Transport Canada Transports Canada

TP 511E

SAFE BOATING GUIDE

Safety Tips and Requirements for Pleasure Craft

www.tc.gc.ca/boatingsafety

Canada

TOP 5 SAFE BOATING TIPS

1. **Wear your lifejacket** - It could save your life. Make sure it fits properly, and all buckles, straps, zippers and fabric are in good condition.

2. **Boat sober** - Using a boat while impaired is dangerous and a criminal offence.

3. **Take a boating safety course** - Learn the basics of boating safety and understand the "Rules of the Road." If you use a motorized boat, get a Pleasure Craft Operator Card or another approved type of operator competency. It's the law. You must also have your proof of competency onboard when boating.

4. **Prepare yourself and your boat** – Make sure all the safety equipment you need is onboard, in good condition, works well and is within reach. If you find missing or broken equipment, fix or replace it before you leave.

5. **Be cold water safe** – Canada's waterways are cold year-round. Wear your lifejacket. It's a simple step you can take to avoid drowning in cold water. It will also keep you floating if you become hypothermic.

TP 511E (03/2026)

Catalogue No T29-193/2026E-PDF

ISBN: 978-0-660-99000-2

Cette publication est aussi disponible en français sous le titre « Guide de sécurité nautique »

TABLE OF CONTENTS

INTRODUCTION

Welcome to the Safe Boating Guide. Transport Canada publishes this resource to help you understand the regulations that apply to boating and teach you more about safe and responsible boating practices.

Boating is fun, but boating incidents kill about 100 people and seriously injure many more every year. Most boating deaths and injuries can be avoided by following safe boating practices.

Fossambault-sur-le-Lac, QUEBEC

Know the regulations

The Canada Shipping Act, 2001 and its regulations govern pleasure craft. It also governs the conduct of all vessels. Every pleasure craft operator must know and follow these Acts and regulations:

- *Canada Shipping Act, 2001*
- *Competency of Operators of Pleasure Craft Regulations*
- *Small Vessel Regulations*
- *Collision Regulations*
- *Vessel Operation Restriction Regulations*
- *Vessel Pollution and Dangerous Chemicals Regulations, and*
- *Wrecked, Hazardous and Abandoned Vessels Act*

Canada's Criminal Code also applies to boating. Operating a boat while impaired, failing to stop at the scene of an accident and operating an unseaworthy boat are crimes.

REMEMBER: Because boating laws change from time-to-time, make sure you have the latest information. If the info in this guide differs from the regulations, always follow the regulations.

To learn more about the regulations, you can find links in the contact information section of this guide.

Regulations set the minimum safety standard. Following them will help make every trip a safe one.

NOTE: As someone who owns or operates a pleasure craft, you may need to comply with other specific regulations or laws (like the *Canada National Marine Conservation Areas Act*)

Use this guide as a starting point

While this guide offers a basic overview of boating safety, it shouldn't be your only source of information. No matter your age or experience, you should take a boating safety course. Visit our website for a complete list of Transport Canada accredited course providers.

REMEMBER: This isn't a study guide for a Pleasure Craft Operator Card course or test. To buy a training manual for the test, please contact an accredited course provider.

You will find more information about the regulations that apply to pleasure boating as well as boating safety tips on our website. You may also call the Boating Safety Infoline at 1-800-267-6687 or your regional boating safety office.

GETTING STARTED

Do you want to start boating but you're not sure what you need to do to get a boat ready for Canada's waterways? This section will guide you through getting your boat out on the water for the first time and explain how to make sure you are ready to operate it safely.

Fossambault-sur-le-Lac, QUEBEC

TABLE 1: USEFUL DEFINITIONS

TERM	DEFINITION
Daily living	"Daily living" means using a boat (pleasure craft) as part of daily life but not as part of your business or job. Using a boat for daily life includes: • traveling to and from work, school or as an essential means of transport • fishing, hunting or trapping for only you and your family • fishing, hunting or trapping for social or ceremonial purposes
Non-pleasure craft	A non-pleasure craft is a vessel you use for work or to make money. If you use your pleasure craft for non-pleasure, it's no longer considered a "pleasure craft" and you must follow the rules for non-pleasure craft. Contact your local Transport Canada Centre for more information if you plan to operate: • a passenger vessel • workboat • commercial fishing vessel, or • any other non-pleasure craft Learn more about non-pleasure craft.
PFD	Personal flotation device
Pleasure craft	A pleasure craft is any boat you use only for fun, like fishing, water sports and entertaining friends. Boats used for daily living, hunting and fishing for only you and your family are also pleasure craft.
Vessel	Pleasure craft and non-pleasure craft.

Construction requirements

Small vessels equipped or designed to have a motor, including pleasure craft, must comply with:

- Part 7 of the *Small Vessel Regulations*, and
- Transport Canada's *Construction Standards for Small Vessels* (TP1332E)

You must make sure any small vessel you plan to sell, import, build, rebuild or operate in Canada meets these construction standards.

Pleasure craft over 24 m (78'9") must be built to recommended standards and practices for that type of vessel. These requirements are published by:

- marine classification societies
- standards development organizations
- government agencies, and
- industry and trade associations

Compliance Notices

Manufacturers and importers attach compliance notices to a vessel to confirm that it's built to the construction requirements in the *Small Vessel Regulations*. Before they can place this notice on the vessel, they must give a declaration of conformity to Transport Canada.

The *Small Vessel Regulations* require all pleasure craft to have a compliance notice attached to the helm in a visible location, if the craft:

- is less than 24 m long, and
- has a motor, or is designed to have a motor

There are a few exceptions.

It's not against the law to have other compliance notices attached to your vessel, but you must have a Canadian one if you bought the vessel in Canada.

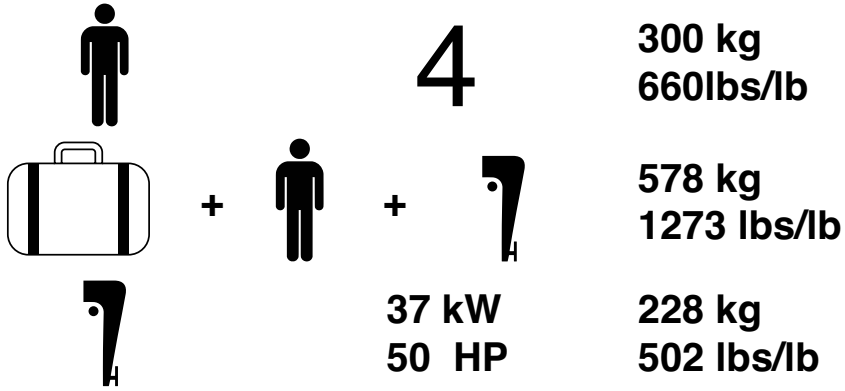
Compliance notices for pleasure craft up to 6 m (19'8") also have details on recommended maximum safe limits. These limits will tell you:

- what motor sizes are safe (outboard powered vessels only)
- how many people can be onboard, and
- how much weight the boat can hold

Your craft will reach capacity when you have the maximum number of people onboard or maximum weight, whichever you reach first.

CANADIAN COMPLIANCE NOTICE
AVIS DE CONFORMITÉ CANADIEN

MAXIMUM RECOMMENDED SAFE LIMITS
LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES



THE MAXIMUM RECOMMEDED SAFE LIMITS MIGHT HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS.

LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET DES CONDITIONS MÉTÉREOLOGIQUES DIFFICILES.

SAFEBOAT COMPANY INC. (MIC)
CITY, PROVINCE, COUNTRY
MODEL / MODÈLE: RUNABOUT 555X

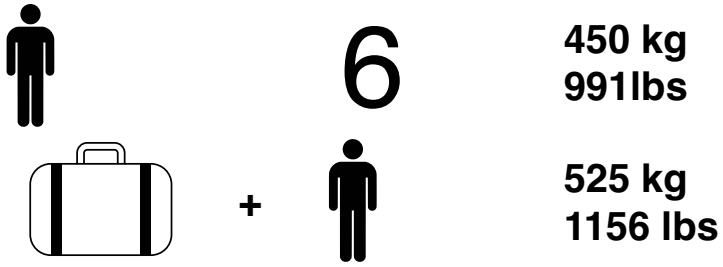
THE MANUFACTURER DECLARES THAT THIS PRODUCT COMPLIES WITH THE CONSTRUCTION REQUIREMENTS OF THE *SMALL VESSEL REGULATIONS* AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

LE FABRICANT ATTESTE QUE CE PRODUIT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU *RÈGLEMENT SUR LES PETIT BÂTIMENTS* EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION.

SAMPLE COMPLIANCE NOTICE FOR AN OUTBOARD POWERED VESSEL UP TO 6M

CANADIAN COMPLIANCE NOTICE
AVIS DE CONFORMITÉ CANADIEN

MAXIMUM RECOMMENDED SAFE LIMITS
LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES



THE MAXIMUM RECOMMEDED SAFE LIMITS MIGHT HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS.

LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET DES CONDITIONS MÉTÉREOLOGIQUES DIFFICILES.

SAFEBOAT COMPANY INC. (MIC)
CITY, PROVINCE, COUNTRY
MODEL / MODÈLE: RUNABOUT 555X

THE MANUFACTURER DECLARES THAT THIS PRODUCT COMPLIES WITH THE CONSTRUCTION REQUIREMENTS OF THE *SMALL VESSEL REGULATIONS* AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

LE FABRICANT ATTESTE QUE CE PRODUIT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU *RÈGLEMENT SUR LES PETIT BÂTIMENTS* EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION.

SAMPLE COMPLIANCE NOTICE FOR AN INBOARD OR STEM-DRIVE POWERED BOAT UP TO 6 M LONG

REMEMBER: This information only applies in good sea and weather conditions. The number of people you can safely carry depends on the type of boat, the waterway you're using (for example: open water, inland waterway, etc.), gear onboard and the weather and water conditions. **As an operator, you must know and respect your boat's limits.**

Also know, you can be fined for:
- removing or changing a compliance notice, or
- attaching a compliance notice with false information

CANADIAN COMPLIANCE NOTICE
AVIS DE CONFORMITÉ CANADIEN

SAFEBOAT COMPANY INC. (MIC)
CITY, PROVINCE, COUNTRY
MODEL / MODÈLE: **RUNABOUT 555X**

THE MANUFACTURER DECLARES THAT THE VESSEL COMPILES WITH THE PLEASURE CRAFT CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATION, AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED.

LE FABRICANT ATTESTE QUE CE PRODUIT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU *RÈGLEMENT SUR LES PETIT BÂTIMENTS* EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION.

SAMPLE COMPLIANCE NOTICE FOR PLEASURE OVER 6 M (19'8")

What if there isn't a compliance notice

For boats built after April 29, 2010

Contact the manufacturer or importer and ask for one. It's their responsibility to provide one.

For boats built before April 29, 2010

Contact the manufacturer or importer to request one. If they are no longer in business or unable to provide a compliance notice for your boat, remember you won't be fined if it's missing. For your safety, you should contact a naval architect and get an assessment of your boat. This will give you details on the safe operating limits for your boat.

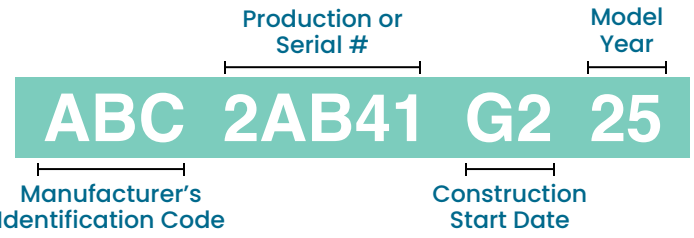
Hull serial number (HIN)

All pleasure craft made or imported into Canada after April 29, 1981 must have a hull serial number. This applies to boats with or without motors. The number helps to find lost or stolen boats, and boats subject to a recall. The hull serial number must be permanently marked on the outside upper starboard (right side) corner of the transom (the boat's rear, flat end above the waterline), or as close to that area as possible. It's 12 digits long and each character must be at least 6 mm (1/4") high and wide.

Before August 1984, Canada used 2 other HIN formats: the **straight year format** and **the model year format**. Many of these boats are still operating in Canada and these HIN formats are still valid for pleasure craft built at the time.

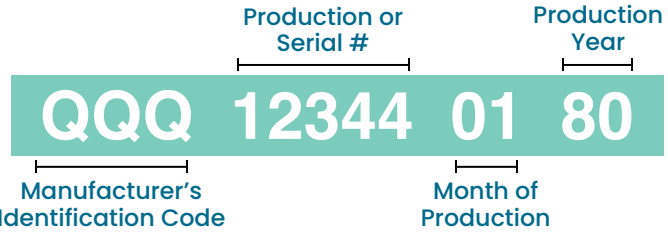
TABLE 2: VALID HINS

CURRENT HIN FORMAT



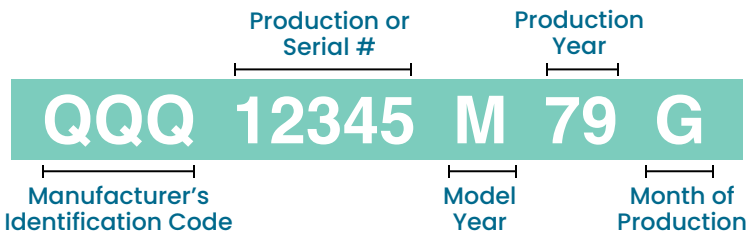
ABC = Manufacturer's ID Code
2AB41 = 5-character production or serial number
G = Month of production
2 = Production Year
25 = Model Year

STRAIGHT YEAR FORMAT



QQQ = Manufacturer's ID Code
12344 = 5-character production or serial number
01 = 2-digit month of production
80 = 2-digit Production Year

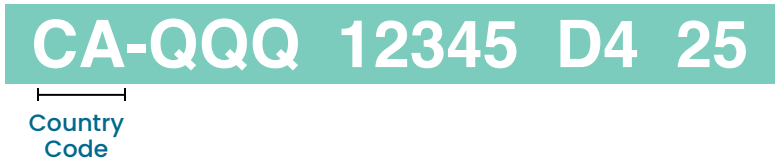
MODEL YEAR FORMAT



QQQ = Manufacturer's ID Code
12345 = 5-character production or serial number
M = Model Year Format
79 = 2-digit Production Year
G = Month of Production

Country codes

In recent years, some manufacturers have started adding a 2-digit country code in front of the HIN (for example: CA – Canada, US – United States, CN – China, MX – Mexico, etc.) The country code is placed in front of the 12-digit HIN and separated by a dash. The country code is optional and not part of the HIN.



Things to know before buying a boat

Before buying any boat, search the Canadian Police Information Centre's Stolen Boat Database to confirm it hasn't been reported stolen. If the boat is listed in the database, please contact your local police to confirm the information and ask for help. Remember: it's illegal to be in possession of a boat obtained through crime.

Buying a new boat

If you're buying a new boat in Canada, make sure it has:

- a hull serial number
- a Canadian compliance notice (if it applies), and
- a copy of the declaration of conformity

If you see a new boat for sale without the required Canadian compliance notice, ask the sellers to get them before you buy. The Small Vessel Regulations requires manufacturers and importers to give you a compliance notice for boats built after April 29, 2010.

Buying a used boat

If you're thinking about buying a used boat, make sure it meets the construction requirements that applied when it was built. A good way to do this is to hire a marine surveyor to examine the boat. They will:

- give you a fair opinion on the boat's current condition, and
- let you know if you will need to make any changes to bring the boat up to standard

If you already bought a boat without the required compliance notice, you should ask for one from the original manufacturer or importer. If you can't get them, you don't need to take any action, but make sure you can prove you've tried to get one. For your safety, you should contact a naval architect and get an assessment of your boat. This will give you details on the safe operating limits for your boat.

REMEMBER: A Canadian compliance notice shows the boat met the construction requirements that applied when it was built. Any changes to the boat after it was built may mean the compliance notice is no longer valid. Once you own the boat, you must make sure it meets the standard when you operate it on the water – so get all the facts before you buy.

Buying a boat from another country

If you're buying a boat from another country, remember that construction requirements for pleasure craft can change from country-to-country.

Make sure the boat met the *Small Vessel Regulations* construction requirements that were in force on the day it entered Canada. If the boat doesn't meet these requirements, make sure you update the boat to meet them before you use it.

- **If you're importing a boat:** the Canada Border Services Agency (CBSA) requires you to have specific documents, information on the boat and the seller to confirm the sale and assess the duties and taxes on the boat. Before you buy the boat, contact CBSA to find out what you will need from the seller to bring the boat into Canada
  - If you're towing the boat on a trailer, contact CBSA for the requirements the trailer should meet
- **If you're exporting a boat:** contact the appropriate authorities in the country where you plan to buy the boat and the trailer (if you're buying one) to learn what export requirements apply

Buying a trailer

A trailer is considered a motor vehicle. This means that the trailer has different requirements than your boat. If you plan to buy a trailer, contact your provincial or territorial transportation office for info on any requirements that apply.

Things to know before building a boat

If you decide to build or rebuild a pleasure craft, it must meet or exceed the construction requirements in the *Small Vessel Regulations* and Transport Canada's Construction Standards for Small Vessels (TP1332E).

Building boats you plan to sell

If you plan to sell the boats you're building, you must:

- apply to Transport Canada for a manufacturer's identification code (MIC)
- provide Transport Canada with a **declaration of conformity** and give a copy to the reseller or end user
- place a compliance notice on the boat, and
- place a hull serial number on the boat

Building a boat for personal use

If the boat will be for your own use, you don't have to attach a compliance notice and a hull serial number. But remember, the boat still needs to meet or exceed the construction requirements.

Licensing and registration

A Canadian pleasure craft **can** be licensed or registered, but not both.

Pleasure Craft Licence

In Canada, any pleasure craft mainly kept and operated in Canada with engines totaling 7.5 kW (10 horsepower) or more must have a Pleasure Craft Licence to operate, unless it's registered in the Canadian Register of Vessels. This includes:

- small boats like dinghies and tenders that are carried on or towed behind a larger boat, and
- wind-powered pleasure craft over 6 m (19'8"in)

A pleasure craft licence isn't proof of ownership. It's a document that gives your boat a unique licence number, and this document must be carried onboard your boat. The number must also be marked on both sides of the bow. This number is like the licence plate on your car. It allows police and search and rescue personnel to access important information in an emergency. This could mean the difference between life and death!

A pleasure craft licence is valid for 5 years if you:

- keep your contact information current in the licensing system (name, address, phone number, email), and
- report any changes made to the boat (like a new paint colour)

Recent changes to the regulations also mean that licenses issued before May 2010 are now valid for 5 years. This change will happen in phases. If your boat has one of these licences, you should:

- confirm your information in the National Pleasure Craft Electronic Licensing System is up-to-date
- add any information that's missing or wrong, and
- add your email address so you can get licence renewal reminders and recall notices

Not sure when your licence expires? You can now check your licence expiry date using your licence number on the Transport Canada website.

You have 30 days to:

- get a pleasure craft licence number if the boat doesn't have one
- transfer an existing licence number into your name, or
- report any changes to your contact information or boat description

More details on how you can get a pleasure craft licence.

You can be fined $250 plus provincial surcharges if:

- your pleasure craft doesn't have a valid licence or isn't registered, or
- you don't have your licence onboard

If your boat doesn't need a pleasure craft licence, you can choose to get one for safety reasons.

How can you get or manage an existing licence?

Get a new pleasure craft licence or manage an existing licence (transfer, renew, update or cancel).

There are many advantages to applying for your licence online. These include getting a temporary licence as soon as you submit your application which means you can start boating right away! This temporary licence is valid for 30 days and you must keep it onboard at all times.

You can also apply by mail by downloading and printing an application form from our website, and mailing in your application and documents to:

Pleasure Craft Licensing Centre
PO Box 2006
Fredericton NB E3B 5G4

Once you get your pleasure craft licence, keep a copy on board. Also make sure your licence number is marked on the boat. Details can be found in the "What a Licence Number Looks Like" section.

What does it cost to get a licence?

Transport Canada will charge a service fee to cover the cost of processing your application.

This fee is subject to the Consumer Price Index and may change in the future. Updating your information or cancelling your licence is free.

REMEMBER: Getting your pleasure craft licence directly online on the Transport Canada website is the quickest, cheapest way to complete your licence application. You can't complete the process in person or by sending your information to your local Transport Canada office or Service Canada.

What does a licence number looks like?

You must display the pleasure craft licence number on your boat:

- on both sides of the bow
- above the waterline
- as far forward as practical, and
- where it's easy to see

The characters must be:

- in block letters
- at least 7.5 cm (3") high, and
- in a colour that contrasts well with the background

Is a licence considered "proof of ownership"?

A pleasure craft licence isn't proof of ownership. Before taking your boat to another country, make sure you have your proof of ownership and pleasure craft licence on board. Also remember you need the documents for any dinghies or tenders aboard or towed behind a larger boat. Not having the proper documents on board can result in delays, trouble clearing customs, or a fine.

Vessel registration

What does a vessel registration look like?

Why should you register your boat?

Registering your boat has some important benefits, including:

- proof of ownership (legal title) for your boat
- the right to fly the Canadian flag
- a unique name and official number for your boat, and
- the right to use your boat as security for a marine mortgage

Is a vessel registration considered "proof of ownership"?

Yes. It's a good idea to register any boat you plan to operate outside of Canada since you will have to prove you own it at an international border.

Learn more about the process and cost of registering your boat.

Boating safety knowledge

Proof of operator competency

Going out on the water requires basic boating safety knowledge and a good understanding of the "rules of the road" for Canadian waterways. That's why everyone who operates a motorized pleasure craft must carry proof of competency on board. This includes all types of motorized boats, no matter their length or engine power, and includes small boats with electric motors.

REMEMBER: Proof of competency isn't required on the waters of the Northwest Territories and Nunavut.

What kinds of proof of competency can I use?

Proof of competency can be any of the following:

- a Pleasure Craft Operator Card
- proof you passed a boating safety course in Canada before April 1, 1999
- a specified marine certificate, or
- a completed rental boat safety checklist (good for the rental period only)

Get your Pleasure Craft Operator Card!

You can get your Pleasure Craft Operator Card by passing a boating safety test from an accredited course provider. These course providers help recreational boaters learn the basics of boating safety through courses and tests with online, self-study and classroom options.

Transport Canada recommends taking a boating safety course from an accredited course provider. It's the best way to prepare for and pass the boating safety test. Courses are available online or in-person.

Taking a course is a small investment with a big payoff. By taking a course, you will learn about:

- your responsibilities as a boat user
- how to prepare your boat, yourself and your guests before leaving the dock
- what boating safety equipment must be on board, how to use it, and how to make sure it's working well
- how to prevent dangerous situations once you're underway
- how to safely share the water with others, including large commercial vessels
- what to do in an emergency

Replace your lost or damaged Pleasure Craft Operator Card

Your Pleasure Craft Operator Card is good for life! Remember to photocopy or take a photo of your card as soon as you get it. This will make it easier to replace if you lose it or it gets damaged. To replace your Pleasure Craft Operator Card, you will need to contact the course provider who issued it.

PLEASE NOTE:
- Only currently accredited course providers can issue replacement cards
- Course providers charge a fee for replacing Pleasure Craft Operator Cards

Search for the accredited course provider that issued your Pleasure Craft Operator Competency Card.

What if you rent a boat?

If you rent a motorized boat from a rental company but don't have proof of competency, you can complete the rental boat's safety checklist to meet this requirement. The rental company will use the checklist to teach you:

- about the boat and how to safely operate it
- the boat's equipment and features, and
- information about any hazards in local waterways

To be valid, everyone that will be operating the boat, and the rental company agent must sign the checklist. By signing this checklist, you agree that you know your duties as the boat operator and how to safely use the rental boat. You must keep this form on the boat while operating it. It serves as your proof of competency for the rental period only.

NOTE: When renting a boat from a company (including boat-sharing websites), you must have proof of operator competency. The rental boat safety checklist can only be used if you rent from a company. It is not an option for private boat rentals between two people.

Age and horsepower restrictions

Horsepower restrictions apply to anyone under 16 who uses a boat.

REMEMBER: Age and horsepower restrictions don't apply in the waters of the Northwest Territories and Nunavut.

TABLE 3: ARE YOU OLD ENOUGH TO OPERATE A MOTORIZED BOAT WITHOUT DIRECT SUPERVISION?

AGE	HORSEPOWER RESTRICTIONS
Under 12 and directly supervised by someone 16 or older. The person supervising must be in the boat and have proof of operator competency	Can operate a boat up to 7.5kW (10 hp)
12 to 15 with no direct supervision	Can operate a boat up to 30kW (40 hp)
Under 16, regardless of supervision	Can not operate a personal watercraft
16 or older	No horsepower restrictions

Direct supervision means a person, 16 or older, who is in the boat and directly supervising the operator. The person supervising must also have proof of operator competency.

REMEMBER: You must carry proof of competency to use any motorized boat, supervised or not.

Carry your documents

When heading out in your motorized boat, make sure to bring your:

- proof of competency
- personal ID, and
- pleasure craft licence (for boats with motors with 7.5 kW or more)

Safety equipment requirements

You must have the right equipment on board. If something goes wrong on the water, you will be much better prepared to deal with it if:

- the right equipment's on board
- it's in good working order
- you tell everyone where to find it, and
- show them how to use it

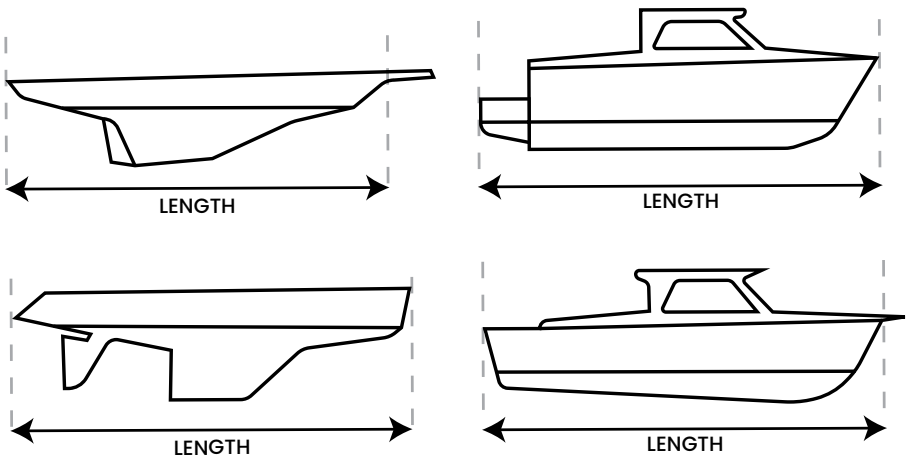
Remember the best protection you have on the water is always wearing your lifejacket or PFD.

All safety equipment on board must be:

- in good working order
- always easy to reach (so it can be used in an emergency), and
- maintained and replaced following the manufacturer's instructions or recommendations

In Canada, the safety equipment you need on board is based on the type and length of your boat. You can find the length of your boat by:

- reading the manufacturer's product information, or
- measuring it yourself . The hull length should be measured from the point of the bow in a straight line to the transom, excluding bowsprits, outboard motors and other appendages



REMEMBER:

- Equipment requirements **only apply to pleasure craft**. It's the same whether you own, rent or borrow the boat. This applies to all types of pleasure craft including less common boats like sailboat, airboats, air cushion vehicles (hovercraft) and wing-in-ground effect vessels used only for recreation. It also applies to kiteboards, paddleboards and flyboards
- These requirements **don't apply to inflatable self-propelled water toys** (tubes and inflatable animals). These toys are not designed for open water. Using them in these conditions can be dangerous and put you at risk. If you do use these toys in open water, enforcement officers will treat them as pleasure craft, and they will need to follow the same strict rules
- Operating a remote-controlled vessel and a propellor-driven surfboard type vessel is illegal in Canada

Minimum safety equipment requirements

The following tables list the minimum safety equipment required on board a pleasure craft. These tables include info on the safety equipment you must carry by law. You may want to bring more equipment based on:

- your type of boat
- your activities
- the current and future weather forecasts, and
- water conditions

REMEMBER: Non-pleasure craft (workboats or commercial vessels) must carry extra safety equipment.

TABLE 4: MINIMUM SAFETY EQUIPMENT REQUIREMENTS BY BOAT TYPE AND LENGTH

NOTE: See page 17 for notes.

BOAT TYPE AN LENGTH	PERSONAL LIFESAVING APPLIANCES	VISUAL SIGNALS	VESSEL SAFETY EQUIPMENT	NAVIGATION EQUIPMENT	FIRE FIGHTING EQUIPMENT
• **Paddleboats** • **Watercycles** • **Sealed-hull and sit-on-top kayaks** • **Standup Paddleboards**	• 1 lifejacket or PFD for each person on board* • 1 reboarding device (See Note 1) • 1 buoyant heaving line that's at least 15 m (49'3") long **If everyone on board is wearing a lifejacket or a PFD of appropriate size, you're only required to carry:** • **a sound-signalling device, and** • **a watertight flashlight if the boat is used after sunset or before sunrise or in periods of low visibility**	**If the boat is over 6 m:** • 1 watertight flashlight, and • 6 flares, only 2 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 bailer, or • 1 manual bilge pump (See Note 3), or • Bilge-pumping arrangements	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	None
• **Canoes** • **Kayaks** • **Rowboats** • **Rowing shells** • **Other human-powered boats**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line that's at least 15 m (49'3") long	**If the boat is over 6 m:** • 1 watertight flashlight • 6 flares, only 2 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 bailer, or • 1 manual bilge pump (See Note 3), or • Bilge-pumping arrangements	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	None
• **Sailboards** • **Kiteboards**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line that's at least 15 m (49'3") long **If everyone on board is wearing a lifejacket or a PFD of appropriate size, you're only required to carry:** • **a sound-signalling device, and** • **a watertight flashlight if the boat is used after sunset or before sunrise or in periods of low visibility** **NOTE:** Kiteboarders and sailboarders should not wear a lifejacket or PFD fitted with an automatic inflator.	None	• 1 manual propelling device, or • 1 anchor and at least 15 m (49'3") of cable, rope or chain in any combination • 1 bailer or manual bilge pump (See Note 3)	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	None

BOAT TYPE AN LENGTH	PERSONAL LIFESAVING APPLIANCES	VISUAL SIGNALS	VESSEL SAFETY EQUIPMENT	NAVIGATION EQUIPMENT	FIRE FIGHTING EQUIPMENT
• **Personal watercraft (PWC)**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line at least 15 m (49'3") long **If everyone on board is wearing a lifejacket or a PFD of appropriate size, you're only required to carry:** • **a sound-signalling device** • **a watertight flashlight or 3 flares, only 1 can be a smoke signal or an electronic visual distress signal and 1 smoke signal** • **a magnetic compass if the craft is navigating out of sight of navigation marks, and** • **navigation lights if the craft or used after sunset or sunrise or in periods of low visibility** **NOTE:** Lifejacket or PFD must be inherently buoyant.	• 1 watertight flashlight, or • 3 flares, only 1 can be a smoke signal (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 manual propelling device, or • 1 anchor and at least 15 m (49'3") of cable, rope or chain in any combination • 1 bailer or manual bilge pump (See Note 3)	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	• 1 5BC fire extinguisher
• **Sail and power boats up to 6 m (19'8") long**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line at least 15 m (49'3") long	**If the boat has a motor:** • 1 watertight flashlight, or • 3 flares, only 1 can be a smoke signal (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 manual propelling device, or • 1 anchor and at least 15 m (49'3") of cable, rope or chain in any combination • 1 bailer or manual bilge pump (See Note 3)	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	• If the boat has an inboard engine, a fixed fuel tank of any size, or a fuel-burning cooking, heating or refrigerating appliance you must have a 1 5BC fire extinguisher
• **Sail and power boats between 6 m and 9 m (19'8" – 29'6") long**	• 1 lifejacket or PFD for each person on board, and • 1 reboarding device (See Note 1), and • 1 buoyant heaving line that's at least 15 m (49'3") long, or • 1 lifebuoy attached to a buoyant line that's at least 15 m (49'3") long	• 1 watertight flashlight, or • 6 flares, only 2 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 manual propelling device, or • 1 anchor and at least 15 m (49'3") of cable, rope or chain in any combination • 1 bailer or manual bilge pump (See Note 3)	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	• If the boat has an inboard engine or a fuel-burning cooking, heating or refrigerating appliance you must have a 1 5BC fire extinguisher

BOAT TYPE AN LENGTH	PERSONAL LIFESAVING APPLIANCES	VISUAL SIGNALS	VESSEL SAFETY EQUIPMENT	NAVIGATION EQUIPMENT	FIRE FIGHTING EQUIPMENT
• **Sail and power boats between 9 m and 12 m (29'6" – 39'4") long**	• 1 lifejacket or PFD for each person on board, and • 1 reboarding device (See Note 1), and • 1 buoyant heaving line that's at least 15 m (49'3") long, • 1 lifebuoy attached to a buoyant line that's at least 15 m (49'3") long	• 1 watertight flashlight, and • 12 flares, and only 6 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 anchor and at least 30 m (98'5") of cable, rope or chain in any combination, and • 1 manual bilge pump (See Note 3), or • Bilge-pumping arrangements	• 1 sound-signalling device or appliance • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	• 1 10BC fire extinguisher if equipped with a motor • 1 10BC fire extinguisher if equipped with a fuel-burning cooking, heating or refrigerating appliance
• **Sail and Power Boats between 12 m and 24 m (39'4" – 78'9") long**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line that's at least 15 m (49'3") long • 1 lifebuoy attached to a buoyant line that's at least 15 m (49'3") long	• 1 watertight flashlight, and • 12 flares, and only 6 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 anchor and at least 50 m (164'1") of cable, rope or chain in any combination • Bilge-pumping arrangements	• If your boat is under 20m: 1 sound-signalling device or appliance • If your boat is over 20 m: 2 sound-signalling devices that meet the standards listed in the *Collision Regulations* • Navigation lights (See Note 4) • 1 magnetic compass (See Note 5) • 1 radar reflector (See Note 6)	• 1 axe • 2 buckets that can hold at least 10L each • A 10BC fire extinguisher: – at each access to any space where a fuel-burning cooking, heating or refrigerating appliance is fitted – at the entrance to any accommodation space, and – at the entrance to the machinery space
• **Sail and Power Boats over 24 m (78'9") long**	• 1 lifejacket or PFD for each person on board • 1 reboarding device (See Note 1) • 1 buoyant heaving line that's at least 30 m (98'5") long • Lifting harness with appropriate rigging • 2 SOLAS lifebuoys: – one must be attached to a buoyant line that's at least 30 m (98'5") long – one must have a self-igniting light	• 1 watertight flashlight, and • 12 flares, and only 6 can be smoke signals (See Note 2), or • 1 electronic visual distress signal and 1 smoke signal (Note 2B)	• 1 anchor and at least 50 m (164'1") of cable, rope or chain in any combination • Bilge-pumping arrangements	• 2 sound-signalling devices that meet the standards listed in the *Collision Regulations* • Navigation lights (See Note 4) • 1 magnetic compass that meets the requirements listed in the *Navigation Safety Regulations* (See Note 5) • 1 radar reflector (See Note 6)	• 1 power-driven fire pump located outside the machinery space, with one fire hose and nozzle that can direct water into any part of the boat • 2 axes • 4 buckets that can hold at least 10L each • A 10BC fire extinguisher: – at each access to any space where a fuel-burning cooking, heating or refrigerating appliance is fitted – at the entrance to any accommodation space, and – at the entrance to the machinery space

Notes about minimum safety equipment requirements

Note 1 – Reboarding device

A reboarding device is only required if a person must climb more than 0.5 m (1’8”) to reboard the boat from the water (freeboard).

Note 2 – Flares

Flares used to be referred to as Type A, B, C and D. These terms may still be found in some of the product literature:

- Type A flares are now called rocket parachute flares
- Type B flares are now called multi-star flares
- Type C flares are now called hand flares
- Type D flares are now called smoke signal flares

Flares are not required for a boat that:

- operates on a river, canal or lake where it can never be more than 1 nautical mile (1.852 km) from shore, or
- has no sleeping quarters and being used for an official competition or in final preparation for an official competition

The number of flares required can be reduced by 50%, but the number of smoke signals must not exceed half the amount listed in the tables above if the boat has one of the following:

- A two-way communication device
- A 406 MHz personal locator beacon (PLB) worn by the boat operator
- A 406 MHz emergency position-indicating radio beacon

Details about the devices:

Two-way communication device:

This can include a VHF marine radio, a satellite phone, or a cell phone (if within a coverage area).

406 MHz Personal Locator Beacon (PLB)

- Must comply with the Navigation Safety Regulations
- Canadian-coded PLBs must be registered with the Canadian Beacon Registry (registration is free)
- Beacons coded for Canada can’t be registered elsewhere
- For beacon transfers, contact the Canadian Beacon Registry

406 MHz Emergency Position-Indicating Radio Beacon (EPIRB):

- Must comply with the Navigation Safety Regulations.
- Must be registered with the Canadian Beacon Registry

Make sure your 406 MHz PLB, or EPIRB is registered and update your information regularly so search and rescue personnel have the latest info in an emergency.

Note 2B – Electronic Visual Distress Signals (eVDSD)

An electronic visual distress signal device can be carried on pleasure craft instead of flares or a watertight flashlight **if**:

- it meets the requirements of the Radio Technical Commission for Maritime Services Standard 13200.0 with:
  - documentation from an accredited product certification body that states it meets the standard, or
  - it’s listed in the United States Coast Guard (USCG) Approved Equipment Listing with a statement that the device meets Radio Technical Commission for Maritime Services Standard 13200.0
- you also have an approved smoke signal on board
- all written instructions and warnings required by the *Radio Technical Commission for Maritime Services Standard* are marked on the device in both English and French, and
- the instructions and manuals required by the standard are available in both English and French

Electronic visual distress signals that don’t meet the standard 13200.0 are not acceptable.

Note 3 – Bailer and manual bilge pump

A bailer or manual bilge pump aren’t required for boats that can’t hold enough water to make it capsize or a boat that has watertight compartments that are sealed and difficult to access.

Note 4 – Navigation lights

Navigation lights are only required if you use the boat after sunset, before sunrise or in periods of low visibility (fog, smoke, falling snow, etc.).

Note 5 – Magnetic compass

A magnetic compass isn’t required if the boat is 8 m (26’3”) or less and you use it within sight of navigation marks.

Note 6 – Radar reflector

Radar reflectors are required for boats under 20 m (65’7”) and boats built of mostly non-metallic materials (fiberglass, wood) or plastic). A radar reflector isn’t required if:

- the boat is used in limited traffic conditions, daylight and good weather, and where having a radar reflector isn’t essential to the boat’s safety, or
- the boat’s small size, or its use away from radar navigation makes it impossible to install or use a radar reflector

REMEMBER: Boating laws change from time to time, so make sure you have the most current information. If the Safe Boating Guide differs from the regulations, remember the current regulatory text always applies. To learn more about regulations, use the direct links in the CONTACT INFORMATION section of this guide.

Alternative requirements for boats used for competitions

Do you use your boat for racing?

If yes, you may be allowed to carry alternate safety equipment during:

- formal training
- an official competition, or
- final preparations for an official competition

USEFUL DEFINITIONS

Formal training - Practice for an official competition under supervision from a coach or official certified by a governing body

Official competition – Competition or regatta organized by a governing body or by a club or an organization that's affiliated with a governing body

Final preparation for an official competition – Activities scheduled by the event organizer to prepare for competitions at the competition venue

Governing body – National water sport governing body that publishes rules and criteria related to the conduct and safety requirements for skill demo, formal training or official competitions and that:

- certifies coaches and coaching programs
- certifies officials and programs for officials, or
- recommends training and safety guidelines for certified coaches or officials

Safety craft – Vessel, aircraft or other type of transport with a crew on board for watch and rescue activities during formal training, final preparation or official competitions

Racing canoes, racing kayaks and rowing shells used for competitions

Racing canoes, racing kayaks and rowing shells don't have to carry the equipment listed in this guide if they (and their crews) are being formally trained, in an official competition or in final preparations for an official competition, and:

- their craft is accompanied by a safety craft that, in addition to its own safety equipment, carries a lifejacket or PFD that fits, for each crew member of the racing boat with the biggest crew, or
- if they carry:
  - a lifejacket or PFD that fits, for each crew member
  - a sound-signalling device, and
  - a watertight flashlight, if they use the craft after sunset, before sunrise or in periods of low visibility

Rowing shells don't have to carry the equipment listed in this guide if they are:

- competing in an official provincial, national or international regatta or competition, or
- being used for training at the event's venue

Racing pleasure craft (other than canoes, kayaks and rowing shells) used for competition

Racing-type boats don't have to carry the equipment listed in this guide if they are:

- being used for formal training, in an official competition or for final preparations for an official competition
- used when visibility is clear
- accompanied by a safety craft, and
- carrying safety equipment required by their sport's governing body

Sailboards or kiteboards used for competition

Sailboards or kiteboards don't have to carry the equipment listed in this guide if they are:

- being used in an official competition, and
- accompanied by a safety craft that's carrying lifejackets or PFDs that fit the sail/kite boarders. Someone in the water must be able to put on these lifejackets/PFDs. It is recommended that lifejackets or PFDs are not fitted with an automatic inflator.

Personal lifesaving appliances

About 90% of the people who drown while boating weren't wearing a lifejacket or PFD. Even if you have one on board, conditions like rough winds, waves, cold water and injuries can make it very hard, even impossible, to find and put it on. Worse yet, if you fall into the water, the boat could be too far to reach.

If you remember one thing from this guide, it should be to always wear your lifejacket or PFD when on or near the water. **It could save your life**.

REMEMBER:
- Lifesaving cushions aren't approved safety equipment for any kind of boat
- Visitors to Canada may bring their own lifejackets to use on a pleasure craft as long as they fit and meets the laws of their home country

A lifejacket or a PFD is the best insurance you can have on or near the water. Find one that meets your needs and wear it! Also, remember you're required to have an approved PFD or lifejacket that fits each person on board.

Lifejackets and PFDs

Lifejackets

Lifejackets come in red, orange or yellow. This makes you much easier to see in the water. They offer a higher level of protection, compared to PFDs. There are 3 types of Canadian-approved lifejackets:

TABLE 5: DETAILS OF 3 CANADIAN-APPROVED LIFEJACKETS

TYPE OF LIFEJACKET	PERFORMANCE	SIZES AVAILABLE	MODELS AVAILABLE
SOLAS (Safety of Life at Sea)	Quickest to act This lifejacket will turn you on your back in seconds to keep your face out of the water, even if you are unconscious.	• Over 32 kg (70 lbs) • Less than 32 kg (70 lbs)	Keyhole
Standard	Slower to act This lifejacket will turn you on your back to keep your face out of the water, even if you are unconscious.	• Over 40 kg (88 lbs) • Less than 40 kg (88 lbs)	Keyhole
Small vessel	Slowest to act This lifejacket will turn you on your back to keep your face out of the water, even if you are unconscious, but may do so more slowly.	• Over 41 kg (90 lbs) • 18 kg (40 lbs) to 41 kg (90 lbs) • Less than 18 kg (40 lbs)	Keyhole and vest

Personal flotation devices

You can buy PFDs in a wide range of Canadian-approved types, sizes and colours. It's important to note that they don't offer the same level of protection as lifejackets which roll you over on your back so you can breathe. That being said, PFDs are:

- more comfortable than lifejackets
- designed for specific activities, and
- meant to be worn constantly while boating

Choose a PFD based on your needs and activity. If you plan to travel at high speeds, look for a PFD with 3 or more chest belts for security.

If you will be boating in cold water (less than 15°C), choose a PFD with thermal protection.

There are many activity-specific PFDs for activities like sailboarding, paddling, fishing and hunting.

No matter what type of PFD you choose, choose a colour that makes you easy to see in the water. You should also consider attaching a non-metallic, pealess whistle to the PFD. This will help you signal for help in an emergency.

Inflatable PFDs

You can also buy inflatable PFDs. Knowing how to use and care for them properly is key so they work when you need it.

REMEMBER:
- Inflatable PFDs don't float until they're filled. So, you must be **wearing** the PFD for it to be approved for use in Canada
- When you're on an open boat, you must wear your PFD at all times. If the boat isn't open, you only need to wear it while on the deck or in the cockpit

Inflatable PFDs aren't allowed if you are:

- under 16 years old
- using a personal watercraft, or
- doing high-impact activities like waterskiing, tubing or white-water paddling

Inflatable PFDs are recommended for people who can swim. Weak swimmers may feel they take forever to inflate. All Canadian-approved inflatable PFDs have tube you can use if the CO2 inflation system fails. "Manually" inflating the PFD could be hard if you're trying to keep your head above water if you're not a strong swimmer.

Inflatable PFDs come in 2 styes:

- vest types
- pouch types

REMEMBER: Inflatable PFDs work best in warm weather. Using one when temperatures are close to freezing will put you at risk because it will be less buoyant and will inflate more slowly. If you're boating in the spring, fall, or winter consider wearing a non-inflatable PFD with thermal protection.

Choosing a flotation device that's right for you

Today, there are more styles and options than ever before. The key is finding one that fits snuggly, is comfortable and that you'll want to wear. To help you find one that fits your needs consider:

- your body type
- your swimming ability
- what activities you'll be doing
- the time of year, and
- the water temperature

REMEMBER:
A lifejacket or PFD doesn't have to be of appropriate size for:
- infants weighing less than 9 kg; and
- people with a chest size larger than 140 cm (55 in)

Is it approved for use in Canada?

Canada and the United States now have shared lifejacket standards. This means there are more flotation device options for you to choose from.

Lifejackets and PFDs with the new labels are approved for use in both Canada and the United States. Devices with the old labels can still be used in one country or the other, but not both. Look for an approval number on the labels. If you see this, you know it was carefully tested and meets performance standards.

OLD APPROVAL LABEL

MFD. BY FABRIQUE PAR	MUSTANG SURVIVAL CORP. RICHMOND, BC, CANADA V6V 1Y6
DATE / LOT NO.	**101012**

FOUR POCKET SPORT VEST

CONFORMS TO STANDARD / CONFORMÉ À LA NORME
CAN/CGSB-65.11-M88

MV1251
DEPT. OF TRANSPORT, CANADA
APPROVAL NO. DAP/APPROBATION
23-18-04/A00aA
LARGE/X-LARGE
TO FIT
107–127 CM / 42–50 IN

CANADA TYPE I	MINIMUM BUOYANCY / FLOTTABILITÉ MINIMALE 69 N / 15.5 LBS

THIS PFD IS DESIGNED TO BE WORN - WEAR IT!
CE VÊTEMENT EST CONÇU POUR VOTRE SECURITE - PORTEZ-LE!

D.O.T./COAST GUARD APPROVED PERSONAL FLOTATION DEVICE
VÊTEMENT DE FLOTTAISON INDIVIDUEL APPROUVÉE PAR D.O.T./G.C.C.

PERSONAL FLOTATION DEVICE
CAUTION

This device may lose buoyancy over a period of time and become no longer serviceable. The in-water performance should be checked regularly during each season to determine that it provides adequate buoyancy for your needs.

Orange, red and yellow coloured PFDs are recommended for higher visibility.

VÊTEMENT DE FLOTTAISON INDIVIDUEL
AVERTISSEMENT

Ce vêtement peut perdre de sa flottabilité après un certain temps et devenir inutilisable. Sa tenue en service dans l'eau devrait donc être vérifiée régulièrement au cours de chaque saison afin de s'assurer que la flottabilité offerte convient aux besoins des utilisateurs.

Les V.F.I. de couleur orange, rouge, ou jaune sont recommandés pour une meilleure visibilité.

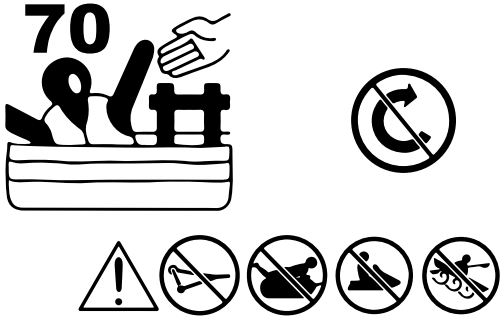
FABRIC CONTENT / CONTENU DU TISSU	CARE INSTRUCTIONS / PRENDRE SOINS
Outer Shell 100% Nylon / Revêtement Extérieur 100% Nylon Backing 100% Polyurethane / Envers 100% Polyurethane Inner Shell 100% Nylon / Revêtement Intérieur 100% Nylon Filler – Unicellular Polymeric Foam / Rempléssage-Mousse Polymère Unicellulaire	Hand Wash / Laver À La Main Do Not Bleach / Pas De Chlore Line Dry / Séchez À Plat Do Not Iron / Ne Pas Repasser Do Not Dryclean / Ne Pas Nettoyer À Sec

Made in Canada / Fabriqué Au Canada LN1000

NEW APPROVAL LABEL

ADULT UNIVERSAL

User Weight:>40kg (>88lbs)
Chest Size:76-132 cm (30-52 in.)



- Drowning hazard if not worn.
- Must be fastened and properly adjusted to float the wearer.

Choose and wear the device which fits you and your activity, visit www.wearitlifejacket.org
Read and keep the owner's manual and tags for info on wear and care.

Company Name
Company Address
Company website if available
Made in XXXXX

USCG Approved 160.064/XXXX/X
TC Approved XXXXXXX-X
ANSI/CAN/UL 12402-5

Model: XXXX Style: XXXX

Lot No. XXXX

Lab Certification Mark

Certifying Lab Identification and address

Approval conditions state that this device must be worn to be counted as equipment required by vessels meeting Transport Canada or USCG regulations.

Use:
- Fasten all closures and adjust for a snug fit.

Inspection:
- Inspect your life vest before each outing. Do not use if your life vest shows signs of weathering, damage, or rot.

Care and Storage:
- Dry thoroughly after each outing.
- Store in a dry, cool place out of direct sunlight.

In the past, Transport Canada, the Canadian Coast Guard and the Department of Fisheries and Oceans approved flotation devices. Many of these devices can still be found in boat houses, garages and basements across the country. Many are still being used on pleasure craft each boating season.

Flotation devices can last for many years if they're properly maintained and cared for. You should check your PFD at least once a year to confirm it's in good working condition (no fading, broken or missing straps or buckles, no rips in the fabric). You should also check that the PFD still floats well in shallow water when you're wearing it. If you don't find any problems, you can continue using your PFD.

If you find an issue, stop using the PFD and replace it as soon as possible. For the safety of everyone, destroy lifejackets and PFDs that are not in good working condition by removing the straps, cutting the fabric, and removing the foam before putting it in the trash.

What will the label tell you?

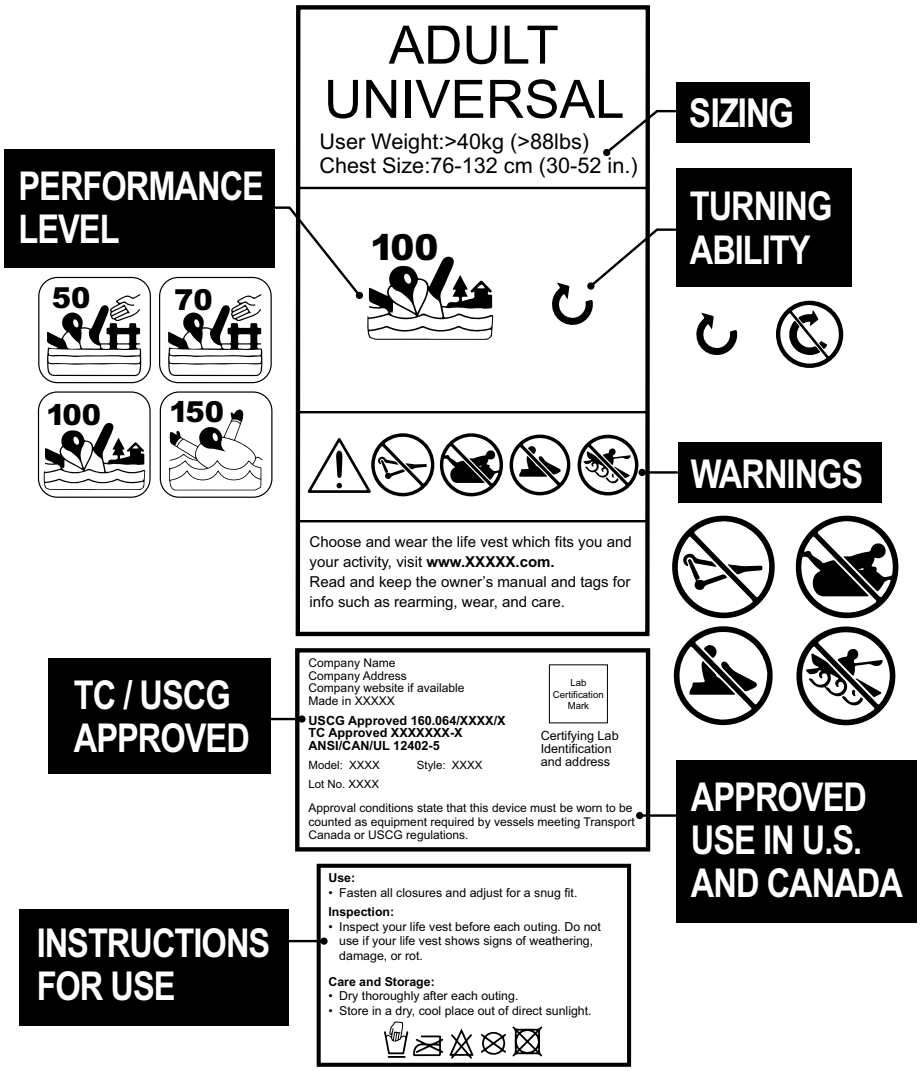
The label, found on the inside of a lifejacket or PFD contains useful information that can help you choose the right PFD for you. The label shows the:

- recommended user's weight range and chest size
- government department that approved the device
- approval number, and
- certified lab that tested the device to make sure it meets the standards

With the shared lifejacket standards between Canada and the U.S., flotation devices can have a new type of label that uses icons. Icons are used to show the device's performance level, turning ability and warnings.

When you buy a new PFD, it will have a hang tag attached that explains what each icon means.

More information about lifejackets.



To find a list of all the Canadian-approved lifejackets and PFDs, check out the Approved Products Catalogue Index. Lifejackets and PFDs are not the same! Note the differences and choose the right one.

Learn more about choosing a lifejacket or PFD

Keep kids afloat

No matter what your age or where you boat, Transport Canada encourages everyone to always wear a lifejacket or PFD while boating.

Choosing a lifejacket or PFD for your child

Make sure you buy your child a Canadian-approved lifejacket or PFD. Look for these safety features:

- a large collar for head support
- waist ties or elastic gathers in front and back
- a safety strap that goes between the legs to prevent it from slipping over your child's head
- buckles on the safety straps, and
- reflective tape

Have your child try it on. It should fit snugly and not ride up over the chin or ears. If there are more than 7.6 cm (3") between your child's shoulders and the device, it's too big and could do more harm than good.

REMEMBER: There are no approved lifejackets or PFDs for infants under 9 kg (20 lbs).

Learn more about finding the right lifejacket or PFD for your child.

Children should always wear a lifejacket or PFD and be within arm's reach at all times. Set a good example and wear yours every time you're on the water.

Test your lifejacket and PFDs

Before you buy a lifejacket or PFD, read the label, it will give you valuable information about size, weight and approval. Then, try it on and make sure if fits comfortably:

- fasten all straps, zippers and ties
- raise your arms over your head to see if it stays in place
- ask someone to lift your lifejacket or PFD straight up at the shoulders. If it fits properly, the jacket will stay in place. If the zipper touches your nose or the jacket almost comes off, it's too loose

Test your lifejacket **before** you end up in an emergency. It's a good idea to try the lifejacket or PFD in a swimming pool or shallow water (under supervision) to see how you float. Relax your body and let your head fall back. With a little help, your face should stay above the water so you can breathe easily. If this isn't the case, you may need a different size or a model with more buoyancy.

Inflatable PFDs come with an owner's manual. Read it carefully. Try the PFD under supervision and before heading out to make sure you know how to use it.

Care for your lifejackets and PFDs

Lifejackets or PFDs that are ripped or in poor condition must not be used. So, take good care of yours!

Follow these tips to keep yours in good condition:

- Regularly check its buoyancy in a pool or by wading out to waist-deep water and bending your knees to see how well you float
- Make sure all straps, buckles and zippers are clean and work well
- Tug on the straps to make sure they're well attached with no sign of wear
- Dry the lifejacket or PFD in open air. Avoid direct heat sources, such as direct sunlight
- Store it in a dry, well-ventilated place where it's easy to reach
- Do not dry clean your lifejacket or PFD. Wash it with mild soap and running water
- Never sit or kneel on your lifejacket or PFD or use it as a fender for your boat

Buoyant heaving lines

A buoyant heaving line is approved for use if it:

- floats
- is in good condition
- is made of one full length of rope, not many shorter ropes tied together
- is long enough for the boat you will be using, and
- is only used as safety equipment so it's easy to find and use in an emergency.

Lifebuoys

When buying a lifebuoy, look for a Transport Canada approval stamp or label. Lifebuoys must be at least 610 mm (24") in diameter. **Smaller lifebuoys and horseshoe-type devices are not approved**.

Reboarding devices

A reboarding device allows someone to get back on the boat from the water. A transom ladder or swim platform ladder meets this requirement. You can also use a length of rope as a reboarding device if the rope isn't used for any other purpose. Never use the motor or motor mounting brackets to help with reboarding. This is dangerous and can lead to serious injuries.

Visual signals

Watertight flashlights

Make sure the batteries in your watertight flashlight still work before every trip. If you lose power, a watertight flashlight may be your only way to signal for help.

Distress flares

When buying pyrotechnic distress flares, look for a Transport Canada approved stamp or label. Remember flares are only good for 4 years from the date of manufacture. This date is stamped on every flare. Ask the retailer how to safely dispose of your old flares.

Always follow the manufacturer's recommendations for safe storage. Store your flares:

- within reach
- upright, and
- in a cool, dry location (like a watertight container)

Tips on using flares

Only use flares in an emergency when you believe there's a chance it will be seen.

Fire aerial flares at an angle into the wind. In strong wind, lower the angle to 45 degrees, at most. Always read the manufacturer's instructions before you use flares.

There are 4 types of approved flares in Canada.

Rocket parachute flare

- Creates a single red flare
- Reaches a height of 300 m (984') and comes down slowly with a parachute
- Easily seen from the ground or air, and
- Burns for at least 40 seconds

Multi-star flare

- Creates 2 or more red stars
- Reaches a height of 100 m (328')
- Easily seen from the ground or air
- Burns for 4 to 5 seconds

REMEMBER: Some multi-start flares launch one star at a time. When using a single star type, you must fire 2 flares within 15 seconds of each other. This means you will need to double the number of cartridges to meet the requirements.

Hand flare

- Red flame torch that you hold in your hand
- Provides limited visibility from the ground
- Best used to help air searchers locate you, and
- Burns for at least 1 minute

When lighting the flare, hold it clear of the boat and downwind. Do not look directly at the flare while it's burning.

Smoke signal (buoyant or hand-held)

- Creates a dense orange smoke for:
  - 3 minutes (buoyant), or
  - 50 seconds (hand-held)
- Only use in daylight

Position your smoke signal downwind and follow the directions carefully.

Electronic visual distress signals (eVDSD)

In Canada, you can use an electronic visual distress signal instead of a watertight flashlight or pyrotechnic flares, if it:

- meets the RTCM Standard 13200.0
- has a label attached in both English and French that shows it meets RTCM Standard 13200.0
- has both English and French instructions and manuals, and
- is carried with a Transport Canada approved smoke signal

Always follow the manufacturer's guidelines for these devices. Properly caring for, using and storing these devices are key to having them work well in an emergency.

How to dispose of distress signals

Natural Resources Canada oversees how marine flares are distributed and disposed of. The *Explosive Regulations*, section 266(1) states flare distributors must have a flare disposal plan included in their licence application. It also states they must accept returns of any expired flares they've sold (s. 266(2)). Many distributors will accept expired flares made by other manufacturers for an extra fee.

If you want to dispose of expired marine flares, Transport Canada recommends that you contact the distributor for instructions on how to do it in a safe and environmentally friendly way.

Never dispose of expired marine flares by:

- firing them off in non-emergency situations. This is a criminal offense
- soaking them in water or sinking them in waterways. This pollutes the waterways and harms the environment
- throwing them in the garbage. People have been seriously injured when flares disposed this way have exploded, or
- dropping them off at Canadian Coast Guard bases, local police detachments or fire halls. These organizations aren't equipped to handle and safely store these devices.

Vessel safety equipment

Manual propelling devices

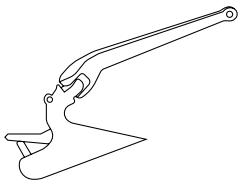
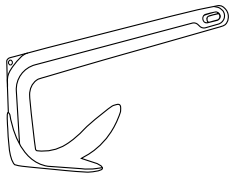
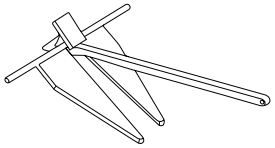
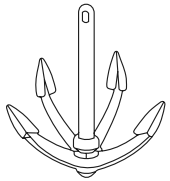
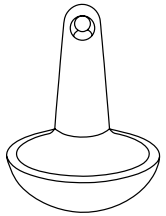
A manual propelling device can be:

- a set of oars
- a paddle, or
- anything you can operate by hand or foot to propel a boat, including the rudder of a small open sailboat or a paddle wheel on a paddleboat

Anchors

It's important to have the right anchor and cable for your boat. If you don't, strong winds and water can cause the anchor to drag and let your boat drift or run aground. This is especially dangerous if you're asleep or swimming nearby. Make sure your boat is well anchored and watch for signs of anchor dragging.

TABLE 6: COMMON TYPES OF ANCHORS

TYPE	DESCRIPTION
Plow (CQR) 	Holds well in firm sand, thick mud, rock, coral and weeds
Claw (Bruce) 	High holding power in rock, weeds, coral and sand
Pivoting-fluke (Danforth & Fortress) 	Holds best in sand and soft mud
Folding grapple 	Excellent choice for dinghies and smaller vessels. Folds and stows neatly. No sharp points to cause injury or boat damage
Mushroom 	Used for semi-permanent moorings only. Its bowl-shaped head will dig in however it falls

Key anchoring tips:

- use an anchor, chain, or line that is strong enough to hold your vessel securely
- select an anchor, chain or line that matches your vessel's size, water depth and location conditions
- make sure the chain or line is securely attached to your boat and the anchor
- the length of chain or line needed is based on conditions. Use this as a guide:
  - calm conditions – 3 times the water depth
  - moderate to rough seas – 5 times the water depth; and
  - extreme conditions – 7 times the water depths
- gently lower the anchor into the water. Never throw it. This can cause tangling and reduce effectiveness
- always drop the anchor from the bow to prevent the risk of swamping

Bailers and manual bilge pumps

Bailers must:

- hold at least 750 ml (3 cups)
- have an opening of 9 cm (3.5") diameter or more, and
- be made of plastic or metal

Did you know you can make a bailer out of a 4L rigid plastic bottle? This is cheap way to meet the requirements and have a good bailer on board.

To make one, find an empty 4L rigid plastic bottle and:

- rinse it thoroughly
- secure the lid
- cut off the bottom, and
- cut along the side with the handle.

If you have a manual bilge pump, the pump and hose must be long enough to:

- reach the bilge, and
- send the water over the side of the boat

Navigation equipment

Sound-signalling devices

Boats under 12 m (39’4”) not fitted with a sound-signalling appliance must carry a sound-signalling device.

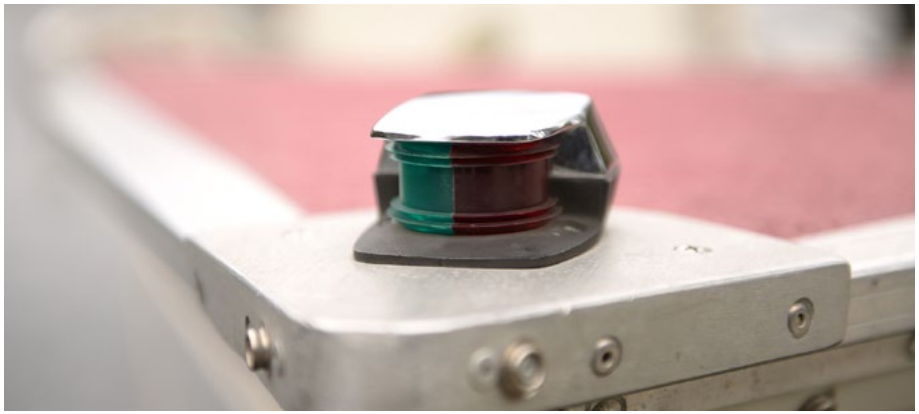
This could be:

- a pealess whistle
- a compressed air horn, or
- an electric horn

Sound-signalling appliances

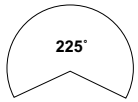
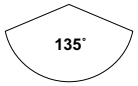
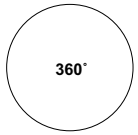
All boats 12 m (39’4”) or longer must have a fitted whistle. Boats over 20 m (65’7”) must also have a bell. Check the Collision Regulations, Annex III, for the technical requirements for these appliances.

Navigation lights



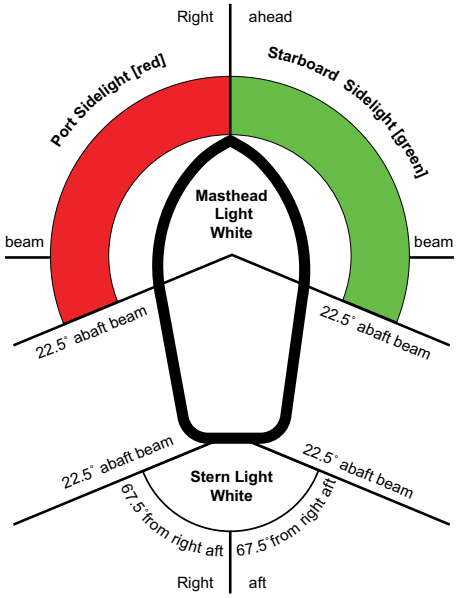
Navigation lights help prevent collisions. These lights make your vessel and the direction you're traveling more visible to others. Vessels near you will make decisions based on the information your lights provide. The navigation lights on other vessels also gives you important information. You can tell what type of vessel it is, the direction it's moving, and if it's at anchor or engaged in some other activity.

USEFUL DEFINITIONS

	**Masthead light** – A white light placed over the fore and aft centreline of the vessel showing an unbroken white light over an arc of the horizon of 225 degrees. It must be fixed so the light can be seen from right ahead to 22.5 degrees abaft the beam on both sides of the vessel
	**Sidelights** – A green light on the starboard side (right) and a red light on the port side (left), each showing an unbroken light over an arc of the horizon of 112.5 degrees. Both lights must be fixed so they can be seen from the right ahead to 22.5 degrees abaft the beam on its respective side In a vessel less than 20 m (65'7") in length, the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel
	**Sternlight** – A white light placed as close as possible to the stern (back) of the boat, showing an unbroken light over an arc of the horizon of 135 degrees and fixed so the light can be seen 67.5 degrees from right aft on each side of the vessel
	**All-round light** – A light showing an unbroken light over an arc of the horizon of 360 degrees

If your boat is equipped with navigation lights, they must work and meet the technical standards set out in the *Collision Regulations*. For example, you must:

- show navigation lights if the boat is used after sunset or before sunrise and during periods of low visibility
- make sure your vessel is equipped with the proper lights for its size and purpose, and
- check that the lights are correctly mounted



The table below shows basic requirements and options for navigation lights and shapes. This information is based on the type and length of your boat. **If you have a sailboat equipped with a motor, you must meet the standards for both sailboats and power boat**s.

REMEMBER: Sailboats with a motor must display a conical shape, pointed downwards. It must be in a forward location where it's easy to see during the day.

When installing your own navigation lights, follow the position requirements in the *Collision Regulations*. These rules show where lights should be placed on your vessel. This positioning makes sure that others can see your boat in the dark.

Following these rules makes your vessel safer. See Collision Regulations, Annex 1 for more guidance on light placement.

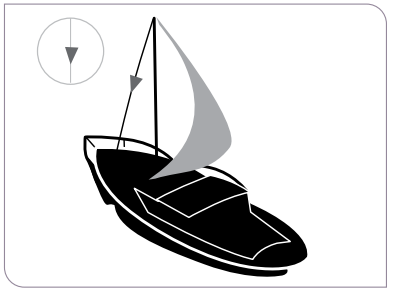
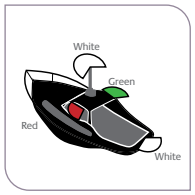
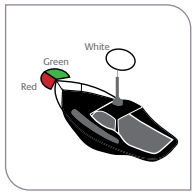
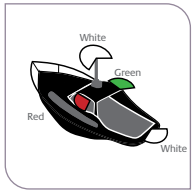
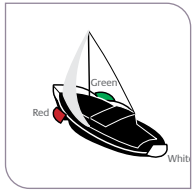
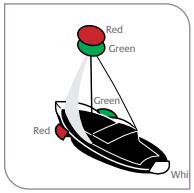
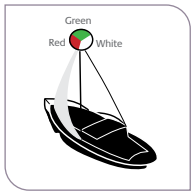
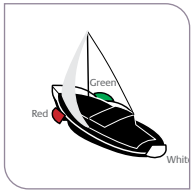
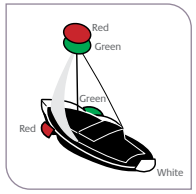
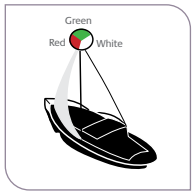
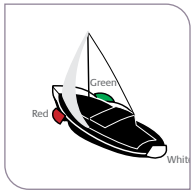
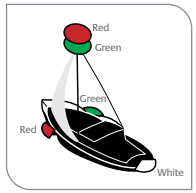
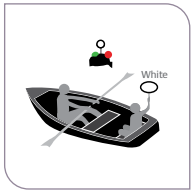


TABLE 7: NAVIGATION LIGHT AND SHAPE REQUIREMENTS BY BOAT TYPE AND LENGTH

BOAT TYPE AND LENGTH	REQUIREMENTS	
Power boats under 12 m (39'4") – Rule 23	**Option 1** • 1 masthead light • Sidelights, and • 1 sternlight **Optional** – A second masthead abaft of and higher than the forward one light 	**Option 2** • 1 all-round white light, and • Sidelights 
Power boats from 12 m (39'4") to under 50 m (164'1") – Rule 23	• 1 masthead light • Sidelights, and • 1 sternlight **Optional** – A second masthead light abaft of and higher than the light mounted forward 	
Sailboats under 7 m (23') – Rule 25 NOTE: In the Canadian waters of roadstead (mooring area), harbour, river, lake or inland waterway, ***a sailboat under 7 m*** that is also being propelled by a motor ***is not required*** to exhibit forward conical shape (point downwards) where it can best be seen.	**Option 1** • Sidelights, and • 1 sternlight 	**Option 2** • Sidelights • 1 sternlight, and • 2 all-round lights in a vertical line, the upper must be red and the lower green 
	Option 3 • 1 lantern that combines the sidelights and sternlight 	**Option 4** (if other options aren't practical) • An electric torch or lighted lantern with a white light (a watertight flashlight is acceptable) that you must use far enough in advance to prevent a collision 

BOAT TYPE AND LENGTH	REQUIREMENTS	
Sailboats from 7 m (23') to under 20 m (65'7") – Rule 25 NOTE: In Canadian roadsteads (mooring areas), harbours, rivers, lakes or inland waterways, **a sailboat under 12 m** that is also being propelled by a motor **is not required** to exhibit forward conical shape (point downwards) where it can best be seen.	**Option 1** • Sidelights, and • 1 sternlight  	**Option 2** • Sidelights • 1 sternlight, and • 2 all-round lights in a vertical line, the upper must be red and the lower green 
	Option 3 • 1 lantern that combines the sidelights and sternlight  	
Sailboats 20 m (65'7") and over – Rule 25	**Option 1** • Sidelights, and • 1 sternlight  	**Option 2** • Sidelights • 1 sternlight, and • 2 all-round lights in a vertical line, the upper must be red and the lower green 
Human-powered boats – Rule 25	**Option 1** • An electric torch or lighted lantern with a white light (a watertight flashlight is acceptable) ready to use far enough in advance to prevent a collision.  	**Option 2** • Same lights as listed for sailboats, according to length
Boats at anchor under 50 m (164'1") – Rule 30 NOTE: **Boats under 7 m aren't required** to show prescribed lights and marks, except in or near a narrow channels, fairways or anchorages, or where other vessels usually navigate.	**Option 1** • 1 all-round white light **Optional** – Another all-round white light at or near the stern and at a lower level than the other light NOTE: You can use any available lights to illuminate decks  	**Option 2** • 1 ball during the day 

Radar reflectors

Reflectors help larger vessels see small boats on their radar screens. It may be the only way they will be able to spot you.

A radar reflector can protect you on the water, but only if it's big enough and well placed on your boat. When buying a reflector, there's no substitute for size – so buy the biggest one that will fit your boat. There are all kinds of reflectors on the market. Make sure you look carefully before buying. Keep in mind placement height is also very important.

Reflectors should be placed:

- above all superstructures, and
- at least 4 m (13') above the water, if possible

Fire fighting equipment

Portable fire extinguishers

Do you know different types of fires require different types of extinguishers?

The letters on a fire extinguisher tell you what types of fires it can fight. Fires are classified as follows:

- Class A: Materials that burn, like wood, cloth, paper, rubber and plastic
- Class B: Liquids that burn, like gas, oil and grease
- Class C: Electrical equipment

You should buy a fire extinguisher with an ABC rating. The number before the letters on the extinguisher tells you how big a fire it will put out. For example, a 10BC device will put out a larger fire than a 5BC device.

Check the labels

The fire extinguisher you choose must bear a mark that shows it's certified by:

- Underwriters Laboratories of Canada (ULC), or
- Underwriters Laboratories Inc. (UL), or
- United States Coast Guard (USCG)

REMEMBER: Halon gas is dangerous, can harm the environment and isn't made anymore. While it can put out fires, it also stops oxygen from entering your lungs. Replace any halon fire equipment on your boat with safer options. Contact local authorities to learn how to remove this equipment and dispose of it safely.

Maintenance

Check your extinguisher often to make sure it has the correct operating pressure. Always follow the manufacturer's guidelines on how to care for and maintain your device. If it needs maintenance, take it to a qualified person to do the work.

Once a month, you should:

- take the extinguisher out of the bracket
- hold the extinguisher upside-down and give it a few hard shakes
  - If you don't feel the contents move, it is time to replace the device

Recommended items

If you'll be on the water for more than a few hours, you may want to have:

Extra clothing in a watertight bag

Weather and water conditions can change quickly, so be prepared.

Tool kit and spare parts

You might have to fix things while boating. It's important to have basic tools onboard. Make sure you have tools and materials to fix hull leaks. Take the owner's manual and any guidebooks you need. It's essential to know how to use these resources. Being prepared can prevent further damage to your boat. It's key to act quickly in an emergency.

Always check your boat before heading out. This can help prevent issues. Regular maintenance is key to safe boating.

First aid kit

When boating, bring a first aid kit in case of emergencies. Keep it dry and update its contents often. Customize it for your needs.

Learn the symptoms of cold shock, hypothermia, and allergic reactions. Learn how to handle bleeding, do CPR, and treat shock. If you don't know these skills, take a first aid course. Having first aid knowledge can determine the outcome of an injury and recovery. Contact a local training provider for more information on first aid training.

Northern Lakes, MANITOBA

Inspect your boat

Before you go on the water, make sure your boat is ready to use safely. This can prevent emergencies while boating. Motor problems, like running out of fuel, often lead to distress calls from boaters. Keeping your boat in good condition lets you have a stress-free time on the water. Regular maintenance helps avoid unexpected issues and ensures a smooth boating trip.

Using a boat that you know isn't seaworthy is against the law. You must keep your boat, its engine and all equipment, in good working order. Whether you own, rent or borrow a boat, use a pre-departure checklist to make sure you're ready before going out on the water.

Explain safe boating rules to everyone on board before heading out. Tell your guest where you keep the safety equipment and how to use it. Make sure at least one other person on board knows how to operate the boat in case something happens to you.

Monitor the weather

Weather and water conditions play a big role in your safety on the water. Before heading out, get and understand the latest forecast for your area. You should also be aware of local factors (like topography) that may cause weather conditions to differ from the forecast. The best source for this information is people who know the area well.

Summer thunderstorms can strike quickly and without warning. Keep your eye on the sky when you're out on the water. If it starts to look dark and cloudy, and conditions are changing quickly, head for shore. Remember to check your up-to-date nautical charts in advance so you'll know where to find shelter.

Environment and Climate Change Canada issues marine forecasts several times a day in many areas. If you have a marine radio, you can get weather updates while you're on the water. These forecasts provide information on wind speed and direction, weather, visibility and freezing spray (if applicable). Some forecasts discuss current conditions while others discuss conditions you can expect over several days. Marine forecasts are also available online.

You can also get continuous forecasts from the Canadian Coast Guard on marine VHF weather channels. Marine weather forecasts are also available on:

- VHF Channel 21B and 83B (Atlantic coast and Great Lakes)
- VHF Channel 21B and WX1, WX2, WX3 (Pacific coast)

When high wind speeds are expected, Environment Canada will issue a wind warning in the marine forecast:

- Strong Wind Warning - 20 to 33 knots (37 to 61 km/h)
- Gale Warning - 34 to 47 knots (62 to 87 km/h)
- Storm Warning - 48 to 63 knots (88 to 117 km/h)
- Hurricane Force Wind Warnings - 64 knots or more (118 km/h or more)

Make and file a sail plan

A sail plan (also known as a trip or float plan) includes your planned route and describes your boat. No matter what you call the plan, you should file one before heading out – even if it's only for an hour or 2.

File your sail plan with someone you trust. If you're late, ask them to contact a Joint Rescue Coordination Centre. You can report a search and rescue incident by calling the 24-hour emergency line. You can find these numbers in the contact information section of this guide.

If you're taking a long trip, you should file a daily position report (especially if you change your planned route). Always let people know when you return or safely arrive at your next stop. If you don't, they may start an unnecessary search, which could keep search and rescue resources from responding to an actual emergency.

Carry and use official nautical charts and publications

An open body of water may seem inviting but remember there are no clearly marked traffic lanes on the water, which can make navigation difficult.

To help you navigate safely, you're legally required to carry charts and marine publications for each area you plan to boat in. These include current:

- large scale nautical charts (if available), and
- publications and notices. These can include:
  - *Notices to Mariners*
  - *Sailing Directions*
  - *tide and current tables, and*
  - *the List of Lights, Buoys and Fog Signals*

The Canadian Hydrographic Service publishes nautical charts and publications. To buy paper or digital charts and publications you must order through a chart dealer.

Charts and publications may not be necessary if safe and efficient navigation is not compromised, and:

- your boat is less than 100 tons, and
- you know the waterways very well (like local shipping routes, lights, buoys, marks, local hazards, tides, currents, ice and weather patterns)

Avoid local hazards

Being prepared means more than having your boat and equipment in good working order. You should also:

- check nautical charts for overhead obstacles, bridges and underwater cables in your boating area
- read nautical charts together with publications like Sailing Directions
- Looking at tide tables and current atlases will also help you learn about water levels, times of low, slack and high tides, and the direction of water flow
- Stay away from swimming areas, even canoes and kayaks can injure swimmers
- Avoid boating too close to shore
- Talk to local residents who know the waters that aren't covered by nautical charts. They can point out:
  - local hazards (low-head dams, rapids, white water)
  - local wind conditions and currents
  - areas with fast changing wave conditions

Fuel safely

Leaking or spilled fuel harms the marine environment and is a fire hazard. Follow these steps when fueling. It's the safe thing to do, and it's the law.

- Moor your boat securely to prevent spills
- Shut off all engines
- Send guests ashore
- Put out all open flames
- Do not smoke
- Turn off electrical switches and power supplies
- Do not use electrical devices like portable radios.
- Close all windows, portholes, hatches and cabin doors
- Remove portable tanks from the vessel before refueling
- Ground the nozzle against the filler pipe
- Know how much fuel your tank can hold. Do not overfill! You must prevent fuel leaks and spills into your boat's hull and the water
- Wipe up spills and dispose of the used cloth or towel in an approved container
- Run the compartment blower for at least 4 minutes right before starting a gasoline engine
- Check for vapours from the engine compartment before you start the engine

New environmental laws that affect diesel fuel mean frequent changes to the type of diesel available at the pump. Follow the safety instructions from fuel suppliers, and in your boat's engine and system user manuals.

Be aware of carbon monoxide dangers

Carbon monoxide (CO) is a deadly gas you can't see, smell or taste. CO comes in through your lungs, cuts off the oxygen supply to your body and can kill you in minutes. Be alert! Symptoms include headaches, nausea and fatigue, which can often seem like seasickness or the flu.

Anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) can create CO. It acts a lot like air. It doesn't rise or fall but spreads evenly throughout an enclosed space. To protect yourself from CO, follow these tips.

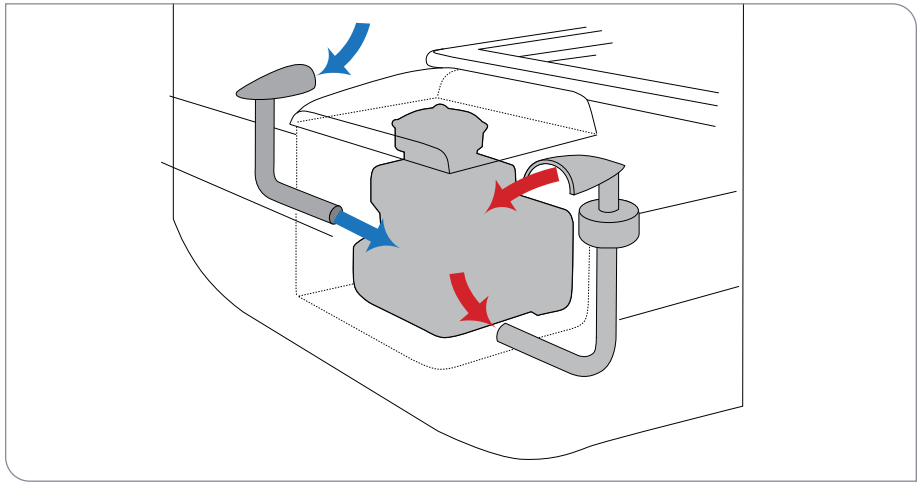
- Only idle your engine in well-ventilated areas. A tail wind can easily carry CO back on board
- Heat the cabin in a well-ventilated area
- Cook in a well-ventilated area
- Make sure cabin extensions and areas with canvas tops are well ventilated
- Only use fuel-burning engines or appliances that are certified or designed for marine use. Only use them in well-ventilated areas
- Use a marine-grade CO detector and check its batteries before every trip
- Be aware that CO can build up when:
  - 2 vessels are tied to each other
  - groups of boats are trolling in one area
  - you're docked alongside a seawall
  - exhaust gases enter the space between pontoons
  - your load causes the bow to ride high, or
  - a fuel-burning appliance or engine is running while your vessel isn't moving

REMEMBER: Carbon monoxide (CO) isn't just a risk to boaters. Swimmers can also be overcome by breathing in CO and drown in minutes! High risk areas are under swim platforms and between the pontoons of boats and houseboats.

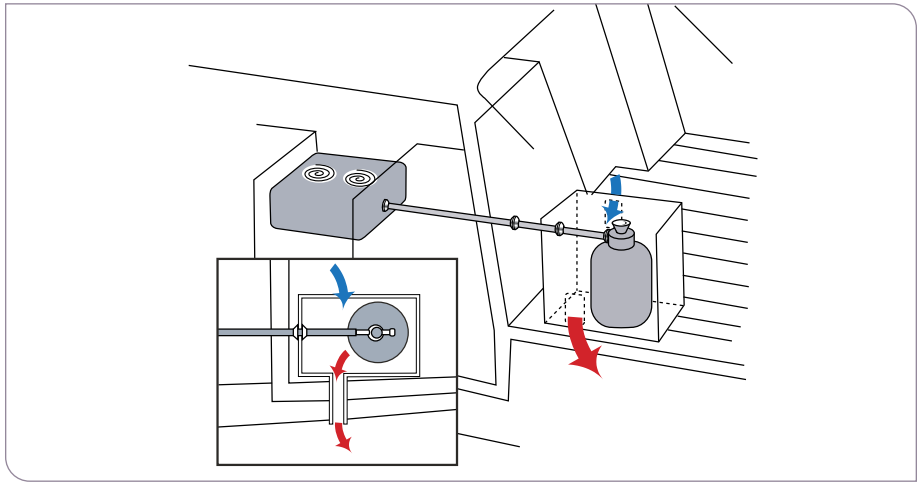
Reduce the risk of explosion

Fuel-burning appliances

Typical ventilation system



Typical propane installation with ventilation



Gas vapours, leaking propane and butane are heavier than air and will quickly flow into the lower parts of your boat. These vapours are very hard to remove and are highly explosive. On board appliances that run on propane or butane may present more risk than gasoline.

Here are some tips for using propane and butane safely.

- Use appliances and systems designed for marine use
- Ask a qualified technician to install, maintain or repair your appliance/system according to the manufacturer's instructions and marine standards
- Only use fuel-burning appliances in well-ventilated areas
- Secure portable appliances and heaters so unexpected movements don't cause a leak
- Secure gas cylinders and tanks in an area with good ventilation
- Always have someone watch an open-flame heating, cooking or refrigeration system

Ignition protection

Every boat with a gasoline engine or propane devices must have ignition-protected electrical devices. These parts are designed and made to prevent sparks from escaping during use. Normally, they won't ignite gasoline or propane fumes or vapour. Only use electrical parts that are clearly labeled "ignition protected".

Many older boats, and even some new ones, have been fitted with converted car or truck engines. If you aren't sure whether your engine has ignition-protected parts in it, have a certified marine technician look at it. They will tell you if a replacement part (or related work done to the engine) has endangered the engine's ignition protection or you.

Load your boat properly

Overloading your boat with people, equipment, or both, is dangerous. Your boat's safety on the water depends on how much you put in the boat and where you put it.

Too much weight will make your boat unstable and allow small waves to come on board. It will also limit the amount your boat can roll before its sides dip under water. The more weight you carry on board, the more likely it is that your boat will roll. This makes it harder for the boat to return to normal.

As the boat operator, always follow the recommended maximum safe limits on the Transport Canada compliance notice located near the helm of your boat.

REMEMBER: These limits only apply in good weather with the weight evenly distributed on board, so use your best judgment when conditions are less than perfect.

Compliance notices for boats over 6 m (19"8") won't have any recommended limits, but these boats can still become unstable if you overload them. Check with your boat's manufacturer for guidance and use good judgement when loading and using your boat.

Other tips include:

- Evenly distribute the weight of people and equipment
- Properly secure equipment to keep it from shifting
- Keep the load as low as possible
- Know your craft's limitations and how it handles
- If you need to move around, keep your centre of gravity as low as possible

Get a pleasure craft courtesy check

Transport Canada works with boating safety organizations that offer free courtesy checks of pleasure craft. A trained boating safety volunteer boards your boat to do the courtesy check. They will check the safety equipment and other requirements, identify any problems, and discuss boating safety issues with you.

Education and prevention are the focus of this program. Since there are never any penalties involved, it's a great chance to learn more about boating safety and make sure you're ready to take your vessel out on the water.

To get a pleasure craft courtesy check, contact your regional Transport Canada Office of Boating Safety.

REMEMBER: A courtesy check isn't a formal assessment of the condition of the vessel or any of the equipment. It's **your responsibility** to make sure your vessel and equipment meet all regulations that apply to your boat.

ON THE WATER

Everyone has the right to enjoy a safe, fun time on the water. This means everyone is responsible for respecting and sharing waterways with wildlife, swimmers, divers, other boaters and watercraft from paddleboards to float planes.

This section outlines some basic rules for Canada's waterways. It guides you through some of the things you need to know and watch for while out on the water.

Lake Louise, ALBERTA

Know the how to stay safe on the water

The “rules of the road” for Canada’s waterways help everyone avoid collisions by setting out what every boater should do to avoid hitting or being hit by another vessel. This isn’t just about being polite, it’s the law set out in the *Collision Regulations*. **It applies to every vessel, operator and navigable waterway.**

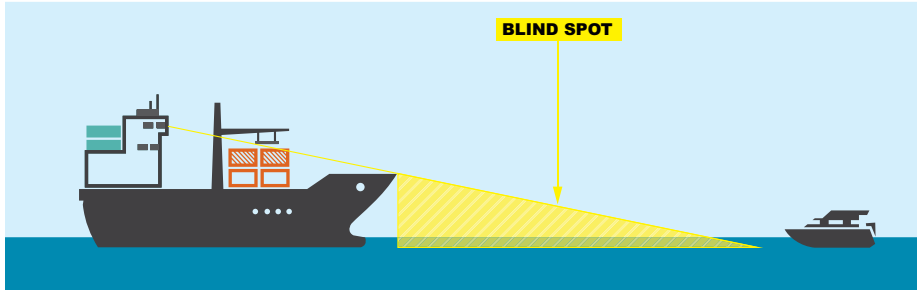
Give other boats plenty of space

Keep watch and stay out of shipping lanes.

Keep constant watch for others on the water. If you’re sharing the water with large vessels, remember it’s harder for them to see you or change their route to avoid you. They travel faster than you think, and it takes them longer to stop. These are all good reasons to stay out of their way.

Some boaters don’t realize the risk they take when they cross shipping lanes or pass in front of large vessels.

Boating safety tips around large vessels and tugs



- Keep watch and steer clear of shipping lanes
- Be alert! Maintain a proper lookout and be ready to stop, slow down and yield to large vessels
- Know and follow the Collision Regulations
- Always stay a safe distance away from large vessels
- When possible, install a radar reflector at least 4 metres above the water.
- Never block the way or cross in front of larger vessels or go between a tug and its tow
- Be predictable. Operate your boat in a safe way and signal your intentions to other vessels
- Always know what’s going on around you and be prepared to change course to avoid danger

Know warning signals from large vessels

Large vessels will use their horn, whistle or lights to warn if there’s a danger of collision.

TABLE 8: WARNING SIGNS AND WHAT THEY MEAN

HORN OR WHISTLE	LIGHTS	WHAT IT MEANS
5 short, rapid blasts	5 short, rapid flashes	Get out of the way now!
1 short blast	1 short flash	I’m changing my course to starboard.
2 short blasts	2 short flashes	I’m changing my course to port.
3 short blasts	3 short flashes	I’m operating in reverse.

Know who has the right-of-way

> Note: The information below is a summary of Rules 9, 10 and 18 of the Collision Regulations. For the full text, please refer to the full text of the Collision Regulations.

Just like driving a vehicle, you need to know the “rules-of-the-road.” The *Collision Regulations* set out basic rules to help boaters avoid hitting or being hit by another vessel. These regulations apply to all vessels, from canoes to supertankers. Some key rules to follow below.

Rule 9

- Vessels less than 20 m long (including sail boats and those who are fishing) must not block or delay a vessel that can only safely navigate within the narrow channel
- All vessels must avoid crossing a narrow channel if it will block or delay a vessel that can only safely navigate within the narrow channel

Rule 10

- Vessels that are fishing must not block or delay any vessel within a traffic lane
- Vessels less than 20 m long and sail boats must not block or delay any power-driven vessels in a traffic lane

Rule 18

All power-driven vessels underway must stay clear of other vessels that:

- are not under command
- have a limited ability to move or change course
- are engaged in fishing, and
- are sail boats

Sail boats must stay clear of other vessels that:

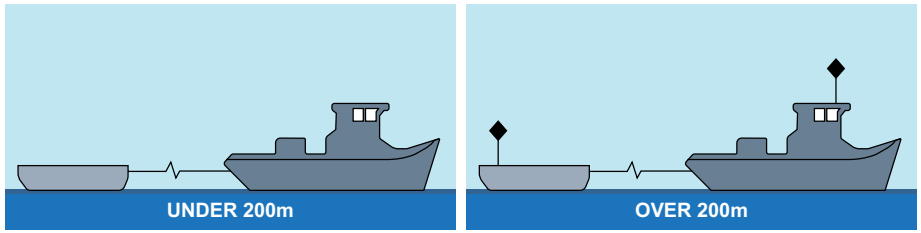
- are not under command
- have a limited ability to move or change course
- are engaged in fishing

Vessels engaged in fishing must stay clear of other vessels that are:

- not under command, and
- have a limited ability to move or change course

Give plenty of space to tugs and towing vessels

Tugs may tow vessels on a long tow line that extends behind the tug. The tow line is often hanging below the water's surface and nearly invisible. Never pass between a tug and its tow. If your small boat hits the line, it could capsize and be run down by the object being towed. The tow line may also trail behind the object being towed. Always give the tug and its tow plenty of space in all directions.



Know how to recognize a towing vessel at night

Be alert for special lights displayed by tugs (or any vessels) towing barges, other boats or objects. The tug is usually more visible than its tow. In fact, the tow's navigation lights may not include masthead lights and are often much dimmer than the tugs.

If a power-driven vessel is towing another vessel or object from its stern, the power-driven vessel must display:

- sidelights
- a sternlight
- a towing light (yellow light with the same characteristics as the sternlight)
- 2 masthead lights in a vertical line, or 3 if the tow exceeds 200m (656')

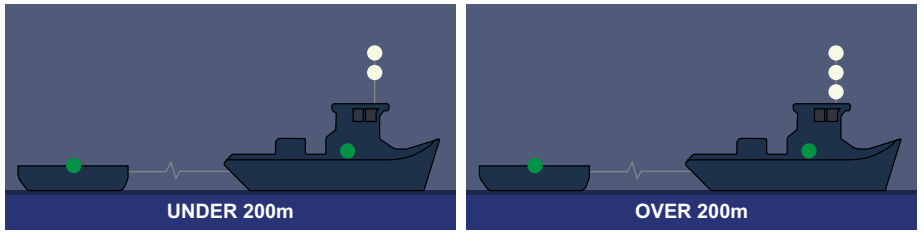
If the tow exceeds 200 m (656'), it must also display a diamond shape that's easy to see.

The barge, vessel or any other object being towed must display:

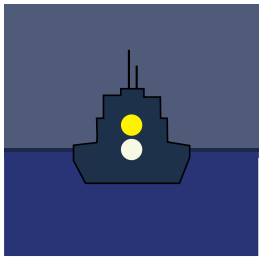
- sidelights
- a sternlight, and

If the tow exceeds 200 m (656'), it must also display a diamond shape that's easy to see.

If it's not practical for the object being towed to display the lights stated above, it must have one all-round white light at both the fore and aft ends.



Display the right lights when towing another vessel



As a pleasure boater, you may need to tow another vessel in distress. Do everything you can to light the boat or object being towed and the tow line. If you can't, find a way to show its presence and attract attention. If you're looking to fit your boat with navigation lights for towing, you can find more details in Rule 24 of the *Collision Regulations*.

Avoid dangerous behaviours

Never try to spray swimmers, cut in front of vessels or try to jump the wake of other vessels. Some of the worst boating incidents happen when operators misjudge speed and distance.

Boat at a safe speed

Remember you may have to stop or turn suddenly to avoid a collision, so operate at a safe speed.

A safe speed depends on:

- your ability to see ahead. Slow is the only safe speed in fog, mist, rain, smoke and darkness
- current, wind and water conditions
- how quickly your boat can change direction
- how many and what types of vessels are near you, and
- the presence of navigational hazards like rocks and tree stumps

Be very careful boating when visibility is poor, like entering or exiting a fog bank or smoke-filled areas.

A boat's wake can damage other vessels, docks and the shoreline. It can also be a hazard for swimmers, divers and people on small boats that might capsize. Be aware of how your boat's wake might affect others when choosing your speed. Remember – you're responsible for any damages or harm you cause.

Impaired boating

Boating under the influence of alcohol, or drugs is illegal. It's also dangerous for you and others.

Staying sober is your responsibility

The Criminal Code bans boating while impaired by alcohol, drugs, or a combination of both. Penalties range from a mandatory minimum fine to life in prison, depending on the severity of the offence.

Boating under the influence of alcohol and drugs can lead to dangerous situations. You're not just a danger to yourself but to others too.

It's far more dangerous than you may realize. Fatigue, sun, wind and the motion of the boat can dull your senses. Alcohol and drugs intensify these effects, which can leave you with reduced fine motor skills (for example, hand-eye coordination) and impaired judgement.

Every time you use a boat, you're responsible for the safety of your guests and other people using the waterway. You must always be alert, prepared and ready to react.

Penalties

Impaired driving, including boating, is a serious crime that endangers public safety. Having more than the legal level of alcohol, THC, or other impairing drugs in your blood within 2 hours of boating is an offence.

Penalties can vary, depending on:

- the alcohol or drug concentration
- whether it's your first or a repeated offence, and
- if you harmed, injured or killed another person

Convictions for a first offence can result in:

- fines
- boating and driving bans
- your boat or vehicle being seized, and
- jail time

The laws and penalties for when a boater is considered impaired follow provincial and territorial driving laws. Provinces and territories have other laws for alcohol and drugs that may also apply.

These requirements for alcohol and drugs include:

- how it should be transported
- where it can be consumed, and
- who can legally possess it

Make sure to check the laws in your area.

Reduce engine noise

Every boat equipped with a motor, other than a stock (unmodified) outboard engine, must have a muffler and use it while operating within 5 nautical miles (9.26 km) of shore.

This doesn't apply to you if:

- your boat was built before January 1, 1960, or
- you're in an official competition, or
- you're in formal training or final preparation for an official competition

To learn more, see the *Small Vessel Regulations*, Section 1000.

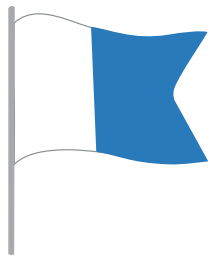
Know what's going on around you

As a boater, you must be aware of what is happening around you, both on the water and in the sky.

Divers below the surface

Diving is a popular water sport. You should know what a "diver down flag" looks like and watch for these flags. This is very important because the wake from your boat, along with the weather and other factors, can make it hard to see a diver's bubbles on the surface of the water.

Dive boats must display the international blue and white Code Flag Alpha. A red and white flag on a buoy may also mark an area where diving is happening. Remember, divers may stray from the marked dive areas.

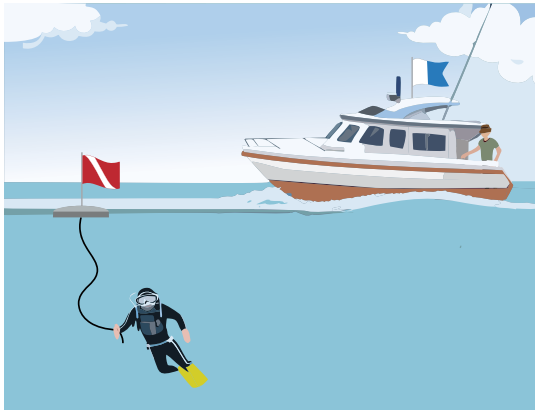


Blue and White
Alpha Flag

Red and diagonal white stripe
Diver down Flag

When you see either flag, reduce your speed. Give divers plenty of room and keep your boat at least 100 m (328') from the flag. If you can't stay that far away because of the size of the waterway:

- slow down as much as possible
- move ahead with caution, and
- keep clear of the vessel and diving site



While diving from your boat, remember to display these flags as well. You should try to stay within 100 m (328') of your flag at all times.

Seaplanes

In Canada, the *Collision Regulations* set out rules to help prevent collisions in waterways. The rules apply to vessels and to seaplanes operating on the water. Rule 5 of the regulations requires everyone to maintain proper look-out by sight and sound at all times. If there's a risk of collision (Rule 7), you must take early and immediate action to avoid a collision. This can be done by altering your vessel's course, reducing speed, stopping or reversing directions (Rule 8). This applies, even if your vessel has the right-of-way according to the regulations.

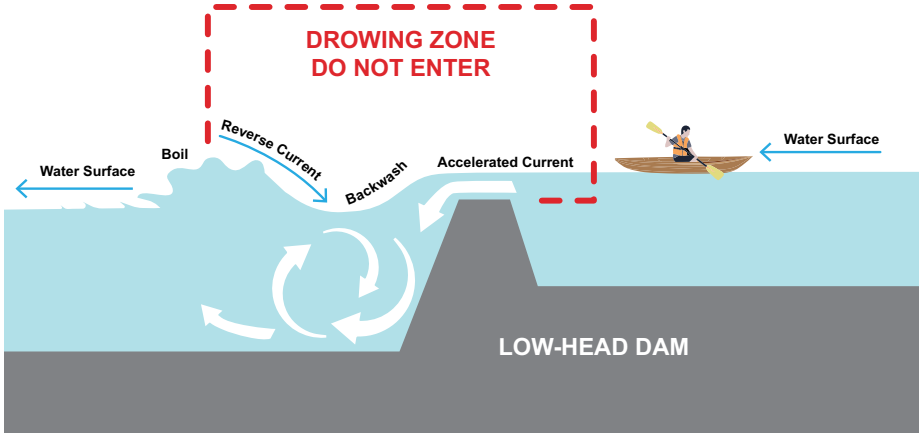
As a boater, you must be aware of what's going on around you at all times. Watch for aircraft anytime you are out on the water and give them plenty of space. When seaplanes are landing or taking off, they're not able to alter their course. Trying to change course could cause the seaplane to capsize.

During takeoffs and landings on the water, the seaplane **has a limited *ability to manoeuvre*** and can't keep out of the way of other vessels. In these situations, you need to be aware, take action to avoid a collision by changing your path of travel, and reduce your speed to avoid a collision.

If there are nautical charts for the areas where you'll be boating, review them before leaving the dock. Identify aerodromes and other hazards and avoid boating in those areas if possible. If you must boat in those areas use caution and pay attention to what's going on around you.

Safety around dams and weirs

Dams and wastewater weirs are dangerous. Never boat, swim or fish near a dam or weir. Currents and undertows in these areas can be very hazardous.



Low-head dams are **especially dangerous**. When water falls over a low-head dam, it creates strong, circulating currents. These currents pull people, boats and objects under the water and trap them against the face of the dam. After surfacing, a victim is drawn back towards the base of the dam, starting the cycle over again.

There are thousands of low-head dams across Canada, and they can be very difficult to see because the water around them often looks calm and inviting. Before boating, find out if there are any dams and weirs in the area – then stay clear of them. Always follow the signage posted by the dam authorities but remember low-head dams and weirs might not be marked by signs or barriers. Always portage around these areas or turn around well before reaching the dam to avoid the risk.

If you see someone in trouble, do not enter the area. Call 911. From a safe distance or shore, toss a rope or bag to try to pull the person to safety.

Safety around power lines

Touching an overhead power line or an (invisible) electric arc zone can kill you. That's why you should:

- know the height of your boat above the water (including any gear installed on top of the mast)
- know the minimal clearance identified on marine charts and avoid electric lines when this information isn't available
- be careful at night since electric lines are more difficult to see
- lower your mast and watch the clearance between your boat and powerlines while towing it between locations and at boat launch areas

Be safe in canals and locks

Visiting historic canals and locks

When visiting one of Canada's historic canals, make sure your boat has enough properly sized mooring lines and securely fastened floating fenders.

Many activities aren't allowed in a canal. Some rules include:

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

Visit Parks Canada to learn more about historic canals and see the *Historic Canal Regulations* for more information about the regulations that apply.

Passing through a lock

Obey the posted speed limits and be aware of your boat's wake when approaching a lock. Other things to remember are:

- Keep clear of the channel near lock gates so vessels can come and go
- Look for the blue line on the mooring wharf that shows where to wait for the next lockage
- Follow the instructions from lockmasters and bridge operators (at a number of lock stations, a green traffic light is your signal to go ahead)
- Enter a lock slowly (no faster than 10 km/h) and have people at the bow and stern of your boat ready with mooring lines
- If the lock has drop cables, loop boat lines around them, not to them, and only once your boat is safely positioned
- If the lock has floating docks, the lockmaster may tell you to tie to one inside the lock chamber
- Watch vessel lines carefully during the lockage. Looping a line around a deck cleat may provide extra leverage
- Never leave bow or stern lines unattended
- Switch off the engine(s) and generator. Do not use open flames or smoke during lockage. Make sure the bilge blower is operating

When the lock gates open, wait for staff to tell you to restart your engine. Make sure all your mooring lines are back in your boat. Exit slowly and in order. Watch out for wind, currents and other vessels.

REMEMBER: The St. Lawrence Seaway is mainly a commercial navigation route. For public safety, the following vessels aren't allowed through the seaway locks:

- boats that are less than 6 m (20') long in length,
- boats that are under 900 kg (1 ton), and
- sailboats under sail

Larger pleasure craft may use the seaway locks, but operators should expect delays, as commercial vessels take priority. Toll fees also apply. For more details, read the *St. Lawrence Seaway Pleasure Craft Guide*.

Information for specific activities

Personal watercraft (PWC)

Safely using a personal watercraft (PWC) requires skill and experience. Anyone using a PWC must be at least 16 years old, have proof of competency and proof of age on board. Youth under 16 years old can't use PWC, even if they're being directly supervised.

While some newer models of PWC have off-throttle steering, most need power to maintain control and steering. If the engine returns to idle or shuts off, you may lose all steering control and the PWC will continue to travel in the direction it was heading. Also remember, PWC don't have brakes. It will not stop immediately when you release the throttle. Always leave plenty of room for stopping.

Before you let someone borrow your PWC, make sure they know how to operate it safely and responsibly. Here are some other basic tips:

- Always wear a Canadian-approved lifejacket or PFD (inflatable PFDs aren't allowed). Choose a bright colour so you're easy to see in the water
- Wear thermal protection when in cold water (less than 15°C)
- Read the owner's manual before setting out
- Attach the engine shut-off switch securely to your wrist, lifejacket or PFD
- Respect speed limits and respect your neighbours. Many people hate the noise a PWC makes when it's used for long periods of time at high speed in one place, especially when it's used to jump waves
- Stay alert! At high speeds, it's hard to see swimmers, water skiers, divers and other PWCs in time to avoid them
- Don't operate your PWC after dark or when visibility is poor unless it has proper navigation lights
- Make sure your PWC is properly licensed and marked
- Know how your PWC can impact the environment
  - Avoid high speeds near shore
  - Ride in water at least 76 cm (30") deep to keep plants and sediment being sucked in the pump and cause damage
  - Never beach your PWC in grasses and reeds. This can damage fragile habitats
  - Be extra careful when fuelling to avoid spills. Fuel up on land whenever possible
  - Don't use your PWC to chase, disturb or harass wildlife
- Don't start your PWC if you smell gasoline or fumes in the engine compartment. Have a qualified technician check it before using it
- Replace the engine cover or seat before starting

Waterskiing and other recreational towing

The rules that govern waterskiing also apply to other recreational towing activities like barefoot skiing, tubing, kneeboarding and parasailing. Here are rules to remember when towing someone with your boat:

- You must have a spotter on board the boat that watches each person being towed. The spotter must be able to communicate with you
- There must be an empty seat on your boat for each person you're towing in case they need to come on board
- Personal watercraft used for towing people must be designed to carry 3 or more people
- If someone you tow isn't wearing a lifejacket or PFD, you must have one on board for them
- You may not tow anyone when visibility is poor or more than one hour after sunset
- Don't use remote controlled boats for towing
- Check the Vessel Operation Restriction Regulations Schedules for towing restrictions in the areas where you'll be boating

If the boat meets the safety requirements of a governing body for the sport, some of these requirements won't apply to a boat during formal training, in an official competition, or in a skill demonstration.

Kayaking

Be visible. Choose a bright lifejacket or PFD and kayak so other boats can see you. In case of emergency, keep signalling devices within easy reach.

If you're kayaking in the ocean, be aware of water temperatures, tide, currents, wind and maritime traffic.

Stand-up paddleboarding

Always wear a lifejacket or PFD while paddleboarding. Using the leash attached to the board is not an approved replacement for your lifejacket or PFD.

Your leash is an important piece of safety equipment but knowing how and when to use it is important for your safety. Consider using a leash with a quick-release or auto-fail option attached to your waist, not your ankle or leg. This will make it easier for you to free yourself from the leash in an emergency. Attaching the leash to your ankle or leg is only meant for paddleboarding on flat, calm waters.

The leash is designed to keep the board close to you if you fall off. It will also reduce the risk of the board injuring other paddlers or swimmers nearby if you lose control of the board. But it can also pose risks if you paddle on rivers, creeks and moving water.

When paddling a SUP on these waters, there's a risk your leash could catch on branches, rocks, plants or other underwater hazards. If your leash gets tangled, it can pull you underwater and you could drown. If you choose to wear a leash in these environments, make sure to wear a waist-mounted leash with a quick release or auto-fail mechanism that you can reach with both hands.

Always paddle with a buddy.

Never paddle in flood waters. Wait and paddle another day.

Be aware of your surroundings. Watch for potential hazards further down the waterway. If hazards are present, paddle to shore a safe distance away and walk around the area.

Be honest about your skills and limits. Underestimating the weather or environment could lead to some serious consequences. Know and respect your limits!

Transport Canada recommends all paddlers take a learn-to-paddle safety course.

Fishing and hunting

Are you planning a trip across the lake to do some fishing or hunting? It takes more than steering your boat to get from Point A to Point B?

- Always wear a Canadian-approved lifejacket or PFD. The brighter the colour ,the more visible you are to others
- Have the required safety equipment on board
- Avoid overloading the boat. Overloading affects stability and makes the boat harder to handle
- Know your craft's limitations and handling
- Never cruise after drinking or taking drugs
- Learn about weather patterns, hypothermia and cold shock. One small mistake can put you in the water. Your survival could depend on being prepared
- Dress for boating
- Make and file a sail plan. Have a way to contact your loved ones to let them know if your plans change. Make sure they know to call 911 if you don't return on time.

Local boating restrictions

Local restrictions may be in force on some Canadian waterways to keep the public safe and protect public interest and the environment. Some of these include a ban on power boats, engine power limits, speed limits and bans on recreational towing activities.

These restrictions are listed in the Schedules found in the *Vessel Operation Restriction Regulations*. Local authorities are responsible for implementing these regulations.

Province-wide shoreline speed limits

Some provinces have adopted a speed limit of 10 km/h within 30 m (98'5") of shore on all waters within their boundaries. This speed limit applies in Ontario, Manitoba, Saskatchewan, Alberta and the inland waters of British Columbia and Nova Scotia. This speed limit is in effect whether it is posted or not. Exceptions include:

- recreational towing while traveling at a 90-degree angle from the shore
- rivers less than 100 m (328') wide, as well as canals and buoyed channels, and
- waters where another speed limit is set in Schedule 6 of the Vessel Operation Restriction Regulations or the *Canada Marine Act*

Know how to read a restriction sign

Vessel Operation Restriction Regulations signs are made using symbols. These symbols come in 5 shapes and tells you the type of restriction that applies in the area.

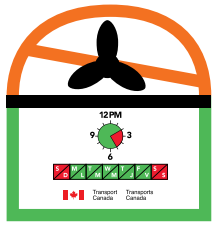
The signs are often framed in orange. When part of a symbol has a green border, a special condition applies to that restriction.

If it's arrow-shaped, the restriction applies in the direction of the arrow. More details on Vessel Operation Restriction Regulation signs.

No motorized vessels (including power-driven and electric powered vessels)

No power-driven vessels propelled by an internal combustion engine or a steam engine)

No recreational towing activities north of the sign



No motorized vessels (including power-driven and electric power vessels) between the hours and days in red

Speed limit

No sporting, recreational, or public event or activity

Combined symbol (no recreational towing activities and speed limit)

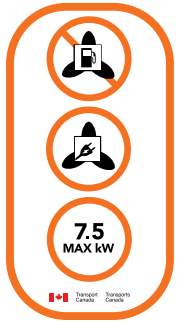
No vessels allowed

Engine power limit

No towing activities

No motorized (including power-driven and electric powered vessels in the direction indicated by the arrow

No wake surfing except during permitted hours (Schedule 7.1 Sign)



No power-driven vessels allowed, and electric propulsion vessels limited to 7.5kW (Schedule 3 Sign)

Boating near marine mammals

In Canada, it's against the law to disturb a marine mammal. You can't:

- feed, swim or interact with a marine mammal
- move a marine mammal (lure or cause it to move)
- separate a marine mammal from its group, or go between it and a calf
- trap a marine mammal or a group between a vessel and the shore, or between a vessel and other vessels
- tag or mark a marine mammal, or
- chase or harass the marine mammals

There are other restrictions you will also need to know and respect.

These restrictions can include speed limits, no boat zones and a minimum distance of 100 m or more between marine mammals and your boat. In some parts of the country, you need to be even further away from some marine mammals because of the threats they already face.

Keeping a minimum distance **is the law**. Getting too close could result in charges under the *Fisheries Act*, with fines up to $100,000.

In addition to keeping your distance, for your safety, all boaters are asked to:

- watch marine mammals with binoculars from a safe distance
- slowly move away cautiously at the first sign of agitation or disturbance from the animal
- stop fishing when marine mammals are present, but don't haul up your gear. This can cause marine mammals to connect fishing gear with food and put you and your boat at risk

Marine Protected Areas

There are several Marine Protected Areas across Canada, that cover around 6% of Canada's marine and coastal areas. These areas support a healthy marine environment, and protect:

- diverse ecosystems
- migratory and highly mobile animals, like whales and seabirds
- critical migration routes, feeding grounds and other gathering sites, from harmful human activities

They also create safe havens for vulnerable species.

Before you go boating, know if your travels will include a Marine Protected Area and follow all restrictions in that area.

Be ready to comply

Safety is a responsibility that's shared between Canadian waterway users and the organizations that govern them. This means you must learn and follow the rules that apply to your boat and the waters where you'll be boating. The previous sections of this guide provided you with an overview of the laws and regulations that apply to pleasure boating.

The RCMP, provincial and municipal police forces and other authorities enforce the laws that apply to boats. They may check your boat and monitor your boating activities to make sure you meet the requirements that apply. This may include checking for safety equipment, your Pleasure Craft Operator Card, a valid pleasure craft licence and watching for careless boating.

Transport Canada's Office of Boating Safety helps boaters learn about boating laws with help from tools like this guide. However, it's important to remember these laws only set the minimum requirements. Many boaters go above and beyond these laws to improve the safety of their boat and guests, and Transport Canada encourages everyone to do the same.

Boating offences and fines

Here's a list of some boating offences with fines from the *Contravention Regulations*. Note: These fines don't include provincial surcharges.

TABLE 9: DESCRIPTIONS OF BOATING OFFENCES AND FINES

BOATING OFFENCE	FINE
Operating a personal watercraft under 16 years of age	$100
Allowing a person under 16 to operate a personal watercraft	$250
Not having proof of competency on board	$250
Operating a pleasure craft that isn't licensed	$250
Altering, defacing or removing hull serial number	$350
Operating a vessel in a careless way, without paying care and attention to others	$350
Operating a vessel with safety equipment that's in poor working order or not easy to access and available for immediate use	$200
Operating human-powered pleasure craft without PFDs or lifejackets of appropriate size for each person on board ($200, plus $100 for each missing PFD or lifejacket missing)	$200 + $100
Operating a power-driven vessel without a muffler that's in good working order	$250
Operating a vessel to tow a person on the water or in the air without space to sit every person being towed	$250
Operating a vessel to tow a person on water or in air without a person other than the operator watching every person being towed	$250
Operating a vessel to tow a person wakesurfing in an area where it's banned	$300
Operating a vessel in an unsafe way	$500

You should also know some boating offences can result in fines to both the person operating the boat and the person who owns the boat. Some examples include allowing someone to operate:

- your PWC if they're under 16
- a vessel with safety equipment that's not in good working order, or
- an unlicensed pleasure craft

Fines are subject to change. You can find a complete list of boating offences and current fines in the *Contraventions Regulations*.

NOTE: Alberta, Saskatchewan, and the Territories haven't signed the Contraventions Act, so the Contravention Regulations' ticket and fine system isn't used. If you break boating laws in these areas, you must appear in court (summary conviction process). The court will use the Canada Shipping Act 2001 to determine your penalty. If found guilty, you could be fined up to $25,000 for each offence.

Visitors to Canada

All boaters (both residents and visitors) on Canadian waters should know and obey Canada's rules. If you're a non-resident and boating in Canadian waters, the exceptions below apply to you.

REMEMBER: As a visitor, you must have proof of residence on board at all times.

TABLE 10: NON-RESIDENT EXCEPTIONS FOR OPERATOR COMPETENCY

NUMBER OF CONSECUTIVE DAYS AND TYPE OF BOAT	DO I NEED PROOF OF COMPETENCY?
Less than 45 consecutive days on your own boat	No
More than 45 consecutive days on your own boat	Yes, either: • an operator card, or • similar proof of competency issued by your home state or country
More than 45 consecutive days on a Canadian licensed or registered boat	Yes, either: • an operator card, or • similar proof of competency issued by your home state or country

TABLE 11: NON-RESIDENT EXCEPTIONS FOR SAFETY EQUIPMENT

COUNTRY WHERE BOAT IS LICENSED OR REGISTERED	REQUIRED SAFETY EQUIPMENT
Any country other than Canada	• Must comply with the safety equipment requirements of the country where the boat is usually kept
Canada	• Must have the required Canadian safety equipment onboard • You may bring your own lifejacket or PFD if it: – fits, and – meets the requirements of your home country

Rabaska, QUEBEC

Marine Radio Communications

Regulated marine radio communication equipment includes:

- Marine VHF radios (with the Digital Selective Calling (DSC) option on channel 70)
- Marine MF/HF-DSC radios
- Emergency Position Indicating Radio Beacons (EPIRBs)
- NAVTEX, and
- Immarsat

These products and services work together to form the international system known as the Global Maritime Distress and Safety System (GMDSS). They quickly relay distress alerts to the Canadian Coast Guard and other vessels in your area.

Pleasure craft aren't **required** to carry GMDSS-compatible equipment, but it's still a good idea. If you have it, connect it to a GPS receiver so your exact location is automatically sent in a digital distress alert in an emergency. This way, rescuers will immediately know where you are and will arrive sooner.

Marine VHF radio

Marine VHF radio is generally the best way to send a distress alert. If you have a VHF radio, keep it tuned to channel 16. Know where you are at all times and be prepared to describe your specific location.

All VHF marine radio operators must have a Restricted Operator Certificate – Maritime (ROC-M). Innovation, Science and Economic Development Canada delegated the ROC-M to the Canadian Power and Sail Squadron (CPS) in 2000. Find information about courses in your area.

If you're buying a VHF radio, make sure it has the Digital Selective Calling (DSC) feature on channel 70. This provides automatic digital distress alerts in an emergency. The Canadian Coast Guard provides DSC channel 70 service on the east, west and Arctic coasts, the Great Lakes and the St. Lawrence River.

TABLE 12: COMMON VHF CHANNELS TO KNOW

VHF CHANNELS	USED FOR
Channel 16	Emergency channel used for making distress calls in life-threatening situations.
Channel 21B, 23B, 25B, 28B and 83B	Environment and Climate Change Canada's Continuous Marine Broadcast (CMB) Service
Channel 68	General channel for recreational boaters
Channel 70	Digital Selective Calling (DSC) only – voice prohibited
WX1, WX2 and WX3	Environment and Climate Change Canada Weather

REMEMBER:

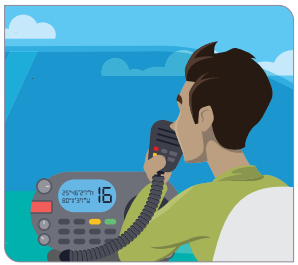
- VHF radio channel 16 is only used for emergency and calling purposes. Once you contact another vessel on channel 16, switch to another working frequency
- VHF channel 70 is only used for DSC (digital) communication. Voice communication is not allowed
- Use your VHF radio according to the *Navigation Safety Regulations 2020*. Your owner's manual will explain how to make a DSC call to another vessel or shore station

Maritime Mobile Service Identity (MMSI) and Maritime Identity (MI)

If you experience an emergency on the water, your radio signal will alert the Coast Guard and any other boats nearby. Your MMSI will identify **your vessel or boat**, and your MI will identify **you**.

What is an MMSI?

A Maritime Mobile Service Identity (MMSI) is a 9-digit number, that **identifies your vessel or boat**. It's programmed into your digital maritime radio and used to contact other vessels directly. It may also send a signal for help in an emergency.



What is an MI?

A **Maritime Identity (MI)** is a 9-digit number that **identifies you as an individual**. It's programmed into your personal portable maritime radio and isn't assigned to any specific vessel. Like an MMSI, it's used to communicate with other vessels, boats and coast stations. It may also send a signal for help in an emergency.

To get a MMSI an MI, contact Innovation, Science and Economic Development Canada. Visit their website (see CONTACT INFORMATION section of this guide) to learn more.

Cell Phones

While you may be able to get help from the nearest Canadian Coast Guard Marine Communications and Traffic Services Centre by dialing *16 on a cell phone, it's not a substitute for a marine radio when making a distress call.

Why not? Because cell phones:

- can lose reception
- can stop working if they get wet or damaged
- won't alert nearby vessels
- don't allow rescuers to follow the call signal back to your location, and
- have limited *16 service. Always check with your cell provider to confirm if this service is available

Emergency Position Indicating Radio Beacons (EPIRBs)

These floating radio distress beacons can transmit a distress signal for hours. They can be manually activated or can float from a sinking or overturned vessel. Their signal sends your position to a network of satellites, which then send it to the Joint Rescue Coordination Centres. These beacons play an important role in an emergency. Although pleasure craft don't need to carry them, they're a very good idea to keep onboard.

REMEMBER:

- Only 406 MHz beacons will work on the water. If you have older 121.5/243 MHz beacons, replace them with 406 MHz beacons as soon as possible
- All Emergency Position Indicating Radio Beacons (EPIRB) must be registered with the Canadian Beacon Registry. Also, remember to keep your contact information up-to-date.

Distress signals

When you see a distress signal, you're legally required to help if you can do so without risking your life or the safety of your boat. When possible, you must also contact the nearest Joint Rescue Coordination Centre to let them know the type and location of the distress signal you saw.

Learning the most common distress signals will help you quickly recognize when someone's in trouble. Then you can quickly place a call for help.

Never send a distress signal unless you're in a real emergency. Sending false distress signals is illegal and you could be charged under the *Criminal Code*. It wastes time for search and rescue personnel, and it could keep them from responding or put them farther away from real emergencies.

Canadian Coast Guard Marine Communications and Traffic Services

MCTS Centres provide traffic and waterway information via radio communication. When near a Vessel traffic services (VTS) area, listen to the local VTS radio frequency to learn the planned movements of larger vessels. They also monitor international distress and radio call frequencies for distress calls and communications needs.

MCTS also uses marine radio frequencies to continuously broadcast:

- *Notices to Shipping*
- weather reports, and
- ice conditions

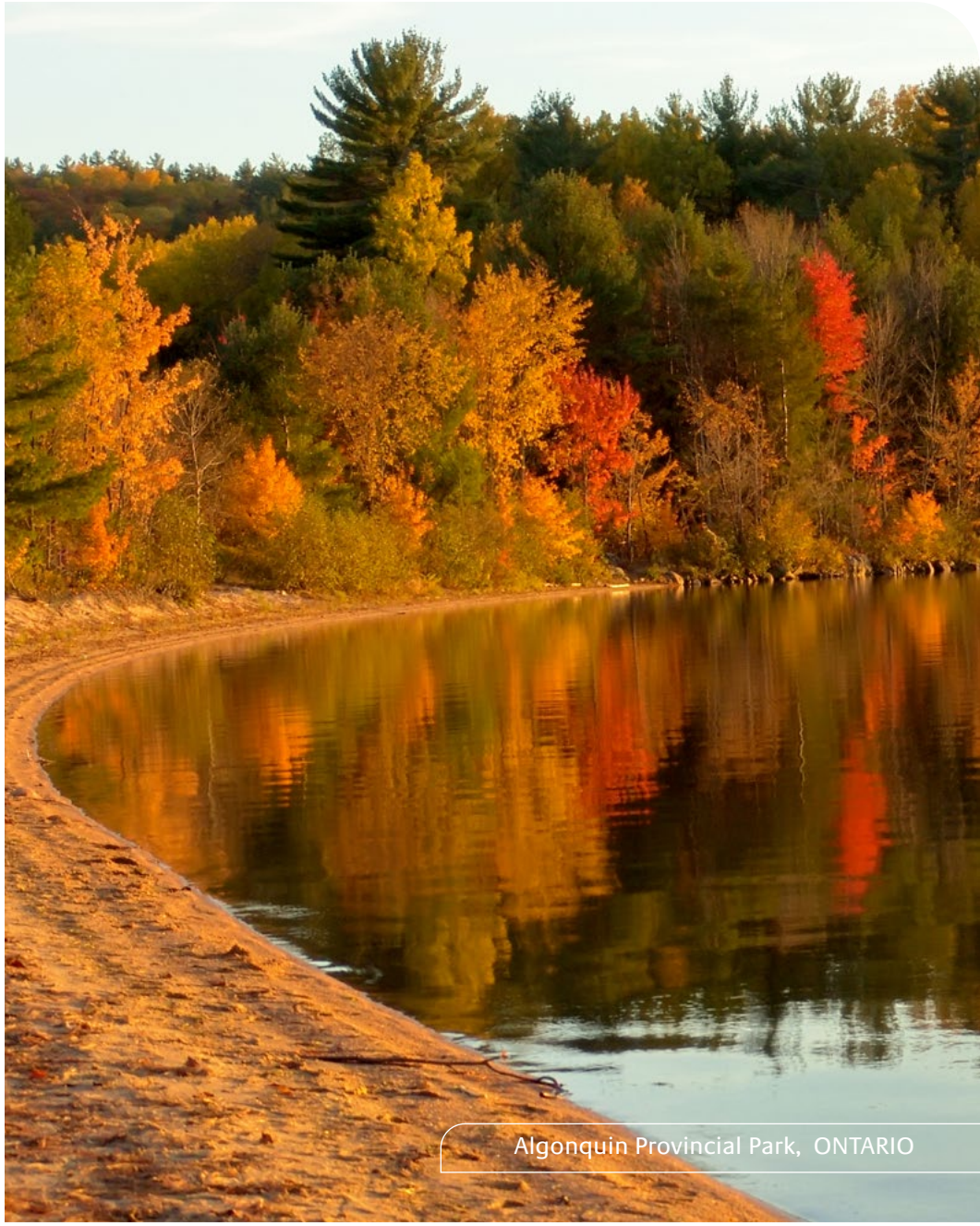
VHF/DSC radios can send distress alerts to the Canadian Coast Guard MCTS and nearby vessels to let them know you need help right away. Find out where VHF/DSC service is available or contact a Canadian Coast Guard MTCS Centre for more info.

Details on the marine radio and VTS sector frequencies.

GPS (Global Positioning Systems)

While more and more boat operators rely on marine GPS to tell them where they are on the water, it's a good idea to keep charts on board in case the GPS fails. GPS is a worldwide radio-navigation system using a network of satellites and monitoring stations. Its receivers can calculate where you are, anywhere on the planet, to within 10 m (32').

If you're using GPS on the water, make sure it's a marine GPS. Automotive GPS won't give you the information you need on the water.



Algonquin Provincial Park, ONTARIO

In an emergency

If you have an emergency on the water, you should:

- stay clam
- have everyone onboard put on their lifejacket
- assess the situation
- if the boat is flooding, remove water by bailing or using the bilge pump
- make a distress call

Are you ready to deal with an emergency? Do you know the different distress calls and how to send one? Knowing this can make the difference between life and death. This section explains:

- the different types of distress calls
- how to make a distress call
- common communication equipment you can use to call for help, and
- what to do in some common emergencies
- How to call for help

Each of these terms has a specific meaning. Starting your call with these terms instantly communicates the nature of your emergency. We recommend taking a course to get your Marine Radio Certificate.

How to call for help

Each of these terms has a specific meaning. Starting your call with these terms instantly communicates the nature of your emergency. We recommend taking a course to get your Marine Radio Certificate.

TABLE 13: COMMON MARINE RADIO TERMS

TERM	WHAT IT MEANS	SOME EXAMPLES
Mayday	Use for situations that need urgent attention. Only when someone is in immediate danger.	• Life-threatening medical emergency • Boat is sinking • Fire onboard
Pan-Pan	Use when the situation urgent but not life-threatening. For situations that could get worse over time.	• Non-life-threatening medical emergency • Equipment failure has knocked out navigation lights • Lost power, are safe but drifting towards an active shipping lane
Sécurité	Pronounced “securitay”. It’s used by authorities to share general information about a situation	• Canadian Coast Guard gives information about a navigation hazard • A large ship constrained by its draft enters a narrow, crowded channel

How to make a distress call

Distress calls use a set format and contain critical information, so the authorities and other boaters clearly know the nature of the emergency. Follow these steps to make a MAYDAY or Pan-Pan call.

How to make a Mayday call on your VHF radio

- “Mayday, Mayday, Mayday. This is (name of boat three times, call letters once). Mayday (your boat’s name). Then state:
  - your location
  - the nature of your emergency
  - the type of help you need
  - the number of people on board and condition of any injured
  - the boat’s description and its seaworthiness
- Wait for a response. If there’s none, repeat the message

If your VHF radio has Digital Selective Calling (DSC) on channel 70, press the button to send a digital distress call.

How to make a Pan-Pan call on Channel 16 of your VHF radio

“Pan-Pan, Pan-Pan, Pan-Pan. This is (name of boat three times, call letters once). Then state:

- your location
- the nature of your emergency
- the type of assistance needed
- the number of people on board and condition of any injured
- the boat’s description and its seaworthiness

Wait for a response. If there is none, repeat the message.

It’s also a good idea to keep a laminated script close to your VHF radio. This will help you get it right if you need to make a distress call in a real emergency.

What should you do if you accidentally make a distress call?

Communicate the mistake immediately. Follow the specific instructions for canceling DSC distress calls in your DSC owner's manual. This includes:

- switching the unit off and on
- select channel 16
- broadcasting the boat name and your MMSI number, and
- stating that you're cancelling a false distress call with the date and rough time the call was made

What should you do if you hear a distress call?

If you hear a distress call from another boat, you should respond immediately. You are legally required to help if you can without risking the safety of other people or yourself. This may include:

- going to the boat in danger to help
- communicating with them, and
- relaying messages between the boat in distress and the authorities. But, if the boat making the distress call is communicating directly with search and rescue personnel, don't interfere with those communications

Falling overboard

Falling overboard is one of the main ways people die while recreationally boating in Canada. Wearing your lifejacket and knowing what to do can reduce the risk of drowning.

Recovering someone who falls overboard

Some common reasons why people go overboard are:

- waves sweep them overboard
- they lose their footing on a slippery deck
- a sudden, sharp turn of the boat
- collisions, etc.

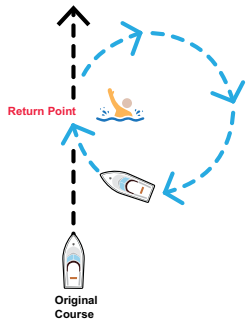
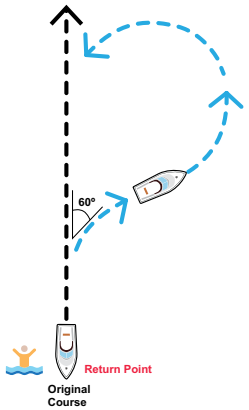
In certain weather, and on some boats, it's a good idea to wear a quick release safety harness and safety lines secured to your boat. This keeps you from falling overboard, unless your boat capsizes. Knowing and practicing the procedures below with your guests will help them be prepared and stay clam in an emergency.

If someone falls overboard, stay calm and:

- sound the alarm
- slow down and stop (if possible)
- throw something that floats to the person . This will also mark the spot if they go under the water
- assign one person to constantly watch the person in the water
- carefully position your boat to pick the person up, and
- use a heavy line that floats, or a lifebuoy secured to the boat with a line to recover the person. Always bring the person back into the boat on the windward side

Here are 2 common ways to position your boat to retrieve a person in the water. Remember, when doing these turns, always:

- go slow
- know where the person is in the water, and
- keep the propeller far away from them

ANDERSON TURN (SINGLE TURN)	WILLIAMSON TURN
	
The Anderson Turn (or single turn) is the fastest method. It brings the boat back to a position it previously passed. It's a good option to use in calm water with good visibility. • Reduce speed • Put the rudder hard over in the direction of the victim, • Turn the vessel through 250 degrees from the original course (about 2/3 of a circle), maintaining speed throughout the turn • Reduce the rate of turn to approach the victim ahead of the propellers • Judge wind and current to bring the boat alongside the victim • With the engine in neutral, recover the victim	The Williamson Turn is used when response is delayed or in poor visibility (at night, in wavy conditions, etc.). It can be used in most situations. • Rudder hard over to the side of the victim. • After deviation from the original course by 60°, move the rudder hard over to the opposite side. • When heading 20° short of the opposite course, move the rudder to the midship position • The boat will be turned to the opposite course. • Bring the boat upwind of the person • Stop alongside, put the engine in neutral and keep the person well away from the propellers

Also consider how you or someone else can get back into your boat. Could you get out of the water with no help from others? Could you and your guests lift someone out of the water safely?

You must have a reboarding device, like a ladder, if a person needs to climb more than 0.5 m (1'8") above the water to get back in the boat. This could be a ladder, lifting harness or other device that isn't part of the motor or propulsion unit.

You can also make a reboarding device out of rope, chain or cable. Remember – if you use a rope as a reboarding device, you can't use it for anything else.

REMEMBER:
All boaters should:

- know a few different ways of getting a person out of the water
- decide what to do based on:
  - the water conditions
  - the state of the person who fell overboard, and
  - your abilities – be realistic and know your limits

Consider adding lifting slings and riggings to make it easier to remove a person from the water if it's not part of your required safety equipment.

Surviving in cold water

Canadian waters are cold most of the year. About 94% of Canadian boaters who drown were in water less than 20C. Research on what happens to a person who suddenly goes into cold water has drastically changed our understanding of cold-water immersion. The 1-10-1 Principle is a simple way to remember the stages of cold-water immersion and how long each one lasts.

1-10-1 Principle

1 Minute – Cold Shock

During cold shock, a person will take a sudden, deep gasp of air, then start to hyperventilate. This can be 600-1000% faster than normal breathing and it's the body's automatic response.

This lasts about one minute. During this stage it's important to:

- Keep your airway clear and above water
- Stay calm, and
- Focus on slowing your breathing

Wearing your lifejacket during this stage will keep you afloat, with your mouth and nose out of the water, so you can focus on your breathing.

REMEMBER: Even strong swimmers can suffer the effects of cold shock.

10 Minutes – Cold Incapacitation

For the next 10 minutes or so, you will lose meaningful movement in your arms, legs and fingers. Focus on self-rescue. If that isn't possible, find a way to keep your airway out of the water and wait for rescue. During this stage, it's likely you'll lose the ability to swim. You will grow weaker and soon have difficulty holding onto the boat, putting on your lifejacket or PFD or even handling flares. If you're not wearing your lifejacket, it's likely that you will drown.

If you're wearing a lifejacket or PFD when you fall into cold water, it will keep you afloat while you gain control of your breathing and lost use of your muscles. Trying to grab a lifejacket or PFD while in the water, let alone putting one on, will be very hard because of the changes your body will be experiencing.

1 Hour - Hypothermia

It can take an hour to go unconscious from hypothermia, even in ice water. Hypothermia occurs when your body's temperature dips below 35°C. Someone who is hypothermic might:

- shiver
- slur their speech
- have a weak, irregular pulse or one that's difficult to find
- breathe slow, shallow breaths
- be clumsy or lose control of their body
- behave in ways that don't make sense
- act confused and/or sleepy
- stop breathing, and
- become unconscious

You should know how hypothermia occurs and what you can do to delay it. Calling for help and using self-rescue you will increase your odds of survival and rescue.

Tips on surviving in cold water

Staying out of cold water is the best way to reduce the risk of cold-water immersion, cold shock and hypothermia. Following these easy steps will reduce your risk:

- never overload your boat
- avoid situations where you could fall overboard, and
- always wear your Canadian-approved lifejacket or PFD

If you end up in water, do everything you can to save your energy and body heat. Only swim if you can join others or reach safety. **Don't swim to keep warm.**

You may survive longer in cold water if you:

- wear a Canadian-approved lifejacket or PFD so you don't lose valuable energy trying to keep your head above water
- climb onto a nearby floating object and get as much of your body out of or above the water as possible
- Do the H.E.L.P and Huddle positions to slow your loss of body heat

H.E.L.P. (Heat escape lessening position)	**Huddle position**
	
Cross your arms tightly against your chest and draw your knees up close to them to help you keep your body heat.	Huddle with others with your chests close together, arms around your mid to lower backs, and legs woven together. This also helps keep your group together until help arrives.

If you go boating in the spring, fall or winter, protect yourself from the cold by wearing multiple light layers of dry clothing and a water or windproof outer layer under a lifejacket or PFD.

Also consider protecting yourself further from hypothermia by wearing:

- floater or survival suits (full nose-to-toes coverage)
- dry suits (used with a lifejacket or PFD and a thermal liner)
- wet suits (used with a lifejacket or PFD to trap and heat water against the body), or
- immersion suits (used in extreme conditions when you abandon a vessel)

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

More information and to see what really happens during cold water immersion.

Reacting to a fire

If you have a fire on board, make sure everyone is wearing a lifejacket or PFD and use extinguishers to control the fire.

For a small fire, aim the fire extinguisher spray at the base of the flames. Sweep the discharge nozzle from side-to-side and for a few seconds once the flames are completely out. Otherwise, the fire could restart and there may not be enough left in the extinguisher to put it out again.

If your boat is moving when a fire starts, position the boat so the fire is downwind from you and stop the engine if it's safe to do so under the weather conditions.

Even if your boat has an automatic fire extinguishing system, you must also carry the required portable extinguishers.

Get more information on caring for and maintaining extinguishers from the Underwriters' Laboratories of Canada (ULC) or your extinguisher's manufacturer.

RESPECT AND PROTECT CANADA'S WATERWAYS

Lund Harbour, BRITISH COLUMBIA

Help keep out invaders

Freshwater or marine plants, micro-organisms and animals that aren't native to Canada can become aquatic invasive species if they're released into our waters. They can harm our environment, economy and society.

It costs Canada $250 million a year to manage Zebra Mussels in our waterways.

Once introduced, an aquatic invasive species can:

- spread quickly
- change habitats
- harm native species
- introduce diseases or pathogens, and
- impact infrastructure (like hydro power stations and water treatment plants)

In Canada, it is illegal to introduce non-native aquatic species under the *Aquatic Invasive Species Regulations*. It is also illegal to possess, transport and release certain species listed in these regulations. Some examples of AIS in Canada are:

- Zebra Mussel
- Quagga Mussel; and
- Spiny Waterfleas

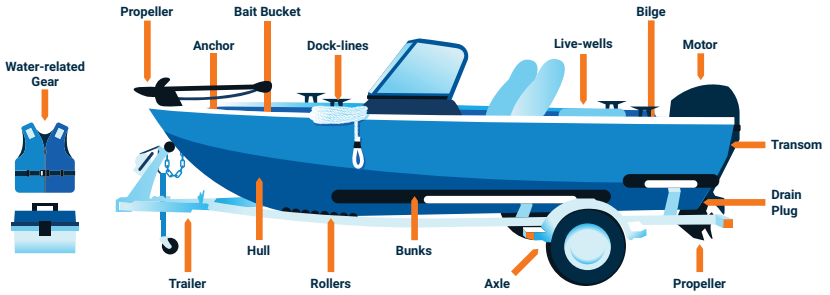
As a boat operator, you can stop the spread of aquatic invasive species by keeping your boat and equipment clean. These species can move between waterways and over land as hitchhikers on boats and equipment, especially if it's still wet. Invasive plants can get caught on boat propellers and trailers. Tiny Zebra Mussel larvae are difficult to see and can survive if a boat, trailer or equipment isn't cleaned and dried properly.

All boaters must clean, drain, and dry their boats, trailers and equipment before moving to another body of water.

Clean

This step consists of checking for aquatic invasive species and cleaning the boat, trailer and equipment before leaving the shore. Remove all visible plants, animals, mud, and other organic material and dispose of it on land.

CLEAN. DRAIN. DRY.



You need to wash, scrub and rinse your boat, trailer and equipment. You will need to clean any small items (like angling, waterskiing or diving equipment, bait buckets, lines and anchors) that could have come into contact with the water by hand.

All cleaning should be done on dry land, away from:

- storm drains
- ditches, and
- waterways

If aquatic invasive species are present on your boat or trailer, avoid using local car washes. This can accidentally introduce them into the environment through municipal drainage systems and put infrastructure at risk.

Drain

This step involves draining all water from the boat, trailer, equipment and items that hold standing water, like:

- ballast tanks
- bilges
- livewells
- coolers, and
- bait buckets

Drain water from your engine. Remove the plug and empty the bilge before leaving the launch area. The boat should be tilted when stored so any remaining water in the bilge will continue to drain.

> **NOTE:** In many provinces, it's illegal to move boats between bodies of water with the drain plug in place. In some provinces, the law may require you to clean, drain and dry your boat and equipment. Some provinces may also require you to decontaminate your boat depending on where it has been and where you plan to use it. Remember, it's your job to know the provincial and territorial requirements for all areas you boat in.

Dry

This step consists of completely drying all parts of the watercraft and equipment so there's no water left. You can do this by using:

- letting it air dry for several days
- using towels
- using wet/dry vacuums, or
- using pressurized air

Remember, every part of the watercraft, trailer and equipment must be dry to the touch before using it in a new waterbody.

It's your job to know the aquatic invasive species-related laws for all the areas you boat in. Failing to comply with the rules may result in fines.

Prevent pollution

Canada's lakes, rivers and coastal waters are ours to share. Do your part to take care of them so everyone can enjoy them long into the future.

Don't pollute the water with things like oil, garbage, hydrocarbons and untreated sewage in inland water. It's not just trendy – it's the law!

Canada has laws that protect our waterways and shorelines. Some apply to pleasure boating. You must know and obey the laws in force **wherever** you boat.

The *Vessel Pollution and Dangerous Chemicals Regulations* address major risks to the health of our waterways and shorelines like sewage, garbage and hydrocarbons. It also requires boats with toilets to have either a holding tank, a marine sanitation device or temporary storage. Make sure you comply.

Manage sewage

There are many sewage management systems available. Choose one that works for you.

Holding tanks

A holding tank collects and stores sewage or sewage sludge. Remember you must empty it at approved pump-out facilities on dry land. Make sure to follow pumping instructions and avoid using disinfectant that could harm the environment.

Marine sanitation devices

A marine sanitation device is designed to receive and treat sewage on board. Only sewage treated with a marine sanitation device that meets the standards listed in the regulations can be discharged in inland waters.

Help keep our waterways clean

There are restrictions against pumping sewage into all waters within the province of Ontario and some interior lakes of British Columbia and Manitoba. In these areas, a pleasure craft fitted with a toilet must:

- be fitted with a holding tank
- only discharge sewage at shore pump-out facilities

If the system discharges sewage directly overboard, the discharge pipe must be visibly disconnected.

Portable toilets

> **NOTE:** Portable toilets are considered temporary storage and are illegal on Ontario waters.

Pleasure craft owners are responsible for making sure toilets and holding tanks are installed so:

- all toilet waste is collected in the holding tank
- the system includes a deck fitting and piping for toilet waste to be removed using shore-based pumping equipment
- toilet waste can't be removed any other way than the method mentioned above
- every part of the toilet waste removal system is compatible with the boat and each other

When planning your trip, check with local authorities for local rules and pump-out facility locations.

Reduce pollution for bilges

Oil, fuel, anti-freeze and transmission fluid are a few examples of pollution that harms the environment when pumped overboard, usually by automatic bilge pumps. Bilge cleaners, even the biodegradable ones, just break the oil down into tiny, less visible droplets – but the oil is still present. Absorbent bilge cloths are very useful because they're designed to absorb petroleum products and repel water.

Here are a few tips to keep the bilge pollution at minimum:

- Make sure your bilge is clean before you turn on automatic bilge pumps
- Only use the pump when needed and when the bilge only contains water
- Use towels or bilge cloths to absorb oils, fuel, anti-freeze and transmission fluid. Toss used towels or bilge cloths in an approved garbage container

Use green cleaning products

By using green cleaning products, you'll help prevent harmful toxins from entering our waterways. Here are some common cleaners to use.

TABLE 14: HOMEMADE CLEANING PRODUCT RECIPES

CLEANING PRODUCT	RECIPE
All-purpose cleaner	Mix 2 tbsp of baking soda or borax, 2 tbsp of tea tree essential oil, 1/2 cup vinegar, 1 tbsp biodegradable dish soap and 2 L of hot water. Spray on the surfaces you plan to clean
Chrome	Rub with baking soda. Rinse and polish with vinegar in hot water.
Deck and Floor	Pour 1 cup of vinegar into 2 L of water.
Drain	Pour a 1/4 cup of baking soda in the drain, followed by a 1/4 cup of vinegar. Let it rest for 15 minutes, then pour a full kettle of boiling water down the drain.
Mold	Add a 1/4 cup of borax and 2 tbsp of vinegar to 2 cups of hot water. Spray the mixture to eliminate germs.
Toilet	Pour a 1/2 cup of baking soda and a 1/2 cup of vinegar into the toilet bowl. The foaming reaction cleans and deodorizes. Bush and flush.
Window and mirror	Mix a 1/2 tsp liquid soap, 3 tbsp vinegar and 2 cups of water in a spray bottle. Use a cotton rag to clean and shine.
Wood polish	Mix 2 tbsp of edible linseed oil, 2 tbsp of vinegar and a 1/4 cup lemon juice in a glass pitcher. Rub the solution into the wood with a soft rag until it's clean. To store the solution, add a few drops of vitamin E from a capsule and cover.

Green boating tips

- Make sure your engine is well maintained to reduce air, oil and fuel pollution
- Use paints approved for marine use
- When fuelling, don't top off tanks and clean up all spilled fuel
- Keep your bilge clean and don't pump oily water overboard
- Use bilge absorbents in place of detergents
- Don't pump your sewage over the side – use a holding tank
- Obey all sewage regulationsDon't litter - Bring your garbage home (including cigarette butts and drink containers)

- Try not to use detergents – even biodegradable cleaners are hard on plants and animals that live in the water
- Avoid shoreline erosion – watch your wake and propeller wash
- Obey all speed limits for better fuel economy
- Report pollution when you see it

If you accidentally pollute the water, you see someone polluting, or see the result of someone else polluting, report it to a Pollution Prevention Officer or one of the phone numbers in the contact information section of this guide.

SECURITY MEASURES

Transport Canada believes the best way to keep the public, critical infrastructure and marine facilities safe and secure is to help people be more aware of security. Small vessels could be used for illegal or terrorist activities. This puts our public safety, security, national commerce, trade and economy at risk.

That's why you should know what to do if you see any suspicious activity on or near Canada's waterways.

Fossambault-sur-le-Lac, QUEBEC

REMEMBER: The overall safety and security of your boat, crew and passengers is your responsibility. That's why you should follow the advice below.

Search your boat

Search your craft often to make sure nothing suspicious has been placed on board, left behind or removed while the boat was alone. If you find something suspicious, contact local authorities right away. **Do not handle suspicious packages or objects**.

Secure your vessel

When possible, lock doors, hatches and storage areas, and secure windows when you leave your craft. If you plan to leave it alone for some time:

- moor the vessel according to local port by-laws
- use a lock ignition switch to keep it from being stolen to use without you, and
- take the ignition key with you

You may also choose to:

- install a small craft alarm system to alert you of any unauthorized movement (integrating the alarm system with smoke and fire sensors will give you a complete vessel protection system)
- using steer locks, if practical
- etch the hull serial number onto windows and hatches, and
- install an engine immobilizer or hidden device to shut off the fuel supply

Protect your property

It's a good idea to mark and photograph your vessel and equipment. This will help authorities identify it if it gets stolen. Think about installing a radio frequency identification device (RFID).

These systems reduce the risk of theft and make it more likely a stolen craft will be recovered. In some cases, they can also reduce insurance fees.

Report suspicious activities

Reporting suspicious activities is important because the RCMP and other police need the marine community and people who live in remote coastal areas to be their eyes and ears. There's just too much navigable water within Canada and along our borders for the police to maintain marine security without your help.

If you use shared Canadian and U.S. waterways, you should know the U.S. Homeland Security requirements for reporting suspicious incidents.

How you can help

We know most people using small vessels and marine facilities follow the law, and activities that look suspicious may not be. Answer the questions below and use your best judgement to decide if you should report what you see.

- Is someone trying to get access to vessels or facilities?
- Are a vessel's crew members not typical for the type of small vessel?
- Is the crew reluctant to leave the vessel while it's being serviced and/ or are they taking unusual security measures?
- Is a vessel anchored or running without lights in the dark?
- Are there small vessels hovering near a larger vessel?
- Are there lights flashing between boats?
- Are crew members recovering items from, or tossing items into, the water or onto the shore?
- Are people or things being transferred between vessels, between a vessel and a floatplane, or between a vessel and the shore?
- Are vessel owners reluctant to fully identify themselves to a marina or harbour authority? Is it hard for those authorities to find the owners?
- Do people appear too interested in possible targets like hydro dams, power plants, chemical factories, bridges and key marine assets like merchant vessels, ferries or cruise ships?
- Is there unusual diving activity?
- Has someone stolen a marine facility vehicle, vehicle pass, personnel ID or uniforms?
- Do vessels appear to be purposely avoiding other vessels by changing direction?

For your safety, never approach or challenge anyone you think is suspicious.

Report suspicious activity to your local police or call the RCMP.

Pre-Departure Checklist

Be prepared for the unexpected. Check this list before every trip.

- ☐ **Lifejackets and PFDs – Wear Them!**
  - . Carry a Canadian-approved lifejacket or PFD of the proper size, for each person on board.
  - . Make sure they are in good condition (check the zippers, buckles, fabric, seams, etc.).
- ☐ **Operator Competency – Are You Ready to Head Out on the Water?**
  - . Take a boating safety course.
  - . Always carry your Pleasure Craft Operator Card or other proof of competency on board.
- ☐ **Weather – Check and Monitor the Marine Weather Forecast**
- ☐ **Sail Plan – File Your Plan Before Heading Out**
  - . Use the sample sail plan in this guide.
  - . Tell a person you trust where you are going and when you will be back.
- ☐ **Safety Equipment – Required by Law and Essential for Safety**
  - . See equipment required for your boat.
  - . Make sure all equipment is on board, in good working order and easy to reach.
  - . Carry a first aid kit, basic tools and spare parts.
- ☐ **Charts, Compass and Local Hazards – Know Where You Are at All Times**
  - . Make sure you are aware of all local hazards, water levels and tides.
- ☐ **Fuel – Check Your Tank and Remember:**
  - . 1/3 to go, 1/3 to return, 1/3 reserve .
- ☐ **Boat Condition – Should Your Boat Leave the Dock?**
  - . Check the hull for cracks or other damage.
  - . Check the electrical, fuel, propulsion and cooling systems.
  - . Make sure the throttle and steering work well.
  - . Check the oil.
  - . Check all hoses and lines for leaks or cracks, and replace if necessary.
  - . Make sure all clamps and belts are secure and in good shape.
  - . Inspect, clean and replace spark plugs if necessary.
  - . Check and change oil and water filters if needed.
  - . Check the battery's charge.
  - . Make sure the drainage plug is in place.
  - . Carry spare plugs for all through hull fittings.
  - . Make sure the load on your boat (gear and people) is well distributed.
  - . Run the blowers for four minutes before starting the engine(s) and check for airflow.
- ☐ **Safety Briefing – You Are Legally Responsible for Your Guests**
  - . Show everyone where you keep the safety equipment and explain how to use it.
  - . Make sure the communication equipment works and everyone knows how to use it.

Sail Plan

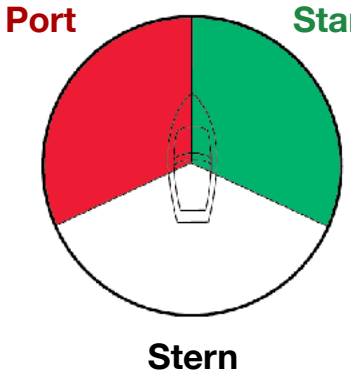
To make filing your sail plan easy, photocopy this card and fill in the blanks.

OWNER INFORMATION			
Name:			
Address:			
Telephone Number:		Emergency Contact Number:	
BOAT INFORMATION			
Boat Name:		Licence or Registration Number:	
Sail:	Power:	Length:	Type:
Colour	Hull:	Deck:	Cabin:
Engine Type:		Distinguishing Features:	
Radio Channels Monitored:	HF:	VHF:	MF:
MMSI (Marine Mobile Service Identity) Number:			
Satellite or Cellular Telephone Number:			
SAFETY EQUIPMENT ON BOARD			
Lifejackets and PFDs (*include number*):			
Liferafts (*include type and colour*):			
Flares (*include number and type*):			
Other Safety Equipment:			
TRIP DETAILS (UPDATE THESE DETAILS EVERY TRIP)			
Number of People on Board:		Search and Rescue Telephone Number:	
Proposed Route			
Leaving From:		Date and Time of Departure:	
Heading To:		Estimated Date and Time of Arrival:	
Stopover Points (indicate date and time):			

Transport Canada Transports Canada

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

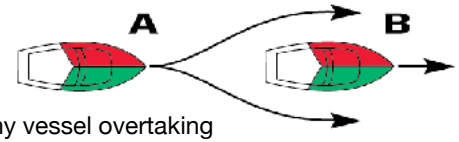
Rules of the Road



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

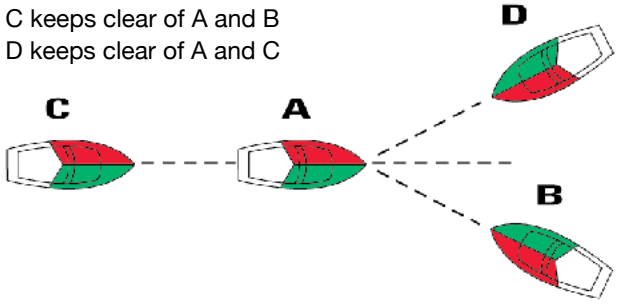
Starboard
If any vessel approaches within this sector, keep out of its way. (Note: This rule may not always apply if one or both vessels are sail boats.)

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

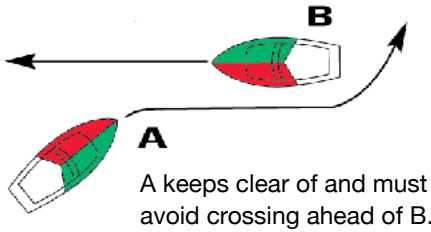


Any vessel overtaking another must keep clear.

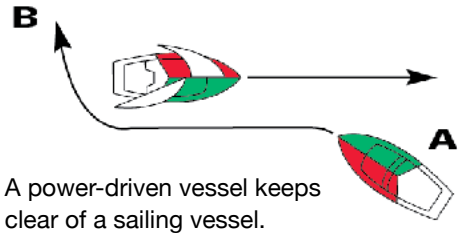
A keeps clear of B
B keeps clear of D
C keeps clear of A and B
D keeps clear of A and C



A blows one blast and alters course to starboard.
B blows one blast and alters course to starboard.



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



A power-driven vessel keeps clear of a sailing vessel.

TC-1003039

www.tc.gc.ca/boatingsafety

TP 14352
(02/2021)

Canada

Transport Canada / Transports Canada

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

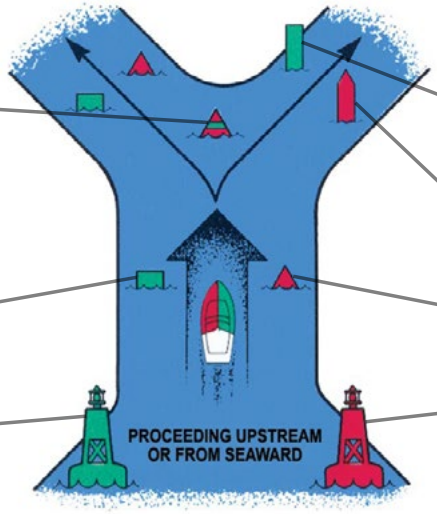
Lateral Buoys and Standard Daybeacons

Lateral Buoys

Bifurcation (red and green bands)
You may pass this buoy on either side when moving upstream. The colour of the top band shows which is the main or preferred chan
For example: keep this buoy on your starboard (right) side.

Port (green can)
Keep this buoy on your port (left) si when going upstream.

Port (green pillar)
Keep this buoy on your port (left) si when going upstream.



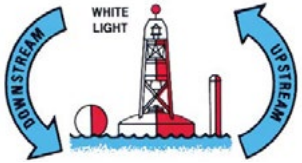
Port (green spar)
Keep this buoy on your port (left) side when going upstream.

Starboard (red spar)
Keep this buoy on your starboard (right) side when going upstream.

Starboard (red conical)
Keep this buoy on your starboard (right) side when going upstream.

Starboard (red pillar)
Keep this buoy on your starboard (right) side when going upstream.

Fairway



This buoy marks safe water at landfalls, channel entrances or channel centres. While it may be passed on either side, it should be kept to the port (left) side when going in either direction.

Isolated Danger

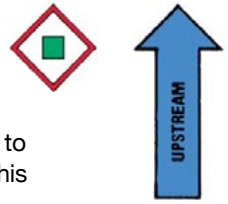
This buoy marks an isolated danger, such as a small shoal or a wreck, that has navigable water all around it. Consult the chart to learn the size, depth, etc. of the danger.

Standard Daybeacons

Port Hand

When going upstream, keep a port hand daybeacon on your port (left) side.

Junction (Preferred channel to right)



This daybeacon marks a point where the channel divides and may be passed on either side. If you want to take the channel to your right, keep this daybeacon on your port (left) side.

Junction (Preferred channel to left)

This daybeacon marks a point where the channel divides and may be passed on either side. If you want to take the channel to your left, keep this daybeacon on your starboard (right) side.

Starboard Hand

When going upstream, keep a starboard hand daybeacon on your starboard (right) side.

TC-1003040

www.tc.gc.ca/boatingsafety

TP 14541
(02/2021)

Canada

Transport Canada / Transports Canada

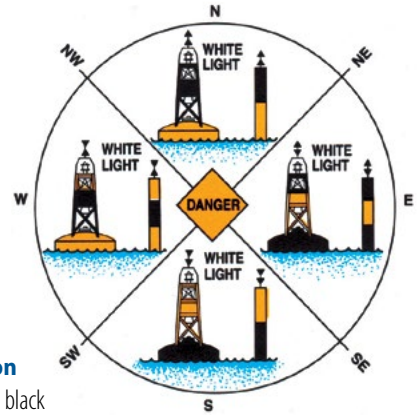
OFFICE OF **BOATING SAFETY**
BUREAU DE LA **SÉCURITÉ NAUTIQUE**

Cardinal Buoys and Special Buoys

Cardinal Buoys

Topmarks

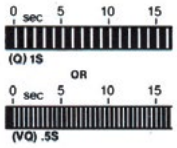
Flash Groups



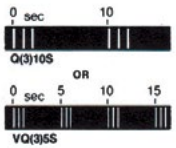
Description

- Yellow and black
- White lights – flash characters indicated below (if equipped)
- The points of the 2 topmark cones tell you where to find safe water
- Topmark cones show where the black bands are placed on the buoy
- Letterhead – no numbers
- White retroreflective material

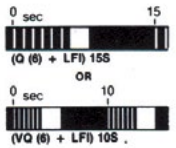
North



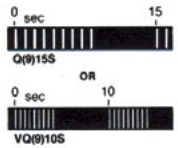
East



South



West



Special Buoys

Description

- Shapes have no special meaning
- May be lettered – no numbers
- Cautionary, scientific and anchorage buoys may display a yellow "X" topmark
- Yellow lights – flash characters (if equipped)
- Retroreflective material of the same colour as required markings; white buoys will display yellow material

Cautionary

A cautionary buoy marks dangers such as firing ranges, underwater pipelines, race courses, seaplane bases and areas where no through channel exists.

Anchorage

An anchorage buoy marks the outer limits of designated anchorage areas. Consult the chart for water depth.

Mooring

A mooring buoy is used for mooring or securing vessels. Be aware that when you see one, a vessel may be secured to it.

Information

An information buoy displays information such as locality, marina, campsite, etc. inside the orange **square.**

Hazard

A hazard buoy marks random hazards such as shoals and rocks. Information is illustrated inside the orange **diamond.**

Control

Obey the speed limits, wash restrictions, etc. illustrated inside the orange **circle.**

Keep out

A keep out buoy marks areas your vessel may not enter.

Scientific (ODAS)

An ocean data acquisition system buoy collects weather and other scientific data.

Diving

A diving buoy marks an area where scuba or other such diving activity **is in progress**. It is not normally charted.

Swimming

A swimming buoy marks the outer limits of swimming areas. It may not be charted.

TC-1003041

www.tc.gc.ca/boatingsafety

TP 14542
(02/2021)

Canada

Transport Canada Transports Canada

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

Distress Signals

Marine Radio

Distress Call

- Use 2 182 kHz (MF) or channel 16, 156.8 MHz (VHF)
- DSC alert, channel 70 (only for DSC type radios and where the service is offered)

Calling Procedures

- Immediate danger for persons or ship
  "Mayday" - "Mayday" - "Mayday"
  - Give vessel name and call sign
  - State the position of the vessel
  - Describe nature of the emergency
- Urgent message concerning safety of persons or ship
  "Pan-Pan" - "Pan-Pan" - "Pan-Pan"
  - Give vessel name and call sign
  - State the position of the vessel
  - Describe nature of the emergency

Emergency position indicating Radiobeacon (EPIRBs)

Use alarm signal

Distress Cloth

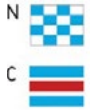
To attract attention: spread on cabin or deck top, or fly from the mast.

Arm Signal

Keep raising and lowering outstretched arms.

Code Flags

- N
  Over
  C



- BALL
  Over or under
  SQUARE

Dye Marker

Sound signals

Make continuous sound with any fog-signalling device. Fire a signal gun or other explosive signal at one-minute intervals.

Flares

Type A: Parachute Rocket Flares
Type B: Multi-Star Flares
Type C: Hand-Held Flares
Type D: Smoke Signals (may be buoyant or hand-held type)

Flashlight

Other light source may be used.

TC-1006861

www.tc.gc.ca/boatingsafety

TP 15446
(02/2021)

Canada

Transport Canada / Transports Canada

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

What You Should Know About Carbon Monoxide

What is Carbon Monoxide?

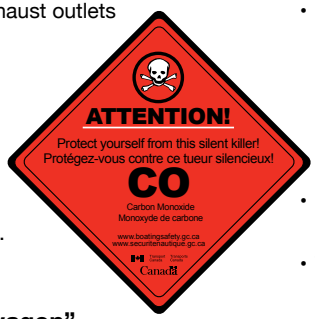
Carbon monoxide (CO) is a deadly gas you can't see, smell or taste. CO can come from anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) so it can be created by engines, gas generators, cooking ranges, heaters and the like.

Why Is It So Dangerous?

CO comes in through your lungs and cuts off the oxygen supply to your body, causing death in minutes. Be alert! CO is a silent killer and **can be found even in open deck areas**. See pictograms below.

How to Protect Others and Yourself

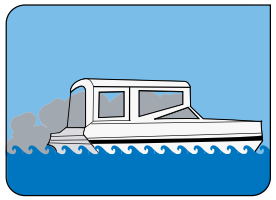
- Keep fresh air circulating through the boat at all times.
- Run exhaust blowers whenever you use the generator.
- Never sit, "teak surf," or hang on the back deck or swim platform while the engines or generators are running or the boat is under way.
- Don't go under swim platforms where there are exhaust outlets unless the area has been properly aired out.
- CO **can** be present without the smell of exhaust fumes, but if you smell exhaust fumes, CO **is** present. When you smell exhaust fumes, get fresh air moving through the area **right away**.
- Use a marine-grade CO detector and check its batteries before every trip. Do not ignore any alarm.



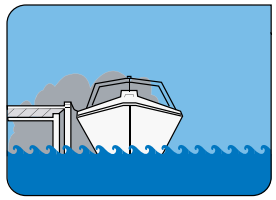
CO Checklist

- Make sure you know where your boat's CO exhausts are located.
- Explain the symptoms of CO poisoning to all of your guests and show them where CO may gather.
- Be aware that CO can build up when:
  - two boats are tied to each other;
  - you are docked alongside a seawall;
  - your load causes the bow to ride high; or
  - a fuel-burning appliance or engine is running while your boat is not moving.
- Listen for any change in exhaust sound. It may mean your exhaust systems are not working as they should.
- Test your CO alarm(s) regularly.

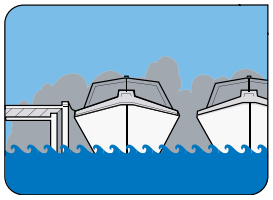
Canvas enclosures and cabin spaces



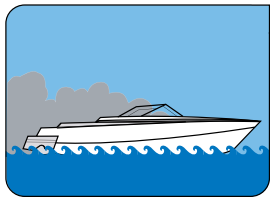
Blocked exhaust outlets



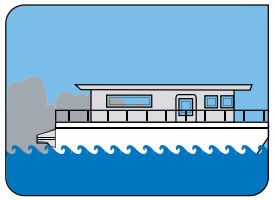
Fumes from nearby boats



"Station wagon" effect or backdrafting at low speeds



Swim platforms



* Early symptoms of CO poisoning include itchy eyes, headache, nausea, and feeling weak and/or dizzy. It is easy to think that people with CO poisoning are simply seasick, drunk or suffering from the flu. That is why they may not get the medical help they need.

TC-1003057

TP 14674
(02/2021)

www.tc.gc.ca/boatingsafety

Canada

Transport Canada / Transports Canada

OFFICE OF BOATING SAFETY
BUREAU DE LA SÉCURITÉ NAUTIQUE

Old Boat Syndrome

WHERE CAN THE PROBLEMS BE?

Fuel Systems

- Grunge build up in tanks
- Leaks
  - splitting tank seams
  - worn filter hoses or loose clamps, worn lines
- Ventilation – check hoses and connections

Electrical Systems

- Batteries
  - not strapped down
  - contacts not covered
- Improper wiring

Structure

- Initial construction: exposed fibreglass, soft spots in hull / floor
- Through hull fittings: improper sealing, leaks into core of hull
- Renovation / repairs: poor quality repair work on inside of hull
- Wear and tear
- Storage: improperly covered and drained, cracks on inner hull due to ice
- High moisture: leaks / cracks, rotting plywood in hull and transom
- Cracks in gel coat: evidence of impact damage
- Paint blistering (osmosis)

Mechanical Systems

- Improper maintenance of engines and equipment
- Air intakes and steering systems

Mechanical

Batteries

Soft spots in fibreglass

Rust at or on fittings

Cracks in gel coat at stanchion

High moisture content

TC-1003057

TP 14674
(02/2021)

www.tc.gc.ca/boatingsafety

Canada

Transport Canada / Transports Canada

OFFICE OF **BOATING SAFETY**
BUREAU DE LA **SÉCURITÉ NAUTIQUE**

Explosion Protection

BOATS WITH INBOARD GASOLINE ENGINES HAVE AN INCREASED RISK OF EXPLOSION

What's the risk?

Gasoline fumes / vapours may build up in confined spaces of a boat with an inboard engine — even after running the ventilation blowers for the four-minute minimum. These fumes / vapours can burn and, if exposed to a heat source, may ignite.

What's the solution?

Ignition protection uses a screening device to prevent spark(s) from reaching an area where fumes / vapours may build up.

Automotive vs Marine: What's the difference?

Automotive parts may work in your engine but they are not the same as marine engine parts. Automotive parts do NOT provide protection from spark(s) that may cause an explosion.

What's required?

All electrical components must be ignition protected. These include starters, alternators, distributors, solenoids, blowers, bilge pumps and any motor or device with access to a fuel source or fumes. This is described in Transport Canada's *Construction Standards for Small Vessels* (TP 1332E).

What's most important?

Protect yourself and your family from a boat explosion by making sure that every electrical component on your gasoline engine is ignition protected.

Bilge Pump

Starter

Blower Fan

Alternator

Distributor

TC-1003057

TP 14674
(02/2021)

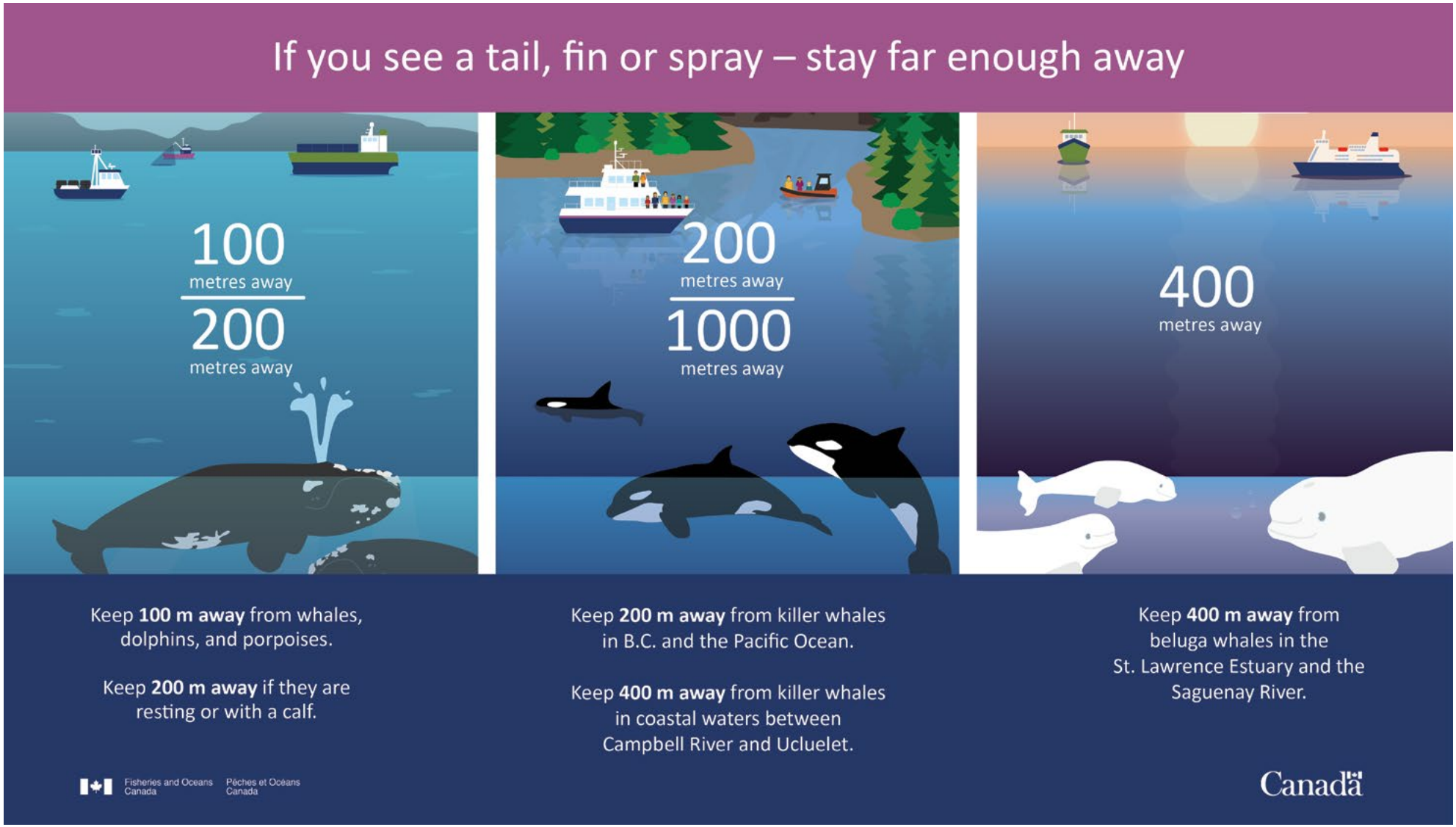
www.tc.gc.ca/boatingsafety

Canada

HOW TO BE A RESPONSIBLE BOAT OWNER

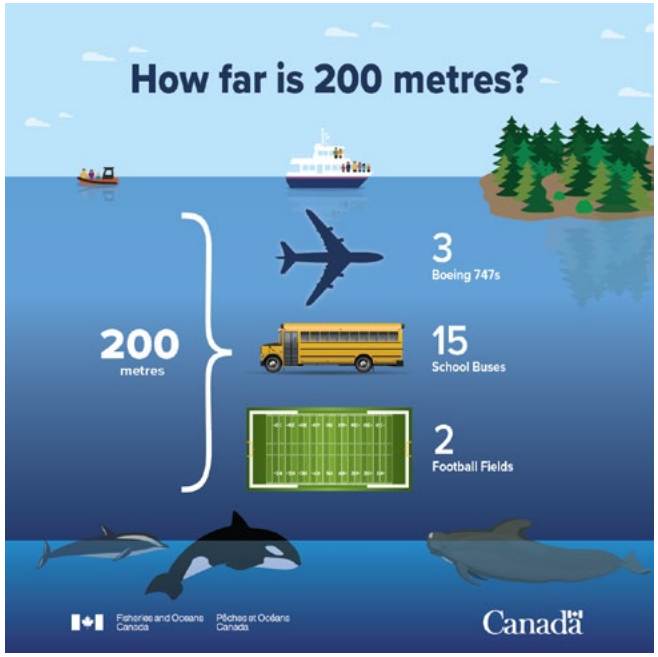
Stages of Responsible Boat Ownership

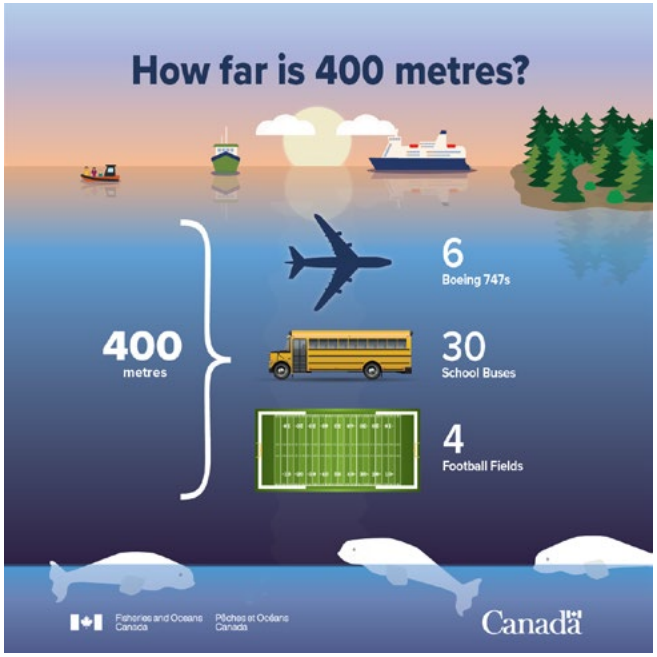
If you see a tail, fin or spray – stay far enough away



How far is...


How far is 100 metres?
100
metres
1.5
Boeing 747s
7.5
School Buses
1
Football Field
Fisheries and Oceans Canada
Pêches et Océans Canada
Canada


How far is 200 metres?
200
metres
3
Boeing 747s
15
School Buses
2
Football Fields
Fisheries and Oceans Canada
Pêches et Océans Canada
Canada


How far is 400 metres?
400
metres
6
Boeing 747s
30
School Buses
4
Football Fields
Fisheries and Oceans Canada
Pêches et Océans Canada
Canada

CONTACT INFORMATION

Looking for more information? This section includes contact information for Transport Canada, and many of the other organizations mentioned in this guide. It also includes links to webpages on specific topics and publications on boating safety.

DISCLAIMER: These links may be to websites that aren't controlled by the Government of Canada. These sites may not follow the *Official Languages Act*, so content may only be available in a single official language.

Iqualuit, NUNAVIT

TABLE 15: HELPFUL EMAIL ADDRESSES

ORGANIZATION	EMAIL
Transport Canada's Office of Boating Safety – National Office	• National Office Obs-bsn@tc.gc.ca
Transport Canada's Office of Boating Safety – Regional Offices	• Atlantic Region (NS, NB, PEI and NFLD) obs-atl-bsn@tc.gc.ca • Quebec Region bsn-quebec-obs@tc.gc.ca • Ontario Region Obs-ontario-bsn@tc.gc.ca • Prairie and Northern Region (AB, SK, MB, NU, NWT and YT) PNRBoatingSafety-SecuriteNautiqueRPN@tc.gc.ca • Pacific Region pacobs@tc.gc.ca

TABLE 16: HELPFUL PHONE NUMBERS

ORGANIZATION	PHONE
Transport Canada's Office of Boating Safety (pleasure craft)	1-800-267-6687
Transport Canada's Office of Boating Safety – Regional Offices	• Atlantic Region (NS, NB, PEI and NFLD) 1-800-230-3693 • Quebec Region 1-418 648-5331 • Ontario Region 1-877-281-8824 • Prairie and Northern Region (AB, SK, MB, NU, NWT and YT) 1-888-463-6687 • Pacific Region 1-604-666-2681
Transport Canada's Vessel Registration Office	1-877-242-8770

ORGANIZATION	PHONE
Canadian Coast Guard's Marine Search and Rescue (SAR)	• Alberta 1-800-267-7270 or 613-965-3870 • British Columbia 1-800-567-5111 or 250-413-8933 or #727 • Manitoba 1-800-267-7270 or 613-965-3870 • New Brunswick 1-800-565-1582 or 902-427-8200 • Newfoundland and Labrador 1-800-563-2444 or 709-772-5151 • Northwest Territories 1-800-267-7270 or 613-965-3870 • Nova Scotia 1-800-565-1582 or 902-427-8200 • Nunavut 1-800-267-7270 or 613-965-3870 • Ontario 1-800-267-7270 or 613-965-3870 • Prince Edward Island 1-800-565-1582 or 902-427-8200 • Quebec 1-800-463-4393 or 418-648-3599 • Saskatchewan 1-800-267-7270 or 613-965-3870 • Yukon 1-800-567-5111 or 250-413-8933 or #727
Report a marine incident	• British Columbia and Yukon 1-800-889-8852 • Alberta, Saskatchewan, Manitoba, Ontario, Northwest Territories and Nunavut 1-800-265-0237 • Quebec 1-800-363-4735 • New Brunswick, Prince Edward Island and Nova Scotia 1-800-565-1633 • Newfoundland and Labrador 1-800-563-9089

ORGANIZATION	PHONE
Report suspicious marine activities	• Newfoundland and Labrador 1-709-772-5400 • Nova Scotia 1-800-803-7267 • Prince Edward Island 1-902-566-7112 • New Brunswick 1-800-665-6663 • Quebec 1-800-771-5401 • Ontario 1-800-387-0020 • Manitoba 1-204-983-5462 • Saskatchewan 1-306-780-5563 • Alberta 1-780-412-5300 • British Columbia 1-888-855-6655 • Yukon 1-800-381-7564 • Northwest Territories 1-867-669-1111 • Nunavut 1-867-979-1111
Service Canada	1-800 O-Canada (1-800-622-6232)

Helpful links

Federal departments and agencies

Transport Canada

- Transport Canada's Office of Boating Safety (pleasure craft)
- Marine Safety (non-pleasure craft)
- Marine Security
- Vessel Registration Office
- Navigation Protection Program
- Receiver of Wrecks

Canadian Coast Guard / DFO

- Marine Communications and Traffic Services (MCTS) centres
- Maritime Search and Rescue (SAR)
- Reporting a Marine Pollution Incident
- Canadian Hydrographic Service

Environment and Climate Change Canada

- Marine Forecast
- Weather Services across Canada

Royal Canadian Mounted Police (RCMP)

- Reporting Suspicious Marine Activities
- Integrated Threat Assessment Centre

Innovation, Science and Economic Development Canada

- Maritime Mobile Service Identity (MMSI)
- Maritime Identity (MI)

Other organizations

- Great Lakes St. Lawrence Seaway System
- International Maritime Organization (IMO)
- Provincial and Territorial Transportation Offices
- Underwriters Laboratories of Canada
- Canadian Beacon Registry

Acts and regulations

- Canada Shipping Act 2001
- Canada's Criminal Code
- Navigation Safety Regulations, 2020
- Collision Regulations
- Competency of Operators of Pleasure Craft Regulations
- Contraventions Regulations
- Historic Canals Regulations
- Navigation Safety Regulations, 2020
- Small Vessel Regulations
- Vessel Operation Restriction Regulations
- Vessel Pollution and Dangerous Chemicals Regulations

Related links

- Government of Canada Publications
- Approved Products Catalogues for the marine
- Aquatic Invasive Species – Identification Booklets
- Cabinet Directive on Regulation
- Cold Water Bootcamp
- Construction Standards for Small Vessels (TP 1332)
- Finding the Right Flotation Device
- List of Lights, Buoys and Fog Signals
- Local Authorities' Guide to Vessel Operation Restriction Regulations (TP 14350E)
- List of Marine Safety Certificates, Training and other Equivalencies Accepted as Proof of Competency when operating a pleasure craft
- Global Maritime Safety and Distress System (GMDSS)
- Marine Mobile Service Identities (MMSIs) and Maritime Identities (MIs)
- Notice to Mariners
- Radio Aids to Marine Navigation 2026
- Nautical Charts
- Canadian Sailing Directions
- Tide and Current Tables
- Signage Guide for Vessel Operation Restriction Regulations (TP 15400)
- Transport Canada Accredited Course Providers