NAVIGATIONAL SAFETY

CHART A SAFE COURSE

FISH SAFE NS NAVIGATIONAL SAFETY

LOGBOOK

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QUICK GUIDE

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COLLISION AVOIDANCE

The odds of having a collision are greatly reduced if you are keeping a good lookout and proceeding at a safe speed. Please refer to the Collision Regulations for more information.

LOOKOUT

Rule 5:
A proper lookout includes eyes, ears, binoculars, radar, and radio. In restricted visibility, this is especially important. Automatic Identification System and all available means, this is not a Transport Canada requirement, but many small fishing vessels do have the Automatic Identification System onboard and in use.

SAFE SPEED

RULE 6:
Maintain a safe speed. Slow down or take all the way off if you need more time to assess the situation around you.

Things to consider:

- Visibility
- Traffic density
- Background light on shore
- Wind and sea state
- Limitations of your radar

NOTE: If you are taking a wheel turn you must know the Collision Regulations. This guide is only a partial coverage of the rules

“By not maintaining proper look-out both vessels failed to meet their obligation under Rule 5 of the Collision Regulations.” – Transportation Safety Board of Canada

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RULES OF THE ROAD

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RESPONSIBILITY

Rule 5:
You are responsible! You, your skipper, and the owner of the boat can be liable if you do not follow the Rules and there is a collision.

- "The crew on watch did not fully appreciate the significance of the bearing between the two vessels, not appreciably changing."
- "The crew did not have any formal training in the use of radar from collision avoidance."
- "In light of conflicting testimony, it is not known if the vessels were in a passing situation or a head-on situation."
- "Neither vessel fully determined the risk of collision that existed."
- "Was not maintaining proper look-out so as to make a full appraisal of the situation."
- "There was indecision in the wheelhouse when faced with a collision situation."

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COLLISION REGULATIONS (RULE 7 & 19)

Rule 7:
Risk of Collision

(a) Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to determine if risk of collision exists. If there is any doubt such risk shall be deemed to exist.

(b) Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of risk of collision and radar plotting or equivalent systematic observation of detected objects.

(c) Assumptions shall not be made on the basis of scanty information, especially scanty radar information.

(d) In determining if risk of collision exists the following considerations shall be among those considered:

  (I) such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change.

  (II) such risk may sometimes exist even when an appreciable bearing change is evident, particularly when approaching a very large vessel or a tow or when approaching a vessel at close range

Rule 19:
Conduct of Vessels in Restricted Visibility

(a) This Rule applies to vessels not in sight of one another when navigating in or near an area of restricted visibility.

(b) Every vessel shall proceed at a safe speed adapted to the prevailing circumstances and conditions of restricted visibility. A power-driven vessel shall have her engines ready for immediate manoeuvre.

(c) Every vessel shall have due regard to the prevailing circumstances and conditions of restricted visibility when complying with the Rules of Section I of this Part.

(d) A vessel which detects by radar alone the presence of another vessel shall determine if a close-quarters situation is developing and/or risk of collision exists. If so, she shall take avoiding action in ample time, provided that when such action consists of an alteration of course, so far as possible the following shall be avoided:

  (I) an alteration of course to port for a vessel forward of the beam, other than for a vessel being overtaken,

  (II) an alteration of course towards a vessel abeam or abaft the beam.

(e) Except where it has been determined that a risk of collision does not exist, every vessel which hears apparently forward of her beam the fog signal of another vessel, or which cannot avoid a close-quarters situation with another vessel forward of her beam, shall reduce her speed to the minimum at which she can be kept on her course. She shall, if necessary, take all her way off and in any event navigate with extreme caution until danger of collision is over.

SAFETY TIP: ALWAYS TELL SOMEONE ON LAND WHERE YOU HAVE GONE AND WHEN YOU'LL BE BACK TO THE WHARF.

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LIGHTS AND SHAPES

We can recognize which way a vessel is crossing ahead by whether she is showing a red or green sidelight. If we see both sidelights and mastlight on a steady bearing, a head-on situation is developing with risk of collision. We can also tell what a vessel is doing by the lights she shows.

Arcs of Visibility:

- Head-on - 225°
- Stern view - 135°
- Stern view and yellow tug light - 135°

Lights shall be visible from dusk to dawn and in all conditions of restricted visibility. Shapes shall be visible by day.

NOTE:

"The fishing vessel did not recognize the lights of the tug pushing a barge on a reciprocal course, and additionally altered course to port."

- Transportation Safety Board of Canada

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HOW TO IDENTIFY THE LIGHTS

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WHEN TRAVELLING AT NIGHT, KEEP THESE POINTS IN MIND:

1. What is the view? Head-on, stern, port or starboard?
2. How long is the vessel? A vessel over 50 metres carries a second mast light abaft and higher than the forward mast light.
3. Is the vessel fishing, which is “red over white fishing at night”?
4. Is the vessel trawling, which is “green over white”?
5. Is the vessel restricted in her ability to manoeuver which shows three all around lights – red, white, red – in a vertical line?
6. If the vessel is towing it carries mast lights as follows:
    a. If the tow is less than 200 metres and the towing vessel is less than 50 M, 2 mast lights.
    b. If the tow is less than 200 M and the towing vessel is more than 50 M, 3 mast lights.
    c. If the tow is more than 200 M and the towing vessel is less than 50 M, 3 mast lights.
    d. If the tow is more than 200 M and the towing vessel is more than 50 M, 4 mast lights.
    e. If the towing vessel carries a yellow towing light above her stern light.
7. A vessel not under command carries two all around red lights vertically in line.

Fishing vessels, trawlers, vessels restricted in maneuverability and vessels not under command when under way and making way will also display sidelights, additional masthead lights and a stern light. When stopped and making no way through the water the side lights, stern lights and additional masthead lights should not be displayed, this will allow approaching vessel’s to recognize that the vessel is stopped and making no way through the water.

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BUOYAGE SYSTEM

The Canadian aids navigation system uses both lateral and cardinal buoys. The lateral system requires a reference direction called “upstream”.

Upstream means going:

1. In a southerly direction on Canada’s east coast
2. Into port
3. Up a river
4. In the direction of the flood tide

The first three criteria cover almost all circumstances with the direction of the flood tide being used when none of the first three criteria apply.

Information about how buoyage in a particular area is set out can be found and descried in the local Sailing Directions and the Canadian Aids to Navigation System. This information can be found readily available as a free download on the Government of Canada website.

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SAFETY TIP: THE CAPTAIN IS THE FIRST PERSON RESPONSIBLE FOR THE SAFETY OF THE VESSEL AND THE CREW.

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LATERAL BUOYS AND DAYBEACONS

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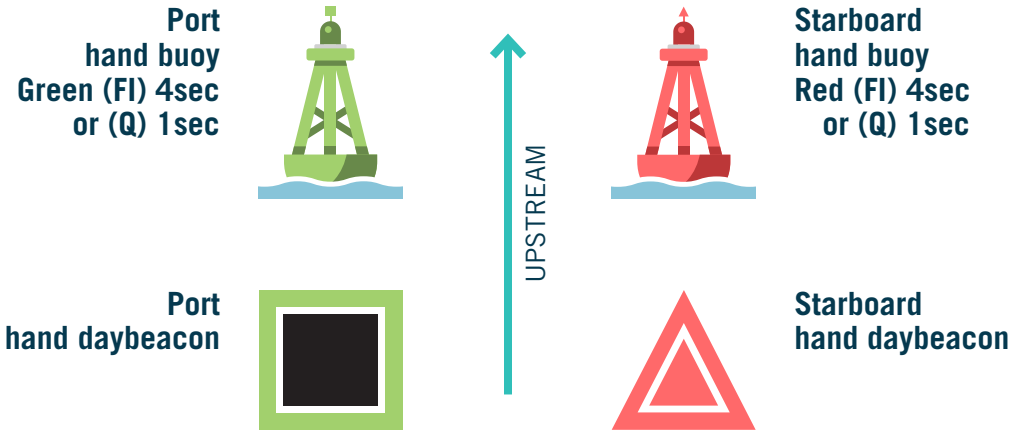
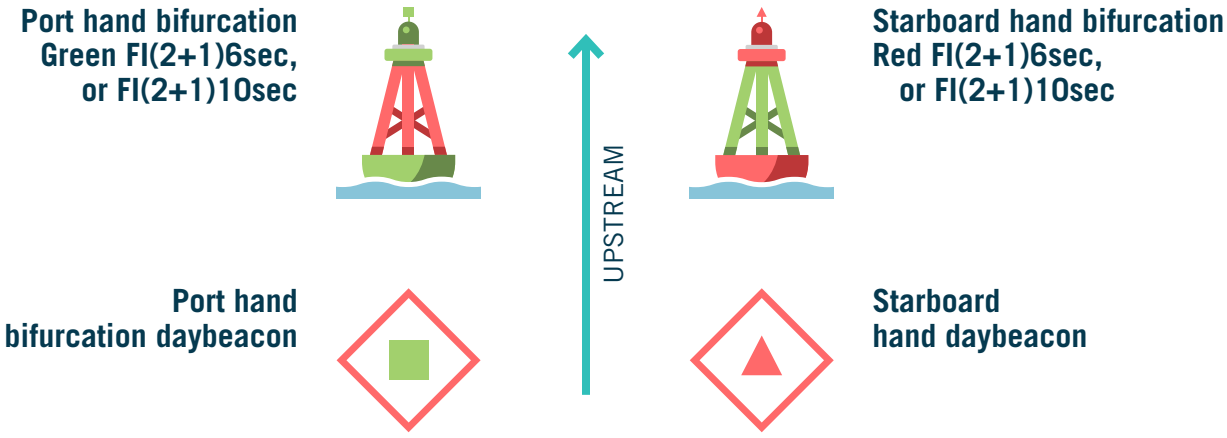
Leave a port hand buoy or daybeacon on your vessel's port side when proceeding upstream.

Leave a starboard hand buoy or daybeacon on your vessel's starboard side when proceeding upstream.



Bifurcation buoys mark a point where a channel divides. If you want to take the preferred or main channel, leave a port hand bifurcation buoy or daybeacon on your vessel's port side, and a starboard hand bifurcation buoy or daybeacon on your vessels starboard side – when you are going up stream.



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DISTRESS ALERTING

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COMMUNICATION IS THE PRINCIPLE TOOL IN DISTRESS ALERTING.

Fishermen who find themselves or others in distress or safety-related situation should immediately notify the Canadian Coast Guard on 2182KHZ or Channel 16VHF, and provide the following information preceded by the spoken word "MAYDAY" three times (MAYDAY, MAYDAY, MAYDAY):

- Name of vessel (or person)
- Nature of incident
- Position of incident (repeated twice)
- Type of assistance required
- Number of persons onboard
- Plan of action

FISHERMEN ARE ALSO REMINDED WHERE POSSIBLE TO:

- Initiate a Digital Selective Call (DSC) alert on Channel 70;
- Initiate an Inmarsat-C Distress Alert; and
- Activate an Emergency Position Indicating Radio Beacon (EPIRB)
  (An EPIRB with a built-in GPS is recommended)

Detailed and accurate information is extremely important to help the Canadian Coast Guard assist you.

For further information contact:

Canadian Coast Guard Search and Rescue:

1-902-427-8200 or toll free at 1-800-565-1582

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STANDARD MARINE DISTRESS SIGNALS

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MARINE RADIO:

Distress call:

Use: 2182 kHz (MF)
OR CHANNEL 16
1 56.8 MHz (VHF)

Calling procedures:

MAYDAY
MAYDAY
MAYDAY

Immediate danger for persons or ship.

PAN-PAN
PAN-PAN
PAN-PAN

Urgent message concerning safety of person or ship.

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

RADIOTELEGRAPH:

(S.O.S) 500 kHz

EMERGENCY POSITION INDICATING RADIO (EPIRB)

Use alarm signal

CODE FLAGS:

N
over
C

BALL
over or under
SQUARE

DISTRESS CLOTH:

An orange distress cloth, displaying a black square and a black circle.

ARM SIGNAL:

Do not use this signal near helicopters (different meaning)

SOUND SIGNALS:

Continuous foghorn, bell, or whistle.

1-minute intervals; gun or any explosive.

FLARES:

Type A; Parachute rocket

Type B; Multi-star rocket

Type C; Hand-held

Type D; Buoyant or hand-held orange smoke

DYE MARKER:

A dye marker will colour the water around your vessel, signalling your need for assistance

FLASHLIGHT:

Flash S.O.S

Three short flashes,

then three long flashes,

followed by three short flashes.

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SAFETY FACT SHEETS

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EPIRB

SAFETY FACT SHEET

DEFINITIONS:

EPIRB:
An Emergency Position-Indicating Radio Beacon is used to alert search and rescue services, in the event of an emergency, by transmitting a coded message on the 406 MHz distress frequency via satellite and earth stations to the nearest rescue coordination centre.

Hull Length:
Means the distance measured on a vessel from the forward end of the foremost outside surface of the hull shell to the aft end of the aftermost outside surface of the hull shell. Hull length must also include any deck extensions, pulpits, anchor rollers, etc. that extend beyond the hull shell and cannot be removed with hand tools.

MINIMUM CARRIAGE REQUIREMENTS:

As summarized from the Navigation Safety Regulations 2020 (Section 209) https://laws-lois.justice.gc.ca/PDF/SOR-2020-216.pdf and the Fishing Vessel Safety Regulations (Section 3.28) https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

Vessel Size (Hull Length)	Within 25 nm from shore		Beyond 25 nm from shore
	If Life Raft carried	If no Life Raft	
Less than 8 m (26'3")	1 EPIRB or PLB* or Hand Held VHF with DSC	1 EPIRB	1 Float-free EPIRB
More than 8 m (26'3") Not more than 12 m (39'4")	1 EPIRB or PLB* *406 MHz Personal Locator Beacon	1 EPIRB	1 Float-free EPIRB
More than 12 m (39'4")	1 Float-free EPIRB		1 Float-free EPIRB

A fishing vessel of any length on Sheltered Waters** voyages MAY carry an EPIRB in lieu of the requirement under the Fishing Vessel Safety Regulations to carry a Life Raft or combination of a Life Raft and Recovery Boat.

** NOTE: Sheltered Waters are defined and users should make sure the waters they operate in are indeed identified as Sheltered Waters prior to considering substituting equipment or determining if specific equipment is required. Should you need further assistance on determining if your body of water is considered Sheltered Waters, please contact your nearest Transport Canada Marine Safety & Security Office - https://tc.canada.ca/en/corporate-services/atlantic-region)

GENERAL INFORMATION:

1. It is mandatory for all 406 MHz EPIRBs and PLBs to be registered with the Canadian Beacon Registry. Ensuring that EPIRB and PLB is registered, as well as updating the information regularly, will facilitate the task for search and rescue personnel in the event of a distress situation.

   Contact the Canadian Beacon Registry on the Internet or at 1-877-406-7671 or via email to cbr@sarnet.dnd.ca.
2. EPIRBs and PLBs must be tested at regular intervals. The Manufacturer and/or the Retailer of the EPIRB or PLB provides instructions on how to do self tests of the EPIRB.
3. Batteries located in the EPIRB must be replaced every 5 years from date of manufacture.
4. The Hydrostatic Release mechanism located on a 'float free' EPIRB canister or mounting bracket must be replaced every 2 years from date of manufacture.

MARINE FLARES

SAFETY FACT SHEET

DEFINITIONS:

Pyrotechnic Distress Signal: commonly called a Marine Flare.
(Fishing Vessel Safety Regulations FVSR). https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

Types of Pyrotechnic Distress Signals:

Type A: Rocket Parachute Flare - creates a single star, reaches a height of 300m, comes down slowly with a parachute, burns for at least 40 seconds;

Type B: Multi-Star Flare - creates two or more stars, reaches a height of 100m, burns for four or five seconds;

Type C: Hand-Held Flare - a red flame torch held in a hand, burns for at least one minute;

Type D: Smoke Signal - creates a dense orange smoke, burns for three minutes, can be hand-held or buoyant, good for only day time use.

Hull Length: means the distance measured on a vessel from the forward end of the foremost outside surface of the hull shell to the aft end of the aftermost outside surface of the hull shell. Hull length must also

DEFINITIONS:

As summarized from the Fishing Vessel Safety Regulations, July 2017

Vessel Hull Length	Sheltered Waters and Near Coastal 2 (All voyages within 25 nm from shore)	Near Coastal 1 and Unlimited Voyages (All voyages beyond 25 nm from shore)
Not more than 6 m (19'8")	Pyrotechnic Distress Signals other than Smoke Signals (no smoke permitted)	3 Pyrotechnic Distress Signals other than Smoke Signals (no smoke permitted)
More than 6 m but not more than 9 m (29'6")	6 Pyrotechnic Distress Signals other than Smoke Signals (no smoke permitted)	6 Pyrotechnic Distress Signals, other than Smoke Signals, of which at least 2 must be Rocket Parachute Flares (no smoke permitted)
More than 9 m but not more than 12 m (39'4")	6 Pyrotechnic Distress Signals of which not more than 3 are Smoke Signals	6 Pyrotechnic Distress Signals of which at least 2 must be Rocket Parachute Flares and not more than 3 are Buoyant Smoke Signals
More than 12 m but not more than 15 m (49'2")	12 Pyrotechnic Distress Signals of which not more than 6 are Smoke Signals	12 Pyrotechnic Distress Signals of which at least 4 must be Rocket Parachute Flares and not more than 6 are Buoyant Smoke Signals
More than 15 m (49'2")	12 Pyrotechnic Distress Signals of which not more than 6 are Smoke Signals	12 Pyrotechnic Distress Signals of which at least 6 must be Rocket Parachute Flares and not more than 6 are Buoyant Smoke Signals

NOTE: A fishing vessel is not required to carry on board pyrotechnic distress signals if the vessel is equipped with a 2-way radio communication system and the vessel is operated

- on a river, canal or lake where it is never more than 1 nm from shore OR
- exclusively in the confines of a manned aquaculture facility OR
- within 500 m from shore.

Continued...

MARINE FLARES

Continued...

GENERAL INFORMATION:

1. A Pyrotechnic Distress Signal (Marine Flare) shall bear a mark or label indicating that it is Transport Canada (TC) approved.

   — Fishing Vessel Safety Regulations (FVSR) Section 3.2(1)

2. Every Pyrotechnic Distress Signal (Marine Flare) carried on a ship expires **four years** after its date of manufacture and shall be withdrawn from service.

   — CSA2001, Life Saving Equipment Regulations, Section 123 & Fishing Vessel Safety Regulations (FVSR) Section 3.27(3)

3. Expired Marine Flares **MUST** be returned to companies or individuals that have been identified as a Distributor under the Canadian Explosives Act. In the marine industries, any company that inspects and repacks liferafts are usually approved as a Distributor of Pyrotechnic Distress Signals. Some local marine supplies Retailers will accept expired Marine Flares on behalf of a Distributor but are not obligated to do so.

4. Law Enforcement Agencies (local Police Forces, RCMP, etc.) and Government Representatives (TCMSS Inspectors, DFO Officers, Coast Guard Officers, etc.) **do not** collect and are not supposed to carry expired Marine Flares. They must be returned to a Distributor (or an accepting Retailer) by the owner.

SAFETY TIP: MAKE SURE YOUR EPIRB IS EASILY ACCESSIBLE, FLOAT FREE, HAS AN INTEGRATED GPS AND IS REGISTERED PROPERLY.

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FIRE EXTINGUISHERS

SAFETY FACT SHEET

DEFINITIONS:

Classes of Fires:

In any reference to the types of a portable fire extinguisher, the letters refer to the following classes of fires:

a) Class A fires: wood, cloth, paper, rubber and plastic;

b) Class B fires: inflammable liquids, gases and greases;

c) Class C fires: fires in energized electrical equipment

d) Class K fires: fires in cooking appliances that involve combustible cooking media such as vegetable/animal oils or fats.

REGULATORY REQUIREMENTS:

As per the Fishing Vessel Safety Regulations, July 201 https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

3.18 1) No person shall operate, or permit another person to operate, a fishing vessel unless the safety equipment required by this Division is carried on board the vessel and the equipment meets the requirements of this Division.

3.22 1) The safety equipment required by these Regulations shall:
(a) be in good working order;
(b) be readily accessible and available for immediate use; and
(c) be maintained in accordance with the manufacturer's recommendations.

2) Safety equipment shall not be altered in any way that compromises its performance or that diminishes the integrity or readability of a marking set out in a standard related to it.

3) A portable fire extinguisher and a fixed fire extinguishing system required by these Regulations shall be kept fully charged.

3.37 1) Fire Extinguisher carriage requirements (summarized):

Vessel Size (Hull Length)	Fire Extinguisher Equipment, Any Voyage Distance
Not more than 6m (19'8")	a) 1 of 1.5kg (3 lbs) MP-DC Portable Extinguisher **AND** b) 1 of 1.5kg (3 lbs) MP-DC if equipped with a fuel burning cooking , heating or refrigerating appliance
More than 6m Not more than 15m (49'2")	a) 1 of 2.25kg (5 lbs) MP-DC **AND** b) 1 of 2.25kg (5 lbs) MP-DC if equipped with a fuel burning cooking, heating or refrigerating appliance **AND** c) 1 of 2.25kg (5 lbs) DC OR 4.5kg (10 lbs) CO2 at the entrance to the engine space
More than 15m	a) 1 of 4.5kg (10 lbs) MP-DC **AND** b) 1 of 4.5kg (10 lbs) MP-DC at each access to a space fitted with a fuel burning cooking, heating or refrigerating appliance **AND** c) 1 of 4.5kg (10 lbs) MP-DC at the entrance to each accommodation space **AND** d) 1 of 4.5kg (10 lbs) DC or 9kg (20 lbs) CO2 at the entrance to the engine space

MP-DC = Multi-purpose Dry Chemical (Class A, B & C fires - ammonium phosphate)
DC = Dry Chemical, either Multi-purpose or Regular (Class B & C fires only - sodium bicarbonate)
CO2 = Carbon Dioxide (Class B & C fires only)

Continued...

FIRE EXTINGUISHERS

Continued...

REGULATORY REQUIREMENTS:

3) The total number of portable fire extinguishers that must be carried on board a fishing vessel may be reduced by one if the remaining fire extinguishers are arranged so as to be readily accessible near the equipment or locations.

NOTE: Readily accessible means capable of being reached easily and safely under emergency conditions without the use of tools.

3.42 A portable fire extinguisher rated for Class B fires … may be replaced with a portable fire extinguisher rated for Class K fires if it is intended for use in an area with cooking appliances that use combustible cooking media.

3.43 1) A portable fire extinguisher shall be mounted with a clamp or bracket that provides a quick and positive release.

2) A portable fire extinguisher intended for use in an accommodation space, or stored in an accommodation space, shall not contain a gas extinguishing agent.

GENERAL INFORMATION:

1. Portable Fire Extinguishers must be type approved by a recognized product certification body.
2. Portable Fire Extinguishers must be kept fully charge at all times.
3. Requirements for the regular or annual inspection of Portable Fire Extinguishers installed on a fishing vessel are based on Sections found in the Fishing Vessel Safety Regulations and, in particular, information found in Section 3.22 of these Regulations (see above).
4. Portable Fire Extinguisher cylinders (bottles), if the contents are kept under pressure, must be tested periodically as per manufacturer's specification.
5. Transport Canada Marine Safety Inspectors will look for Inspection Certificates fixed to the Portable Fire Extinguishers showing the latest date of inspection by a recognized service provider. If the Extinguisher has a pressure gauge, the pressure gauge must show that it is fully charged.

IMMERSION SUITS

SAFETY FACT SHEET

DEFINITIONS:

Immersion Suit: often called a Survival Suit, is a special type of waterproof dry suit that protects the wearer if required to abandon ship in rough, cold water. They must be certified by Transport Canada and designed to not only keep the person warm, but also keep them afloat and in a position to search for help. The wearer should be able to put it on themselves in under two minutes. If it's properly fitted and zippered then water can't come in and the wearer will be protected from hypothermia.

Anti-exposure Work Suit: a protective suit designed for use by rescue boat crews and marine evacuation system parties. They are Internationally orange in colour, highly visible, constructed with waterproof materials that does not sustain burning, provides inherent buoyancy of at least 70 N, covers the whole body with the exception of the head and hands, and can be unpacked and put on without assistance within two minutes.

CARRIAGE REQUIREMENTS:

As summarized from the Fishing Vessel Safety Regulations (Section 3.28): https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

a) Any fishing vessel on any voyage such that any part of that voyage is **beyond 25 nautical miles** from a nearest shore, in Canadian waters or beyond, must have on board an Immersion Suit of an appropriate size for each person on board.

b) A fishing vessel of **more than 12 metres** (39'4") in hull length on a voyage that remains **within 25 nautical miles** from shore, if the water temperature is less than 15˚C, must have on board an Immersion Suit or Anti-Exposure Work Suit of an appropriate size for each person on board.

c) A fishing vessel of **not more than 12 metres** (39'4") in hull length on a voyage that remains **within 25 nautical miles** from shore or on any waters identified as Sheltered Waters* is required to have an Immersion Suit or Anti-Exposure Work Suit of an appropriate size for each person on board if a Life Raft is not carried on board the vessel.

d) A fishing vessel on a voyage that is on waters identified as Sheltered Waters* may carry on board appliances, or written procedures, for protecting all persons on board from the effects of hypothermia or cold shock resulting from swamping, capsizing or falling overboard, in place of an Immersion Suit or Anti-Exposure Work Suit for each person.

* NOTE: Sheltered Waters are defined and users should make sure the waters they operate in are indeed identified as Sheltered Waters prior to considering substituting equipment or determining if specific equipment is required. Should you need further assistance on determining if your body of water is considered Sheltered Waters, please contact your nearest Transport Canada Marine Safety & Security Office - https://tc.canada.ca/en/corporate-services/atlantic-region)

GENERAL INFORMATION:

1. If Immersion Suits or Anti-exposure Work Suits are carried on board the Fishing Vessel (as required by a regulation or voluntarily) then the following will apply:

   a) Every Immersion Suit or Anti-exposure Work Suit shall bear a mark or label indicating that it is of a type approved by the Minister (of Transport).

   Immersion Suit - CAN/CGSB-65.16-2005 or MSC.81 (70)

   Anti-exposure Work Suit - CAN/CGSB-65.21-95 or MSC.81(70)

   -- Fishing Vessel Safety Regulations, Section 3.19(1)

Continued...

IMMERSION SUITS

b) Safety equipment required by these Regulations shall

i) be in good working order;

ii) be readily accessible and available for immediate use; and

iii) except for a life raft, be maintained and replaced in accordance with the manufacturer's instructions or recommendations.

2. In 2000 Transport Canada issued a Ship Safety Bulletin (SSB 11/2000) addressing two issues that have been encountered with inspection of Immersion Suits:

a) **Maintenance and Donning** - Immersion suits should be maintained on board as per manufacturer's instructions (e.g., storage, zipper lubrication, etc.). Boat and fire drills afford an opportunity for crew to practice donning their immersion suits to ensure that they are of an appropriate size and the zippers are properly lubricated.

MAINTENANCE

- Visual periodic examination for signs of water.
- Lubricate zippers with bee's wax or paraffin.
- Check expiry on light.
- If used, rinse in fresh water.
- Allow to dry before storage, away from direct heat and sunlight.

DONNING

- Remove from protective bag.
- Roll out immersion suit on deck and sit on it.
- Insert legs, kneel before standing till your arms are in and pull cap over your head.
- Make sure the suit is properly donned and zipper all the way up.
- Put on gloves.
- Ensure all is secure.

b) **Repairs and Alterations** - Any alterations or repairs to approved marine immersion suits shall be conducted by the manufacturer, an agent authorized by the manufacturer, or in the event that the manufacturer has ceased production and is no longer in business, any other manufacturer of an approved suit system who can demonstrate that they are capable of undertaking such repairs to the satisfaction of the approval authority (Transport Canada).

3. **Testing and Servicing Intervals** vary based on the Immersion Suit Sales and Servicing Providers. Some recommend testing and service intervals of their Immersion Suit products should not exceed 3 years until the Suit is 10 years old then tested each year after that. Others recommend testing of their products every 2 years and after the suit is 5 years old then tested each year after that.

(NOTE: proof of testing should be available when visited by a TCMSS Inspector)

4. **Leasing/Rental of Immersion Suits** - Not all Immersion Suit Sales and Service Providers have a leasing or rental program. It is a service not commonly used in the fishing industry but tends to be utilized by companies or contractors that require Immersion Suits for short periods of time to fulfil a marine workplace safety requirement. Rental costs vary from Company to Company and there are conditions and some service fees.

BENEFITS

- Provides thermal protection.
- Highly visible and buoyant.
- Keeps you dry.

STORAGE

- Lay flat, zipper fully open.
- Roll from feet to head.
- Fold arms over, place in bag.
- Store in cool / dry area.
- Easily accessible.

SAFETY TIP: INSPECT YOUR LIFE RAFT EVERY YEAR. THE EQUIPMENT INSIDE YOUR LIFE RAFT REQUIRES MAINTENANCE.

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LIFE RAFTS

SAFETY FACT SHEET

DEFINITIONS:

Life Raft: an emergency raft for use when a vessel must be abandoned at sea. The two main types are:

Inflatable: consists of a raft constructed of rubber inflatable chambers that can be packed in a small hard canister or soft valise type container for storage and inflated by activating a cylinder of compressed gas. The following are the basic types of inflatable rafts:

a) SOLAS: (Safety of Life at Sea) generally of large capacity (6 or more passengers), are built and tested to the International Maritime Organization's Lifesaving Appliances Code, designed to withstand conditions that may be encountered in emergencies beyond Near Coastal Class 2 (more than 25 nm from shore).

b) Reduced Capacity: similar in construction standard as the SOLAS life raft but rated for less than 6 passengers;

c) Coastal: constructed to meet requirements of the Canadian Life Saving Appliance Standards, approved for use on fishing voyages within 25 nm of shore.

Rigid: constructed of rigid materials or a combination of rigid materials and inflatable compartments and not relying wholly on inflatable compartments for buoyancy and form. Rigid Life Rafts commonly available in Maritimes do meet SOLAS standards.

Recovery Boat: a boat that is auxiliary to a fishing vessel and that can be used in an emergency. Information on requirements for the fitting

and use of a Recovery Boat in lieu of or in combination with inflatable Life Rafts are available from a local Transport Canada Marine Safety

and Security office.

DEFINITIONS:

1. A Life Raft that is carried on board a fishing vessel shall be marked with the date and place of the last service, shall be stored on board in a manner that allows easy manual deployment and, except in the case of a coastal Life Raft that is packed in a valise type container, mounted so that it will automatically float free if the vessel sinks.

   – Summarized from the Fishing Vessel Safety Regulations, Section 3.29 https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

2. An inflatable Life Raft shall be serviced annually in accordance with the recommendations of the manufacturer. The servicing period can be extended to 24 months if the following conditions have been met:

   - The vessel operates less than 7 months of the year with the Life Raft on board and the historical monthly average air temperature is above 0°C as determined by Environment Canada;
   - When removed from the vessel, it is stored in a dry place and protected from extreme weather conditions;
   - The age of the Life Raft is less than 15 years;
   - The hydrostatic test date of inflation cylinder(s) will not expire during the period of extension;
   - No piece of equipment (flares, etc.) of the Liferaft will expire during the period of extension;
   - The planned extended service period is approved by Transport Canada Marine Safety.

   – Summarized from the Life Saving Equipment Regulations, Schedule IV, Section 2 https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

Continued...

LIFE RAFTS

Continued...

3. A Rigid Life Raft that does not have inflatable compartments does not require an annual inspection by the manufacturer but the vessel owner should conduct an annual inspection and immediately correct any deficiencies. However, the Emergency Pack must be inspected at a maximum period of every 4 years and all equipment replaced that have expiry dates due in the next 4 years. The Emergency Pack must be properly re-stowed inside the Rigid Liferaft.General Information:

DEFINITIONS:

As summarized from the Navigation Safety Regulations 2020 (Section 209) https://laws-lois.justice.gc.ca/PDF/SOR-2020-216.pdf and the Fishing Vessel Safety Regulations (Section 3.28) https://laws-lois.justice.gc.ca/PDF/C.R.C.,_c._1486.pdf

<table>
<tr><th>Vessel Hull Length</th><th>Sheltered Waters Voyages</th><th>Near Coastal 2 Voyages (within 25 nm of shore)</th><th>Near Coastal 1 and Unlimited (beyond 25 nm from shore)</th></tr>
<tr><td>Not more than 12 m (39’4”)</td><td rowspan="2">a) 1 or more Life Rafts** or Recovery Boats for 100 % of persons on board;
OR
b) The following equipment:
• 1 EPIRB or 2-way Radio;
AND
• Immersion Suits or Anti-Exposure Work Suits for 100% of persons on board
OR
Life Saving appliances or written procedures (or both) for protection from the effects of hypothermia or cold shock.</td><td>a) 1 or more Life Rafts** or a combination of Life Rafts and Recovery Boats for 100 % of persons on board;
OR
b) The following equipment:
• 1 EPIRB;
AND
• Immersion Suits or Anti-Exposure Work Suits for 100% of persons on board.</td><td rowspan="2">Near Coastal 1 Voyage
1 or more SOLAS Life Rafts or Reduced Capacity Life Rafts for 100 % of persons on board.
Unlimited Voyage
2 or more SOLAS Life Rafts or reduced capacity Life Rafts mounted in such a manner that there is capacity for 100% of the persons on board available on each side of the vessel;
AND
1 Recovery Boat</td></tr>
<tr><td>More than 12 m (39’4”)</td><td>1 or more Life Rafts** or a combination of Life Rafts and Recovery Boats for 100 % of persons on board;</td></tr>
</table>

** Coastal, Reduced Capacity or SOLAS Life Raft

GENERAL INFORMATION:

1. The Hydrostatic Release mechanism, located on the strap that holds the Life Raft secure in its cradle and allows the Life Raft to ‘float free’ if the vessel sinks, must be replaced every 2 years from date of manufacture.
2. Leasing/Rental of Life Rafts - All Liferaft Sales and Service Providers have a Liferaft leasing or rental program. Overall costs vary from Company to Company and there are conditions and some service fees.

SAFETY TIP: A PERSONAL FLOTATION DEVICE MUST BE WORN WHENEVER THERE IS A RISK OF DROWNING.

FISH SAFE NS

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REFERENCES:

Navigation Safety Regulations, 2020 (SOR/2020-216)
Workers' Compensation Board of Nova Scotia
NS Occupational Health & Safety Act
Transport Canada Marine Safety & Security

CONTENT DESIGN & GRAPHICS:

•••SperryDesign.ca

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