximum speed set out in column IV of that item.
- (e) to operate a power-driven vessel at a speed in excess of 10 km/h within 30 m of the shore, or
- (f) to operate a power-driven vessel for the purpose of towing a person on water skis, a surfboard, a water sled or any other such equipment in the waters described in column I of an item of Schedule V.

(2) The Minister may issue a permit authorizing any person to hold a regatta, marine parade or boat race in the waters described in Schedule VI.

(2.1) The Minister may issue a permit authorizing any person to hold a regatta, marine parade or boat race in the waters described in sub 6(5.2) or in Schedule IV or IV.1 during the course of which vessels will be operated at a speed that exceeds the maximum speed prescribed by these Regulations in respect of those waters.

(3) The Minister may cancel his authorization for the placing of any sign and order the person authorized to place the sign to remove it and any support therefore.

(4) Any person who receives an order from the Minister pursuant to sub (3) shall forthwith comply with that order.

(5) Where a person has placed a sign restricting the operation of any vessel, other than an authorized sign, the Minister may order that person to remove the sign and, on receipt of the order, that person shall forthwith remove the sign and any support therefore at his own expense.

(6) The Minister or a designated provincial authority may issue a permit authorizing any person to operate in any of the waters described in column I of Schedule VI.I a commercial river raft that complies with the River Rafting Standards.

(7) The permit referred to in sub (6) shall specify the period to which it applies and the requirement to comply with the conditions set out in the River Rafting Standards.

(8) The Minister or a designated provincial authority may suspend or cancel the permit issued pursuant to sub (6) where the permit holder has failed to comply with the River Rafting Standards.

(9) The Minister or a designated provincial authority may issue an identification card to any person who meets the qualifications of a guide or Trip Leader set out in Schedule II to the River Rafting Standards.

(10) The identification card referred to in sub (9) shall specify the period to which it applies and the requirement to comply with the River Rafting Standards.

(11) The Minister or a designated provincial authority may suspend or cancel the identification card issued pursuant to sub (9) where the card holder has failed to comply with the River Rafting Standards.

(12) For the purposes of this , "River Rafting Standards" means the River Rafting Standards, TP 8643, issued by the Department of Transport in August 1987.

### **Requests for Restrictions on Navigation**

**SECTION 8.1** Where a designated authority or a designated provincial authority seeks, in respect of certain waters, the imposition of a restriction on navigation that is of the same nature as a restriction imposed by these Regulations, the authority may submit to the Minister a request for such a restriction together with a report that specifies the location of the waters, the nature of the proposed restriction, information regarding any public consultations held in respect of such a restriction, and particulars regarding the implementation of the proposed restriction.

**SECTION 9.** (1) An authorized sign shall be, according to the prohibition or restriction prescribed, in the form

(a) set out under letter C of Table 1 to Schedule VII, to indicate an area in which boats are prohibited;

(b) of a disk bordered by a band coloured international orange, as shown in figure 1a of Schedule VII, to indicate, in conjunction with two of the symbols shown in Table 1 to that Schedule, a single prohibition or restriction;

(c) of a cartouche bordered by a band coloured international orange, as shown in figure 2 of Schedule VII, to indicate, in conjunction with two or more of the symbols shown in Table 1 to that Schedule, multiple prohibitions or restrictions; or

(d) of a half-disk bordered by a band coloured international orange above a black line overlying a half-rectangle bordered by a band coloured green, as shown in figure 3 of Schedule VII, to indicate, in conjunction with the appropriate symbols shown in Table 1 to that Schedule in the half-disk and, in the half-rectangle, the symbols shown in Table 2 to that Schedule required to specify the applicable conditions, a prohibition or a restriction subject to conditions.

(2) A directional disk bordered by a band coloured international orange, as shown in figure 1b or 1c of Schedule VII, may be substituted for the disk referred to in paragraph (1)(b) to

indicate the boundary of the waters to which the prohibition or restriction applies and, by means of the directional disk pointer, the side on which the prohibition or restriction applies.

(3) The information rectangle bordered by a band coloured international orange, as shown in figure 4 of Schedule VII, may be placed underneath an authorized sign referred to in sub (1) to provide any additional information on the prohibitions or restrictions indicated on that sign.

4) The width of the band coloured international orange referred to in this shall be one twelfth of the width or diameter of the authorized sign described.

(5) Every authorized sign referred to in this shall be marked at the lower edge in black with the words "CANADIAN COAST GUARD" and "GARDE CÔTIÈRE CANADIENNE" with the appropriate logo in accordance with the Canadian Coast Guard identification program TP4011.

**SECTION 9.1** (1) Where it appears on an authorized sign referred to in 9,

(a) the diagonal bar shown under letter B in Table 1 to Schedule VII indicates a prohibition of the usage or activity indicated by the symbol being crossed by the diagonal bar;

(b) the propeller symbol shown under letter D in Table 1 to Schedule VII and crossed by the diagonal bar shown under letter B of that Table indicates that no power-driven vessel or vessels driven by electrical propulsion shall be operated on the waters in respect of which the sign has been replaced;

(c) the symbol shown under letter E in Table 1 to Schedule VII, consisting of a propeller superimposed by a gas pump, and crossed by the diagonal bar shown under letter B of that Table, indicates that no power driven vessel shall be operated on the waters in respect of which the has been placed;

(d) the symbol consisting of a number shown under letter A of Table 1 to Schedule VII, above the expression "MAX kW" shown under letter F in that Table, indicates that no power-driven vessel with an engine whose power exceeds the power in kilowatts represented by that number shall be operated on the waters in respect of which the sign has been placed;

(e) the symbol consisting of a number shown under letter A of Table 1 to Schedule VII, above the expression "MAX km/h" shown under letter G in that Table, indicates that no power-driven vessel shall be operated at a speed in excess of the ground speed in kilometres per hour represented by that number on the waters in respect of which the sign has been placed; and

(f) the symbol consisting of the word "SKI" shown under letter H in Table 1 to Schedule VII and crossed by the diagonal bar shown under letter B of that Table indicates that no power-driven vessel shall be operated for the purpose of towing a

person on water skis, a surf board or any other such equipment on the waters in respect of which the sign has been placed.

(2) Where a restriction referred to in sub (1) applies only during specified periods, the following symbols shall appear on an authorized sign referred to in 9:

(a) where the restriction applies to certain hours of the day, the symbol of a clock shown under letter A in Table 2 to Schedule VII, to indicate, in red, the hours during which the restriction applies and, in green, the hours during which it is permitted to practice the activity otherwise prohibited by the sign;

(b) where the restriction applies to certain days of the week, the series of seven squares shown under letter B in Table 2 to Schedule VII, on which appears in English and in French the first letter in white of each day of the week, to indicate, in red, the days on which the restriction applies and, in green, the days on which it is permitted to practice the activity otherwise prohibited by the sign; and

(c) where the restriction applies to certain months of the year, the series of seven squares shown under letter C in Table 2 to Schedule VII, on which appears the first letter in white of each month between April and November inclusive, to indicate, in red, the months during which the restriction applies and, in green, the months during which it is permitted to practice the activity otherwise prohibited by the sign.

(3) Where a restriction referred to in sub (1) is limited to a sector of a body of water from a marked geographical point or line, in the cardinal direction of that sector, an authorized sign shall be posted at those limits and be accompanied by an additional sign consisting of a black compass rose, as shown in Table 3 to Schedule VII, delineating sectors coloured international orange, within a square.

(4) For the purpose of sub (3), the following positions of the sector coloured international orange in relation to the compass rose shall indicate the cardinal direction to which the restriction applies:

- (a) upper right and left corners, North;
- (b) upper right corner, North-East;
- (c) upper and lower right corners, East
- (d) lower right corner, South-East;
- (e) lower left and right corners, South;
- (f) lower left corner, South-West;
- (g) upper and lower left corners, West; and
- (h) upper left corner, North-West.

(5) Where an authorized sign is marked directly on a buoy, a horizontal band that

- (a) is one twelfth of the sign width,

(b) is colored international orange, and

(c) extends all around the buoy

shall be marked immediately above and immediately below the sign.

### **Liability for Authorized Signs**

**SECTION 10.** Any person who places an authorized sign

(a) is liable for all costs of construction, placing, maintenance and removal thereof; and

(b) shall cause the sign to be maintained in the form and construction required by these Regulations during the whole time that the sign is in place.

### **Appointment of Enforcement Officers**

**SECTION 11.** The Minister may appoint any employee of the federal government or of a provincial, county or municipal government as a enforcement officer for the purpose of these Regulations.

### **Powers of Enforcement Officers**

**SECTION 12.** (1) A enforcement officer may question any person respecting any contravention or suspected contravention of these Regulations and may go on board any vessel for that purpose.

(2) The owner of a vessel boarded pursuant to sub (1) and every person found on board the vessel shall give a enforcement officer all reasonable assistance in his power to enable the enforcement officer to carry out his duties and functions under these Regulations and shall furnish the enforcement officer with such information as he may reasonably require.

(3) An enforcement officer may, in order to verify and ensure compliance with these Regulations,

(a) require that the operator of a vessel produce, forthwith, proof of age; and

(b) direct the operator of a vessel to stop the vessel.

**SECTION 13.** (1) Subject to sub (2), an enforcement officer may, in order to promote public safety or to ensure compliance with these Regulations, direct or prohibit the movements of any vessel.

(2) Except in an emergency, an enforcement officer shall not, without the prior consent of the person in charge of monitoring marine traffic, give a direction under sub (1) that would contradict a direction given by that person in respect of a vessel when it is in any of the following waters:

(a) the Seaway, as defined in sub 2(1) of the Canada Marine Act;

- (b) a public port, as defined in sub 2(1) of the Canada Marine Act;
- (c) a port that is under the jurisdiction of a port authority as defined in sub 2(1) of the Canada Marine Act; and
- (d) a Vessel Traffic Services Zone referred to in s 562.16 and 562.18 of the Canada Shipping Act.

**SECTION 14.** A signal for a vessel to stop shall consist of

- (a) a series of short blasts on a siren, whistle, horn or other sounding device; or
- (b) any readily understandable visual signal given by a enforcement officer.

**SECTION 15.** Every person shall comply with

- (a) every direction and prohibition given by a enforcement officer pursuant to 13; and
- (c) every signal made by a enforcement officer pursuant to 14.

### **Penalties**

**SECTION 16.** (1) Every person who contravenes these Regulations is liable on summary conviction to a fine not exceeding \$500.

(2) Every person who is the owner, master, operator, charterer, hirer or person in charge of a vessel that is operated contrary to these Regulations is liable on summary conviction to a fine not exceeding \$500 unless the vessel was so operated without his knowledge or consent and he exercised all due diligence to prevent such operation.

(3) Every person whose employee or agent contravenes these Regulations is liable on summary conviction to a fine not exceeding \$500, whether or not the employee or agent is identified or has been prosecuted for the contravention, unless the contravention was committed without his knowledge or consent and he exercised all due diligence to prevent its commission.



## Pleasure Craft Sewage Pollution Prevention Regulations

### Interpretations

2. In these Regulations,

“sewage” means human excrement and wastes from toilets and other receptacles intended to receive or retain human body wastes, but does not include galley or washing-facility wastes. (Black waters and not grey waters)

### Application

4. Every owner of a pleasure craft

- (a) shall comply with these Regulations while in a body of water described in an item of Part 1 of the schedule;
- (b) that is manufactured on or after the date set out in column 2 of an item of Part 2 of the schedule shall, in the body of water described in column 1 of that item, comply with these Regulations as of that date; and
- (c) that is manufactured before the date set out in column 2 of an item of Part 2 of the schedule shall, in the body of water described in column 1 of that item, comply with these Regulations as of the date set out in column 3 of that item.

### Sewage Disposal

5. (1) Subject to sub (2), no pleasure craft shall discharge sewage into any body of water described in the schedule and no person shall discharge or permit the discharge of sewage from a pleasure craft into any of those bodies of water.

(2) For the purposes of Part XV of the Canada Shipping Act, sewage may be discharge from a pleasure craft into any body of water if the discharge

- (a) is to ensure the safety of the craft or any person on board; or
- (b) results from damage to the craft or its equipment and all reasonable precautions are taken by the person on board the craft after the occurrence of the damage to prevent or minimise the discharge.

(3) A pleasure craft that is fitted with a toilet shall be fitted with a holding tank.

(4) Subject to sub (5), a pleasure craft may be fitted with a piping system that allows the discharge of sewage directly

- (a) from a toilet into a holding tank;

- (b) from a toilet overboard by bypassing the holding tank; or
- (c) from the holding tank overboard.

(5) Where a pleasure craft is fitted with a piping system referred to in paragraph (4)(b) or (c) and is in a body of water describe in the schedule, the system shall be visibly disconnected and closed so as to prevent the possible discharge of sewage from the craft.

### **Holding Tank**

6. Where a pleasure craft is fitted with a holding tank, the tank shall

- (a) be an integral part of the hull structure of the pleasure craft or be securely attached to the hull;
- (b) be constructed of structurally sound material that prevents the tank contents from leaking;
- (c) be resistant to corrosion by sewage;
- (d) have an adequate capacity for the craft's normal complement;
- (e) be provided with a discharge connection and piping system for the removal of the tank contents by a pumping facility;
- (f) be designed so that the level of sewage in the tank may be determined without the tank being opened and without contacting or removing any of the tank contents, or be equipped with a device that allows that determination to be made; and
- (g) be equipped with ventilation device that
  - (i) has its vent outlet located on the outside of the pleasure craft and in a safe location,
  - (ii) prevents the build-up within the tank of pressure that could cause damage to the tank,
  - (iii) is constructed of material that cannot be corroded by sewage, and
  - (iv) has a flame screen of non-corrosive material fitted to the vent outlet.

## Contraventions Act

### General Information

The new Contraventions Act is changing how boating regulations are enforced. Previously, offences had to be processed through the courts the same way as offences under the *Criminal Code*. Law enforcement agencies felt the process was cumbersome and overly time-consuming for certain regulatory offences.

Under the Contraventions Act, enforcement authorities can ticket offenders on the spot instead of requiring them to appear in court. Tickets can be issued for offences such as not having the required safety equipment on board, disobeying speed limits, or careless operation.

At the time of publishing, the following provinces were using this system: Ontario, Manitoba, New Brunswick, Prince Edward Island, Nova Scotia and Québec. Discussions are ongoing with the remaining provinces and territories to do the same. In provinces where the Contraventions Act does not exist, enforcement officers must compel individuals to court by means of an appearance notice. Enforcement Officers include, but are not limited to RCMP, Transport Canada Steamship Safety Inspectors, Harbour or River Police Force and any person designated by the Minister of Transport Canada.

#### List of Fines:

##### *Boating Restrictions Regulations (Age-Horsepower restrictions):*

- Between \$100.00 and \$250.00 depending on the offence

##### *Boating Restrictions Regulations (Signage):*

- Between \$50.00 and \$150.00 fine depending of the offence.

##### *Small Vessel Regulations (Licensing of Vessels):*

- \$250.00 fine for any licensing offences.

##### *Small Vessel Regulations (Mandatory Safety Equipment):*

- \$200.00 fine for insufficient required number of lifejackets, PFDs of appropriate size and required fire extinguisher(s);
- \$100.00 fine for all other mandatory safety equipment offences.

##### *Small Vessel Regulations (Conformity, Capacity, Single Vessel and H.I.N.):*

- \$100.00 fine for failure to have one of these plates and H.I.N.;
- \$200.00 fine for tampering with plate or H.I.N.

##### *Small Vessel Regulations (Safety Precautions and Small Vessel Towing Activities):*

- \$100.00 fine for any offences, except \$200.00 for careless operation

##### *Collisions Regulations (Navigation Lights):*

- \$100.00 fine for any offences.

##### *Competency of Operators of Pleasure Craft Regulations*

- \$250.00 fine for any offences

Information current as of December 2005. Please visit <http://laws.justice.gc.ca> for updates.

## Privacy Act

### General Information


The Personal Information Protection and Electronic Documents Act (PIPEDA) in relation to Coast Guard Auxiliary and volunteers organizations.

- PIPEDA establishes that as of Jan 1, 2001, organizations regulated by the Federal Government, or that conduct activities on behalf of the Federal Government are now subject to provisions similar to the provisions of the Privacy Act. This is why we have all been receiving privacy statements in our phone bills and bank statements etc.
- PIPEDA regulates the collection, storage and release of personal information.
- Personal information includes address and phone number but may also include other information depending on the circumstances.
- Personal information is collected by Courtesy Examiners and is stored in a database, and in hard copy. Personal information must be stored in a secure location.
- Personal information is only to be released for the purposes for which it was collected or under some other very specific circumstances. Personal information may be released directly to the individual from whom it was collected. However, the person releasing the information should make very sure that people requesting the information are who they say they are. The person should produce identification.
- All other requests for personal information should be forwarded to the Office of Boating Safety. Requests that do not meet the legislated standard will be refused.
- When collecting personal information, the person who is providing the information must be informed of the purpose for which the information is being collected, and who it may be used by. The courtesy check form is being re-printed with this in mind.
- The purpose of the Courtesy Check program is to educate the boating public, and not to provide enforcement agencies with information. The courtesy check is a service to the client. The information developed from the completed form may be used for statistical purposes, but the results of any specific Courtesy Checks are not used in connection with the personal information of any specific individual. Thus the entire courtesy check form is protected by PIPEDA once there is any personal information on it.
- Once information has been entered into a data base, courtesy check forms must be destroyed.


A CGA unit was asked to provide information relating to a courtesy Examination in 1996 or 97. The unit informed the requester that it did not have any record of the alleged examination.

The requester was a lawyer hoping to sue the owner of the vessel that had received the courtesy check. The lawyer believed there had been no courtesy check conducted on the vessel and wished to use this information against the vessel owner in court. Informing the lawyer that no courtesy check had been performed or requested may have been prejudicial to the owner. In this case the unit's appropriate reaction would be to direct the inquiry to the Office of Boating Safety and to neither confirm nor deny that any courtesy check was requested or performed.

Pleasure Craft Courtesy Check Form, 2006 version



**Transport Canada**  
Transports Canada



**PLEASURE CRAFT COURTESY CHECK**  
**VÉRIFICATION DE COURTOISIE POUR EMBARCATION DE PLAISANCE**

**VESSEL DEMOGRAPHICS - DESCRIPTION DU BATEAU**

Vessel name - Nom de l'embarcation \_\_\_\_\_

Length - Longueur \_\_\_\_\_ m \_\_\_\_\_ ft

Home port - Port d'attache \_\_\_\_\_ No. pers. on board N° pers. à bord \_\_\_\_\_

Propulsion \_\_\_\_\_  
H.P. - C.V. \_\_\_\_\_

Manual  Sail  Inboard  Outboard  
Manuel Voile Intérieur Hors bord

Rental boat  
Embarcation en location

**COMPULSORY - OBLIGATOIRE**

	0	6	8	12	20
01 Engine > 7.5 (kw)(10hp) / Moteur > 7.5 (kw)(10hp) <input type="checkbox"/> Document <input type="checkbox"/> Marked / Marqué					
02 Approved flotation device of appropriate size / Dispositif de flottaison approuvé de taille appropriée					
03 Fire extinguisher / Extincteur					
04 Watertight flashlight OR Pyrotechnic distress signals / Lampe de poche étanche OU signaux pyrotechniques de détresse		3			
05 Meets pyrotechnic distress signal requirements AND Watertight flashlight / Signaux pyrotechniques de détresse selon les exigences ET Lampe de poche étanche			6	12	12
06 Sound-signaling device OR appliance / Dispositif OU appareil de signalisation sonore					
07 Buoyant heaving line not less than 15 m / Ligne d'attrape flottante d'au moins 15 m					
08 Buoyant line not less than 15 m or approved buoy attached to 15 m of buoyant line / Ligne flottante d'au moins 15 m ou bouée approuvée attachée à 15 m de ligne flottante					
09 Approved lifebuoy attached to 15 m of buoyant line / Bouée de sauvetage approuvée attachée à 15 m de ligne flottante					
10 Manual propelling device OR anchor with 15 m rope, cable or chain / Dispositif de propulsion manuel OU ancre avec 15 m de cordage, câble ou chaîne				30 m	50 m
11 Reboarding device / Dispositif de remontée à bord					
12 Bailer OR manual water pump fitted with sufficient hose / Écoper OU pompe manuelle avec boyau adapté					
13 Bailer AND manual water pump fitted with sufficient hose / Écoper ET pompe à eau manuelle avec boyau adapté					
14 Bilge pumping arrangements / Installations d'épouillage de cale					
15 Navigation lights / Feux de navigation					p p
16 Axe (1) / Hache (1)					
17 2 Buckets of 10 L / 2 Seaux de 10 L					
<b>IF APPLICABLE - SI APPLICABLE</b>					
<input type="checkbox"/> Gasoline - Essence <input type="checkbox"/> Diesel - Diesel <input type="checkbox"/> Electric - Électrique					
18 Batteries shall be secured. They shall be installed in a dry, ventilated location above bilge water level. / Les batteries doivent être immobilisées. Elles doivent être dans un endroit sec, ventilées et au-dessus du niveau de l'eau du bouchain.					
19 Natural ventilation for engine and fuel tank compartment / Ventilation naturelle moteur et réservoir					
20 Exhaust fan (gasoline motor only) / Ventilateur mécanique (essence)					
21 Flame arrestor (gasoline motor only) / Pare-flammes (essence)					
22 Marine charts and publications / Cartes marines et publications					
23 Radar reflector / Réflecteur radar					
24 Proof of competency / Preuve de compétence					
25 Age and horsepower / Puissance et âge					
26 Sewage / Eaux usées					
27 Compass / Compas					

**OPTIONAL - FACULTATIF**

VHF  DSC ASN  MMSI ISMM

CELL  Restricted Operator Certificate (VHF) / Certificat restreint d'opérateur

Depth sounder / Sondeur  Radar

GPS  Electronic navigation / Navigation électronique

Vapour detector - Détecteur vapeur

Gasoline / Essence  Propane  Carbon monoxide / Monoxyde de carbone

First Aid Kit / Trousse de premiers soins

Tool box and essential spares / Coffre à outils et pièces de rechange usuelles

**AWARENESS - SENSIBILISATION**

Sail plan / Plan de route  PFD / VFI  Heat shielding / Protection thermique

Alcohol / Alcool  Hull identification number / Numéro d'identification de coque

Pre-departure checks! / Vérifications avant départ : Vérif. mécan. / Prévisions météo, etc.

Ignition protection / Protection contre les risques d'incendie  Propane

Compliance plates / Labels / Plaque / Étiquette de conformité  Fuel tank shut-off valve / Valve d'arrêt pour réservoir

**COMMENTS - COMMENTAIRES**

Complete / Complète  Incomplete / Incomplète

Decal No. - N° vignette \_\_\_\_\_

Re-examination No. - N° de Révérification \_\_\_\_\_

SAR-case follow-up No. - N° d'incident SAR \_\_\_\_\_

Examiner name / Nom du vérificateur \_\_\_\_\_ Examiner No. / N° du vérificateur \_\_\_\_\_

Organization / Organisme \_\_\_\_\_

The information you provide on this document is collected under the authority of the Small Vessel Regulations and will be held at Transport Canada. Personal information that you provide is protected under the provisions of the Privacy Act. Under the Privacy Act you have the right to request access to your personal information held by a Transport Canada institution. Personal information that you provide may be used by Transport Canada for statistical purposes.

Les renseignements que vous fournissez dans le présent document sont recueillis en vertu du Règlement sur les petits bâtiments et seront gardés par Transports Canada. Les renseignements personnels que vous fournissez sont protégés en vertu des dispositions de la Loi sur la protection des renseignements personnels. En vertu des dispositions de la Loi sur la protection des renseignements personnels, vous avez le droit de demander accès à votre information personnelle gardée par une agence gouvernementale fédérale. Les renseignements personnels que vous fournissez peuvent être utilisés par Transports Canada pour des besoins de statistiques.

www.boatingsafety.gc.ca 1-800-267-8687

www.securitenautique.gc.ca 1-800-267-6687

85-0311 (0603-03)

1 White - Blanc Owner - Propriétaire

2 Canary - Canari TC



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