Transport Canada Transports Canada

TP 15111E
(05/2011)

SMALL VESSEL **COMPLIANCE PROGRAM**
PROGRAMME DE CONFORMITÉ DES PETITS BÂTIMENTS

Small Vessel Compliance Program (Non-Pleasure Craft) (SVCP) Detailed Report

Applies to a vessel that:

- measures 0 to 15 gross tons,
- carries 0-12 passengers, and
- is not a pleasure craft used solely for recreational purposes.

Canada

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Cette publication est aussi disponible en franÁais sous le titre *Programme de confirmité des petits bâtiments autres que de plaisance) (PCPB) – Rapport détaillé de conformité des petits bâtiments*.

GUIDANCE NOTES FOR THE COMPLETION OF THE SMALL VESSEL DETAILED COMPLIANCE REPORT

Note: The *Canada Shipping Act, 2001* and all associated regulations can be found at http://laws-lois.justice.gc.ca/ .

Area of Operations

Near coastal voyage, Class 1 means a voyage (a) that is not a sheltered waters voyage or a near coastal voyage, Class 2; (b) that is between places in Canada, the United States (except Hawaii), Saint Pierre and Miquelon, the West Indies, Mexico, Central America or the northeast coast of South America; and (c) during which the vessel engaged on the voyage is always (i) north of latitude 6°N, and (ii) within 200 nautical miles from shore or above the continental shelf.

Near coastal voyage, Class 2 means a voyage (a) that is not a sheltered waters voyage; and (b) during which the vessel engaged on the voyage is always (i) within 25 nautical miles from shore in coastal waters of Canada, the United States (except Hawaii) or Saint Pierre and Miquelon, and (ii) within 100 nautical miles from a place of refuge.

Sheltered waters voyage means a voyage (a) that is in Canada on a lake, or a river above tidal waters, where a vessel can never be further than one nautical mile from the closest shore; (b) that is on the waters listed in Schedules 1 and 2 of the *Vessel Certificate Regulations.*

Unlimited voyage **means a voyage that is not a sheltered waters voyage, a near coastal voyage, Class 2 or a near coastal voyage, Class 1.**

Note: The definitions of the voyage classifications are found in the *Vessel Certificate Regulations*, section 1.

Principal Operator Certification and Training – Abbreviations (see note 17 below for additional information)

Master Limited. The general requirements for Master Limited can be found in section 131 of the *Marine Personnel Regulations*. The Master Limited training program description is found in Chapter 12 of Transport Publication (TP) 2293 available at shop.tc.gc.ca.
SVOP – Small Vessel Operator Proficiency. The SVOP training program description is found in Transport Publication (TP) 14692 available at shop.tc.gc.ca.
SVMO – Small Vessel Machinery Operator. The general requirements for SVMO can be found in section 151 of the *Marine Personnel Regulations*. The SVMO training program description is found in Chapter 33 of Transport Publication (TP) 2293 available at shop.tc.gc.ca.
ROC(M) - Restricted Operator's Certificate (Maritime). The ROC(M) is required by anyone using a marine VHF radio or other marine radios (each person on the boat who will use the radio needs their own card).
PCOC – Pleasure Craft Operator Card. The PCOC is obtained after passing an accredited boating safety test. To find a course provider in your area, visit www.boatingsafety.gc.ca.
MED A3 – Marine Emergency Duties A3 (Small Non-Pleasure Vessel Basic Safety). The MED A3 training program description is found in Transport Publication (TP) 4957 available at shop.tc.gc.ca .
ROC-MC – Restricted Operator's Certificate – Maritime Commercial. The Restricted Operator's Certificate - Maritime Commercial (ROC-MC) is intended for mariners serving on compulsorily-fitted non-pleasure vessels within the North American A1 Sea Area as defined in *Radio Aids to Marine Navigation* (available through the Canadian Coast Guard at www.ccg-gcc.gc.ca).

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1 Section 46 of the *Canada Shipping Act, 2001* (CSA 2001), which came into force on July 1, 2007, requires that **all** vessels (with the exception of those listed below) be registered in either the Canadian Register of Vessels or in the Small Vessel Register. This includes government vessels.

The following vessels are NOT required to be registered:

a) Vessels used solely for pleasure (pleasure craft may need to be licensed – see the Office of Boating Safety Web site for more information – www.boatingsafety.ca).

b) Vessels registered in another country.

c) Sailing vessels and small vessels fitted with propulsion motors less than 7.5kW (10 horsepower).

Registration of your vessel can be done by one of two methods.

1) Registration in the Small Vessel Register. For this option all registration documentation **must** be sent to Ottawa (Transport Canada, Vessel Registration, Marine Safety, 330 Sparks Street, Ottawa, ON K1A 0N8, 1-877-242-8770). This address is indicated on Forms 19 and 20.

2) The second way to register your vessel is to apply for registration at one of the Ports of Registry in the Canadian Register of Vessels. (Each region has several Ports of Registry – please contact your local Transport Canada office or click here for more details).

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Applicable Registration Forms (Small Vessel Register)

	Form 20 Registration	Form 3 Statement of Qualification	Form 4A or 4B Tonnage	Form 14 Authorized Representative	Form 19 Registration (Govt. Vessels)	Bill of Sale or Affidavit (note 1)	Fee	Fleet of 2 or more vessels (note 2)
Individual	**Yes**	**Yes**	**Yes**	**If more than 1 owner**	**No**	**Yes**	$50	**Yes**
Company	**Yes**	**Yes**	**Yes**	**If more than 1 owner**	**No**	**Yes**	$50	**Yes**
Federal Government	**No**	**No**	**Yes**	**No**	**Yes**	**Yes**	$50	**No**
Provincial Government	**No**	**No**	**Yes**	**No**	**Yes**	**Yes**	$50	**No**
Municipal Government	**Yes**	**Yes**	**Yes**	**No**	**No**	**Yes**	$50	**No**

Note 1 A 'Bill of Sale' is a document attesting to the sale of the vessel from a legally qualified vendor and that you are identified as the purchaser. If you do not have the bill of sale, you must provide an Affidavit/Declaration (a sample can be found on the Registration of Small Commercial Vessels Web site).

Note 2 Provided that all vessels are 5 gross tons or less and all applications are received together, registration of 2 or more vessels is $50 total.

For additional information regarding Vessel Registration call 1-877-242-8770. For any additional documents required, please refer to the Procedures for Registration in Canada at the Transport Canada Web site: http://www.tc.gc.ca/eng/marinesafety/oep-vesselreg-registration-menu-2311.htm.

2 Your Certificate of Registry is not valid until the vessel has been marked in accordance with the instructions on the Certificate of Registry.

If your vessel is registered in the Small Vessel Register, it must be marked with the Official Number (C Number, example: C12345AB) in block characters not less than 75 millimetres high and in a colour that is in contrast with the background. This Registration number must be located on each side of the bow of the vessel, or on a board permanently attached to the vessel as close to the bow as practicable.

If your vessel is registered in the Canadian Register of Vessels, it must be marked with the name of the vessel and Port of Registry in clearly legible letters (Latin alphabet or Arabic or Roman numerals) at least 10 centimetres in height, on some clearly visible **exterior** part of the hull such as the bow and the stern. The Official Number (example: O.N. 897654) and registered tonnage must be marked on some clearly visible **interior** part of the hull in block-type Arabic numerals at least 4 centimetres in height.

3 To ensure that your certificate remains valid, any change(s) to the information shown on the Certificate, including a change of address, must be reported in writing to the Port of Registry within 30 days of the change.

Failure to report may result in the suspension or cancellation of the registry for your vessel and rendering your Certificate of Registry invalid.

4 Once a Certificate of Registry has been issued, a copy of it must be carried on board at all times. **Operating a vessel without a valid certificate is in contravention of the *Canada Shipping Act 2001.***

5 Emergencies happen when least expected. Practicing responses to a variety of emergency situations will enable crewmembers to react quickly and properly to any situation. Consider scenarios applicable to your area of operation.

6 If your vessel does not require a life raft and where the water temperature is less than 15 degrees Celsius, you must develop procedures to protect all persons on board against cold-water shock and hypothermia. For your own practical and legal protection, you must establish and document suitable procedures, based on local conditions or established industry best practices to fulfill this requirement. For more information or to see what happens during cold-water immersion visit www.coldwaterbootcamp.com.

7 Gasoline vapours are highly explosive, particularly in confined spaces. Enclosed gasoline engine and fuel tank compartments must have a blower and an underway ventilation system in accordance with the Construction Standards (TP 1332 chapter 6) for Small Vessels. Remember that gasoline vapours are heavier than air and will sink to the lowest point.

Immediately before every start up, the blower must be operated for **at least four minutes** or the length of time recommended by

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the vessel manufacturer, whichever is longer.

A notice similar to the one below should be posted at the normal operation positions.

> **WARNING**
>
> **GASOLINE VAPOUR MAY EXPLODE RESULTING IN INJURY OR DEATH**
>
> **BEFORE STARTING THE ENGINE**
>
> Operate blower for 4 minutes and verify blower operation

8 You must be able to close all engine space openings.

- Engine spaces protected by gas suppression agents must be gastight to prevent leakage of gas into accommodation and service spaces.
- The systems must have a manual release device outside the engine space.
- When activated, all of the fire suppression agent must be released simultaneously.
- There must be a means to stop all engine space ventilation fans.
- If the engine space is normally occupied by people, the system **cannot be capable of automatic discharge**.
- There must be a way to indicate at the operating position when there has been a release of gas from the system.

9 Before any firefighting is initiated there must be a way to shut off fuel and power to machinery in the engine space. Failing to shut off fuel and power could result in a serious depletion of fire fighting agent, resulting in a failure to extinguish the fire.

10 Leaking or spilled fuel not only harms the marine environment but is also a fire hazard. In developing fuel safety procedures you must consider the following:

- mooring your vessel securely to prevent spills
- shutting off all engines
- sending all passengers ashore
- putting out all open flames
- no smoking
- turning off electrical switches and power supplies
- not using electrical devices such as portable radios or cellular telephones when refuelling
- closing all windows, portholes, hatches and cabin doors
- removing portable tanks from the vessel before refuelling
- grounding the nozzle against the filler pipe
- knowing how much fuel your tank can hold and not overfilling it — you have a duty to prevent fuel leaks and spills into your boat's hull and the water
- wiping up spills and disposing of used cloths or towels in an approved container.

11 All vessels ***under 12m*** length overall without a fitted sound-signalling appliance must ***carry*** a sound-signalling device. This can be a pea-less whistle, a hand held compressed gas horn or an electric horn.

All vessels ***over 12m*** length overall must be ***fitted*** with a sound-signalling appliance. This sound-signalling appliance may be a compressed gas or electric horn.

12 With your vessel documentation there should be information to show the make and rating of the navigation lights. If not, the lights may be marked or stamped with approval information. You should check and make note of this information.

Visibility of Lights:

In vessels of ***12 metres or more in length but less than 20 metres*** in length:

- masthead light three miles
- sidelights, two miles
- stern light, two miles
- all round white or anchor light, two miles.

In vessels of ***less than 12 metres*** in length:

- masthead light, two miles
- sidelights, one mile
- stern light, two miles.

13 

"Masthead light" means a white light placed over the fore and aft centreline of the vessel showing an ***unbroken*** light of 225 degrees, fixed to show the light from right ahead to 22½ degrees aft of the beam on either side of the vessel.

"Sidelights" means a green light on the starboard side and a red light on the port side each showing an ***unbroken*** light of 112½ degrees, fixed to show the light from right ahead to 22½ degrees aft of the beam on its respective side.

"Stern light" means a white light placed as near as practicable at the stern showing an ***unbroken*** light of 135 degrees, so fixed as to show the light to 22½ degrees aft of the beam on each side of the vessel.

"All-round light" means a light showing an ***unbroken*** light of 360 degrees.

If your vessel is less than 20 metres in length the sidelights may be combined in one lantern with the same characteristics as the sidelights described above, and shall be carried on the centreline of the vessel.

Note: The masthead light or all-round white light on a power-driven vessel of less than 8 metres in length may be offset from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the vessel or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light

14 

If your vessel is less than 20 metres in length or is constructed primarily of non-metallic materials it should be equipped with a radar reflector or other means to enable the vessel's detection by other vessels navigating by radar.

15 

If your vessel is over 8 metres it ***must*** be fitted with a compass. This compass should be able to be adjusted and corrected for deviation as well as being capable of being lit for night viewing. If your vessel is not more than 8 metres in length and you navigate within sight of seamarks, you are not required to carry a magnetic compass. However, due diligence and common sense should dictate that even if you are operating in areas within sight of seamarks, given the possibility of restricted visibility, this item should be considered as essential.

16 Every vessel shall be equipped with one non-portable VHF radiotelephone if the ship is of closed construction, more than 8 metres in length or carrying passengers engaged on a voyage of which any part is in a VHF coverage area, or is more than five miles from shore, or is a tow-boat.

Unless the vessel is equipped with two VHF radiotelephones, the VHF radiotelephone shall have dual watch capability if it was installed after April 28, 1996.

A VHF radiotelephone on a vessel shall be capable of transmitting and receiving communications on:

- the distress and safety frequency of 156.8 MHz (channel 16);
- the primary inter-ship safety communication frequency of 156.3 MHz (channel 6);
- the bridge-to-bridge communication frequency of 156.65 MHz (channel 13);
- the public correspondence frequency specifically assigned for the area in which the ship is navigating; and
- any other VHF frequencies that are necessary for safety purposes in the area in which the ship is navigating.

However, a vessel other than a closed construction vessel that does not carry more than six passengers may carry a portable VHF radiotelephone provided that it has a source of energy sufficient for the duration of the voyage.

17 **Nautical Certificates**

		Near Coastal, Class 1	Near Coastal, Class 2 (NC2)		Sheltered Waters
			More than 2 nautical miles from shore	2 nautical miles or less from shore	
Passenger-Carrying Vessels	More than 5 gross tons (GT)	Master 150 GT (Domestic) (if endorsed for limited, contiguous waters)	**Limited Master < 60 GT**	**Limited Master < 60 GT**	**Limited Master < 60 GT**
	Less than or equal to 5 GT **and** more than 8 metres		SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)
	More than 6 passengers **and** no more than 8 metres		SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)
	No more than 6 passengers **and** no more than 8 metres		SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)	PCOC (Pleasure Craft Operator Card)
Workboats	More than 5 GT	Master 150 GT (Domestic) (if endorsed for limited, contiguous waters)	**Limited Master < 60 GT**	**Limited Master < 60 GT**	**Limited Master < 60 GT**
	Less than or equal to 5 GT **and** more than 8 metres (except tugs)		SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)	SVOP (Small Vessel Operator Proficiency)
	Less than or equal to 8 metres (except tugs)		SVOP (Small Vessel Operator Proficiency)	PCOC (Pleasure Craft Operator Card)	
	Tugs		**Limited Master < 60 GT**	**Limited Master < 60 GT**	**Limited Master < 60 GT**

PCOC (Pleasure Craft Operator Card) — Also Marine Basic First Aid ***or*** Provincial/Territorial Recognised First Aid Training.

SVOP (Small Vessel Operator Proficiency) — Also Marine Basic First Aid ***or*** Provincial/Territorial Recognised First Aid Training and MED A3.

Limited Master less than 60 GT — Also Marine Basic First Aid and MED A1 for non-passenger vessels and MED A2 for passenger vessels.

Engineering Certificates

Small Vessel Machinery Operator - Restricted

- No vessel length or tonnage cut-off
- Vessel specific (limited to vessel which person is tested on)
- Applies to passenger carrying vessels ONLY
- Required on vessels operating in either Sheltered Waters or Near Coastal 2 Voyages fitted with propulsion motors of between 75 kW and 749 kW (not outboards).

Note: 1hp = 0.749 kW

For more detailed information, please refer to the ***Marine Personnel Regulations*** or contact your local Transport Canada Marine Safety office.

18 Three factors determine the minimum crew required for ordinary operating conditions: vessel size, number of passengers and area of operation. As well, every vessel must have a sufficient crew respond to foreseeable emergency situations.

The crew should be able to respond to the following emergencies on board: fire, man overboard, engine failure, flooding, passenger control, distress calls and launching life rafts. Many of these tasks are required to be done simultaneously, for example: maintaining order and calm among the passengers, sending out distress messages if required, and launching the life raft (if applicable).

19 Before being assigned any duty on board, each member of the crew shall be provided with written instructions that describe the procedures to be followed in order to ensure their competency with:

- The shipboard equipment specific to the vessel
- The operational instructions specific to the vessel
- Their assigned regular and emergency duties
- The effective performance of assigned duties vital to safety or to the prevention or mitigation of pollution.

20 Appropriate danger, warning, or caution labels (reference American Boat and Yacht Council ABYC T5 for label layout) written in English and French, should be considered if all of the following four conditions exist:

- The hazard is associated with the use of the product
- The manufacturer knows of the hazard
- The hazard is not obvious or readily discoverable by the user
- The hazard will exist during normal use or foreseeable misuse.

When used, the pictorial signs should normally have a black picture on a white background.

21 The Compliance Notice should be fixed in a position where you and your crew can readily see it. It also would be very useful to bring the information contained in the Compliance Notice to the attention of your passengers when conducting your safety briefing.

Check that the Compliance Notice has wording (in English and French) stating that the manufacturer declares that your vessel complied with the ***non-pleasure craft*** construction requirements of the *Small Vessel Regulations*, as they read on the day that the construction of the vessel was started or on the day on which it the vessel was imported.

Also, the label must show (in the additional information box) information including the design limitations assigned to the vessel, such as Design Category A, B, C or D (as determined with the standard ISO 12217) when applicable or any other limitations determined by the manufacturer.

22 For vessels less than 6 metres in length, acceptable and suitable standards for demonstrating stability evaluation are contained within TP 1332, chapter 4 and may be detailed in the conformity Label/Notice.

CANADIAN COMPLIANCE NOTICE
SAFEBOAT COMPANY INC. (MIC) **CITY, PROVINCE, COUNTRY** MODEL: **RUNABOUT 555X**
** ADDITIONAL INFORMATION*
The manufacturer declares that this vessel complied with the non-pleasure craft 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 it the vessel was imported This vessel is also suitable for pleasure craft use.

Acceptable and suitable standards for demonstrating stability evaluation on vessels greater than 6m:

Vessel Type	Vessel length	Suitable Standard
Monohull vessel	More than 6 metres	ISO 12217-1 or standards set out in section 5.3
Pontoon vessel	More than 6 metres and not more than 8 metres More than 6 metres	ABYC H-35, or standards set out in TP 1332 section 5.4 Standards set out in TP 1332 section 5.4
Inflatable or rigid inflatable vessel	More than 6 metres and not more than 8 m More than 8 metres	ABYC H-28, or ISO 6185-3 ISO 6185-4
Sailing vessels	More than 6 metres	ISO 12217-2

Note 1: For vessels other than a monohull, in addition to the standards listed above, other recommended practices and standards of a marine classification society, government agency or industry association that are recognized by the marine industry for the type of vessel may also be used

Note 2: For monohull vessels other than inflatable or rigid hull inflatables, monohull vessels may have their stability evaluated with the standard TP 7301, instead of the standard ISO 12217-1.

Note 3: **For vessels over 6 metres**

For existing vessels, that is those built on or before March 31, 2005, Transport Canada has produced ***TP 14619 - Transport Canada Simplified Assessment of Intact Stability & Buoyancy of Small Non-Pleasure Vessels Assessment Guide (2006)*** to help owners and operators move beyond relying on "feel" in assessing their vessels' stability characteristics.

For new vessels, Transport Canada established minimum stability criteria for new small commercial vessels – those built after March 31, 2005. New vessels must be assessed using the **International Standards Organization standard ISO 12217-1 –** ***Small Craft Stability and Buoyancy Assessment and Categorization*** or **STAB 6 of the** ***Stability, Subdivision and Load Line Standards*** **(TP 7301)** to determine the maximum wave height and wind speed the vessel can be expected to handle safely given its stability characteristics.

Vessels that have met any of the above standards will have been provided with supporting documentation provided by the boat builder.

If a vessel has been satisfactorily assessed to one of these standards and has not been modified since the assessment was carried out, no additional assessment need be done.

Note 4: **Vessels 6 metres and under**

Because it is more difficult for smaller vessels to have a level of stability that will prevent capsizing, the primary requirement is for the vessels to remain afloat when swamped and to provide something to hang on to. This is provided by flotation material being fitted by the manufacturer. These vessels should have a capacity label onboard that states the maximum horsepower, capacity and load.

a) Does the vessel have a Canadian Capacity Plate (not over 6 metres in length)?

b) Does it have a CE mark? If so, was it verified using ISO stability standard 12217 and 6185?

c) If it has no plate or mark, TP 1332 provides formulae for calculating maximum horsepower, capacity and load.

These are rather complex and it is recommended that you contact a Marine Consultant to determine these values.

23 The owner of a vessel shall ensure that the structural strength and watertight integrity of the vessel continue to be adequate for its intended use. For example:

- your vessel should meet the requirements of the Construction Standards (TP 1332, Section 3); or
- your vessel's design has been used for a vessel of the same type that was operated for at least five years without a marine occurrence or other event related to a deficiency in its construction or maintenance in an area where the wind and wave conditions are no less severe than those likely to be encountered in the vessel's intended area of operation; or
- your vessel is built to standards approved by the Nordic Boat Standard (for commercial vessels less than 15 metres), the International Organization for Standardization (ISO) or a classification society such as the American Bureau of Shipping (ABS), Lloyd's Register of Shipping (LRS), Bureau Veritas (BV), Det Norske Veritas (DNV) or Germanischer Lloyd (GL).

24 A first aid kit shall be packed in a waterproof case capable of being tightly closed after use and shall be either:

1) a first aid kit that meets the requirements of the *Marine Occupational Safety and Health Regulations* or of provincial regulations governing workers' compensation, with the addition of a resuscitation face shield and two pairs of examination gloves if the kit is not required to contain them; ***or***
2) an approved marine emergency first aid kit that contains the following:

- An up-to-date first aid manual or up-to-date first aid instructions, in English and French
- 48 doses of analgesic medication of a non-narcotic type
- Six safety pins or one roll of adhesive first aid tape
- One pair of bandage scissors or safety scissors
- One resuscitation face shield
- Two pairs of examination gloves
- 10 applications of antiseptic preparations
- 12 applications of burn preparations
- 20 adhesive plasters in assorted sizes
- 10 sterile compression bandages in assorted sizes
- 4 metres of elastic bandage
- Two sterile gauze compresses
- Two triangular bandages
- A waterproof list of the contents, in English and French.

25 

You must be sure that the batteries in your watertight flashlight are still fully charged before every trip. Apart from its use as emergency lighting, your watertight flashlight may be your only way to signal for help.

26 Lifejackets come in red, orange or yellow. This makes you much easier to see in the water. Right now there are three Canadian-approved lifejacket types to choose from:

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

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

2) Standard Type lifejackets are approved for all vessels, except SOLAS vessels. They:

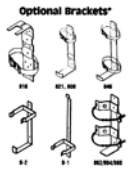
- will turn you on your back to keep your face out of the water, even if you are unconscious; and,
- come in two sizes: for those less than 40 kg (88 lbs.) and those greater than 40 kg.

3) Small Vessel lifejackets are approved for small vessels. They:

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

27 

When the freeboard exceeds 0.5 metres (1'8") you will need a re-boarding device. However, your vessel already meets this requirement if it has transom ladders or swim platform ladders.

28 

Fire extinguisher brackets are an essential part needed to secure the fire extinguisher securely and ensure the accessibility of the fire extinguisher. You need to feel confident that in case of fire, an extinguisher is immediately ready for use.

29 That is, **not** carbon dioxide (CO_2), halon or any other gas type.

30 A 23 kilogram (kg) fire extinguisher is approximately 50 pounds (lbs).

31 Self explanatory – answer yes or no.

32 Self explanatory – answer yes or no.

33 Where portable extinguishers are provided for engine compartment firefighting, the vessel shall be equipped with at least 2 portable carbon dioxide (CO_2) fire extinguishers containing sufficient quantity of extinguishing agent to flood the engine space.

Check to confirm that the nozzle will fit in the discharge port. The fire extinguisher to be discharged directly into the enclosed engine space is in addition to the existing required fire extinguishers for the vessel. It shall contain at least 1.2 kilograms (kg) of CO_2 per cubic meter of gross enclosed engine space volume or contain a sufficient quantity of clean agent to provide the same fire fighting protection as CO_2. The fire extinguisher must be capable of being discharged in not more than 60 seconds (if it contains CO_2) or in not more than 10 seconds if it contains a clean agent.

34 The port or provision for the discharge must be clearly labelled to show its purpose so that in the event of an emergency, it can be easily found and accessed.

35 If fitted, the fixed fire suppression system must be certified for marine use and installed as per the manufacturer's instructions. "Certified for marine use" means that it is listed for marine use by a product certification body or classification society, following accepted fire extinguishing standards such as the National Fire Protection Association (NFPA) standards.

If a gas other than carbon dioxide (CO_2) is used as the fire-extinguishing agent, it must provide at least the same fire fighting protection as CO_2. The system must be up to the specifications and standards of NFPA 12 (for CO_2 systems), NFPA 2001 (for clean agent systems), NFPA 2010 (for aerosol systems), and installed/maintained by a certified technician. It must be fitted in accordance with the construction standards and maintained as per manufacturer recommendations.

36 

Batteries must be well protected from damage. They must be installed in a dry, well-ventilated area, above the high bilge water level. Any ignition source should be avoided in the vicinity of the batteries as recommended by the manufacturer.

Further safety requirements for batteries:

- Batteries shall not be tapped for power exceeding the total available voltage.
- Batteries must be in approved boxes or trays and securely fastened. Pull on the battery to make sure it is held securely. It shall not be able to move more than 1 inch (2.5 centimetres) in any direction.
- Batteries must be able to withstand inclinations of up to 40° (degrees) without spilling electrolyte and there should be absorbent cloths or pads around the battery to contain any accidental spillage.
- The battery terminals must be correctly labelled.
- All wiring, connectors and contacts should be checked. Wire insulation should be intact and contacts should be secure and clean.
- Connections **must not be** of the spring tension type (i.e. **Gator Clips**).
- Metallic fuel lines and fuel system components, within 30 millimetres (12 inches) of a battery, must be shielded with di-electric material.
- There must be a means to adequately ventilate dangerous and explosive hydrogen gas. Vented batteries cannot be located in accommodation spaces.
- Battery charging systems must be automatic.

37 Means for adequate ventilation shall be provided to prevent the accumulation of hydrogen from the battery during charging or discharging cycles. Vented batteries shall not be installed in accommodation spaces.

38 Self explanatory – answer yes or no.

39 A battery disconnect switch shall be installed in the positive conductor from each battery or group of batteries, with a cold cranking average rating greater than 800 amperes, except for small vessels less than 8.0 metres (26 feet 3 inches) in length.

The following devices may be connected to the battery side of the battery switch described here, however, each device shall be provided with circuit protection:

- electronic equipment with continuously powered memory;
- safety equipment such as bilge pumps, alarms, CO detectors, and bilge blowers; and
- battery charging equipment.

Battery switches shall be placed in a readily accessible location as close as practicable to the battery, or batteries.

Battery disconnect switches shall be capable of carrying the maximum current of the distribution system including the intermittent load of the starter motor circuit.

40 

Means shall be provided for positively shutting off underwater penetrations **(except wet exhaust systems)** and to ensure the watertight integrity of the hull, deck and the superstructure means of closure.

- Every closure shall be of a strength and design to maintain watertight integrity.
- Hull penetrations shall be kept to the minimum, consistent with the operational needs of the vessel.
- Hull penetrations shall have adequate local strength compensation equivalent to the unpierced structure in which it is located.
- Openings and penetrations in structures shall be kept to a minimum.
- Openings and penetrations shall be fitted with a reliable means of closure.
- Closing appliances such as exterior doors, hatches, windows and portlights shall be of marine construction, and fitted with means of securing them.
- Where practicable hinged doors and hatches shall open outward and be hinged on the forward or outboard side.
- Windows, portlights, and skylights shall be fitted with safety glass or equivalent material of equal Strength.
- If you intend to operate more than 25 nautical miles from shore, windows, portlights, and skylights shall be mechanically fastened.
- For vessels whose construction started after April 1, 2005, the standard for watertightness of openings and penetrations in structures is the international standard ISO 12216.
- For vessels whose construction started after April 1, 2005, cockpits and recesses are to be designated either as "watertight" or as "quick-draining" and they shall comply with the requirements of the international standard ISO 11812.
- Motor wells shall be designed so that they tend to reverse the flow of any water striking the forward face of the well rather than directing it upward and forward.
- Motor wells shall be designed so that they have openings of a minimum size for safe operation and are located as high as possible and not lower than the normal motor cut-out in the transom.

- The motor well has drains fitted that will allow the complete drainage of water within a maximum of five (5) minutes.

The watertightness of all means of closure (under and above waterline) shall be verified regularly as part of the planned maintenance schedule.

41 

In a fire risk area, the means to shut-off shall be made of material that is not susceptible to fire damage.

42 Self explanatory – answer yes or no.

Note *Canada Shipping Act 2001* section 191*:* Every person or vessel that discharges a pollutant is liable on summary conviction to a fine of not more than $1,000,000 or to imprisonment for a term of not more than 18 months, or to both.

Reference: ***Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals***

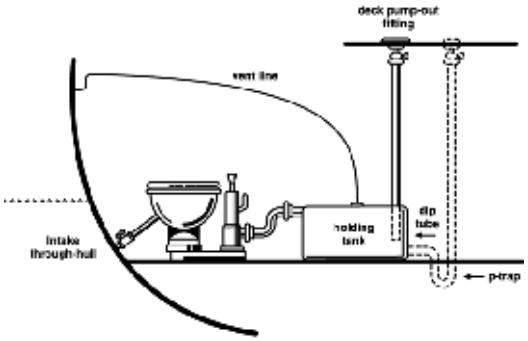
43 See 41.

44 A toilet fitted on a vessel shall be secured in a manner that ensures its safe operation in any environmental conditions liable to be encountered.

A holding tank shall be constructed:

- in a manner such that it does not compromise the integrity of the hull;
- of structurally sound material that prevents the tank contents from leaking;
- so that the potable water system or other systems cannot become contaminated;
- to be resistant to corrosion by sewage;
- with an adequate volume for the ship's human-rated capacity on a normal voyage;
- with a discharge connection and piping system for the removal of the tank contents at a sewage reception facility;
- so that the level of sewage in the tank may be determined without the tank being opened and without contacting or removing any of the tank contents or be equipped with a device that allows the determination to be made; and
- with a ventilation device that has its outlet located on the exterior of the ship, in a safe location away from ignition and areas usually occupied by people and with a flame screen of non-corrosive material fitted to the vent outlet.

Example of Acceptable Facility



45 See 42.

46 In the case of an electrical system of less than 50 volts, it shall meet

- the requirements of TP 1332 section 8; or
- the requirements of American Boat and Yacht Council Standards E-10, Storage Batteries, and E-11, AC and DC Electrical Systems on Boats.

47 In the case of an electrical system of 50 volts or more, it shall meet

- the requirements of American Boat and Yacht Council Standard E-11, AC and DC Electrical Systems on Boats; or
- the requirements of the recommended practices and standards that are appropriate for the system voltage and that provide a level of safety at least equivalent to that provided by Standard E-11 and TP 127.

48 The marking on electrical equipment, such as ignition systems, motors, pumps, fans, and controllers, shall include the following:

- Manufacturer
- Product ID, serial number, type, model
- Voltage
- Amperage

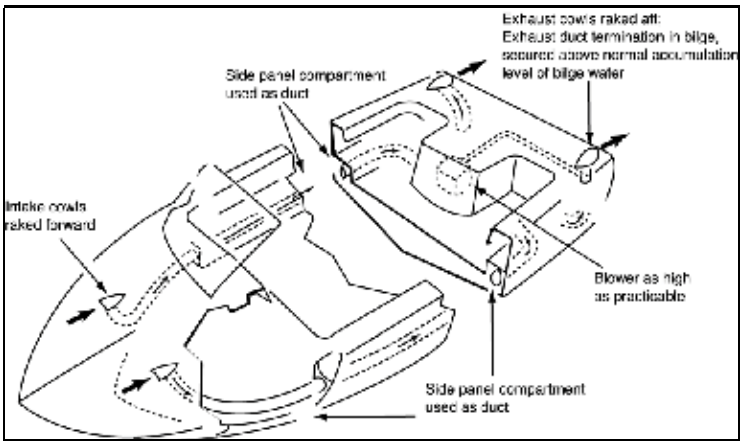
- Wattage
- Polarity
- Ignition protection information (if applicable).

49 In respect of an electrical device, "**ignition-protected**" means that the device is designed and constructed in such a manner that under its design operating conditions:

- it will not ignite a flammable hydrocarbon mixture surrounding it when an ignition source causes an internal explosion;
- it is incapable of releasing sufficient electrical or thermal energy to ignite a hydrocarbon mixture; or
- its source of ignition is hermetically sealed.

50 On a vessel, an enclosed space that contains a source of gasoline vapour shall have, in accordance with the construction standards, a natural ventilation system designed to remove any accumulation of combustible vapours.

Example of ventilation of enclosed spaces



51

- Blowers for powered ventilation may be installed separately or installed in the natural ventilation system.
- Blowers shall be mounted as high as practicable above the bilge low point to prevent contact with bilge fluid.
- Blower outlet fittings shall not have less effective area than blower intakes.
- Blowers shall not be wired in the ignition circuit to run continuously, unless rated by the blower manufacturer for continuous operation.
- Blower motors shall be of a sealed type or ignition protected and shall be suitable for installation in damp locations.
- Blowers shall be designed for a minimum of four minutes continuous operation, more if required, to clear any space of combustible vapours.

52 Neither mechanical nor natural ventilation is required to remove diesel fuel vapours.

Ventilating provisions and openings to the engine space shall provide for the supply of combustion air and shall accommodate the air requirements of each propulsion and auxiliary engine in that space. Refer to the manufacturer's documentation to determine the air requirements of each engine in a space. The openings for providing the air requirements of propulsion and auxiliary engine may also function as means of providing natural ventilation to the space.

53 With your vessel documentation there should be information to show the make and rating of the carburetor. The carburetor should be marked or stamped ABYC H-24 (American Boat and Yacht Council). You should check and make note of this information. The flame arrestor shall be suitably secured to the air intake with a flame tight connection and shall comply with and be marked SAE J-28, UL 111 or USCG CFR 46.182.415 – all are acceptable standards.

54 Every fuel tank, including those encased in cellular plastic foam or fibre reinforced plastic, shall be so installed that all connections, accessories, and labels are accessible for ***inspection and maintenance***. Note: A **gasoline** fuel tank shall not be made integral with the hull.

55 Fuel lines shall not have unnecessary connections. Hoses used in the fuel tank fill system shall be secured to pipes (smooth pipes acceptable), spuds, or other fittings at each connection, by at least two (2) metallic clamps with nominal bandwidths of at least 12 millimetres (1/2 inches).

Every hose used in the fuel tank vent system or the fuel distribution and return line system shall be secured to a mating spud, pipe, or fitting that is formed or machined to provide serrations (at least 0.38 millimetres [0.15 inches] depth) or a bead. At least one corrosion resistant metallic clamp shall be used.

56 Labels on fuel tank shall be at least 1.5 millimetres (1/16 inches) in height and width, be of a contrasting colour to the basic colour of the label and shall contain the following information:

- The type of fuel for which the tank is designed.
- The manufacturer's name or logo and address.
- The month and year of manufacture or the lot number and year of manufacture.
- The capacity of the tank in litres.
- The standard to which the tank was constructed.
- A statement that the tank was constructed in accordance with the requirements of the relevant standard.

57 All fuel hoses shall meet the requirements of SAE J1527, Type A1 or A2, and be permanently marked in capital letters and numerals at least 3 millimetres (0.12 inches) in height and width and at intervals not greater than 305 millimetres (12 inches) with the following information:

- Type of hose.
- Manufacturer's name or registered trademark.
- Year of manufacture.
- Hoses less than 305 millimetres (12 inches) in length may instead be tagged with the required marking.

58 See 57.

59 See 57.

60 Fuel Tank Deck Fill Plates shall be permanently marked as follows:

- GASOLINE, GAS, or with the ISO symbol for gasoline in GASOLINE systems; or
- DIESEL, or with the ISO symbol for diesel in DIESEL systems.

61 No person shall install or maintain a fuel tank or a fuel system on a vessel in a manner that permits or is likely to permit leakage of fuel or spillage of fuel **into** the hull.

62 Self explanatory – answer yes or no.

63 Manually operated valves shall be designed with positive stops in the open and closed positions and shall indicate their opened and closed positions.

Electrically operated shut-off valves shall be connected so that they will be energized in the open position when the engine ignition switch is on. A provision for manual operation shall be incorporated in the design.

"Readily accessible for operation from outside the compartment" may be achieved by a shut-off valve installed at the tank, close to, and directly below, a quick-acting access port in the deck through which the valve can be operated. The access port shall be clearly and permanently labelled.

64 You can identify the potential ignition sources in your vessel by looking for possible sources of heat, which could get hot enough to ignite. These sources of ignition could include:

- smokers' materials (example: cigarettes and matches);
- naked flames;
- electrical, gas or oil-fired heaters (fixed or portable);
- hot processes (such as welding or grinding work);
- cooking equipment;
- engines or boilers;
- machinery;
- faulty or misused electrical equipment;
- lighting equipment (example: halogen lamps);
- hot surfaces and obstruction of equipment ventilation, e.g. office equipment;
- friction (example: from loose bearings or drive belts);
- static electricity; and/or
- metal impact (such as metal tools striking each other).

65 Your fuel tank must provide for protection from leakage caused by shock, corrosion, abrasion or fire. The fuel tank shall meet the minimum test requirements for mechanical strength and fire resistance as detailed in American Boat and Yacht Council (ABYC) Standards H-24 *Gasoline Fuel Systems*, or ABYC Standards H-33 *Diesel Fuel Systems*.

Some acceptable recommended practices and standards that provide a level of safety at least equivalent for test requirements for mechanical strength and fire resistance or fuel tanks are United States Code of Federal Regulations, CFR33 183.510 or ISO 10088 – Small Craft – permanently installed fuel systems and fixed fuel tanks.

For your vessel, note and record all signage such as the one shown.

SAFETY NOTICE FOR INSPECTION OF LEAKS

⚠WARNING

AVOID SERIOUS INJURY OR DEATH FROM FIRE OR EXPLOSION RESULTING FROM LEAKING FUEL

Inspect system for leaks frequently

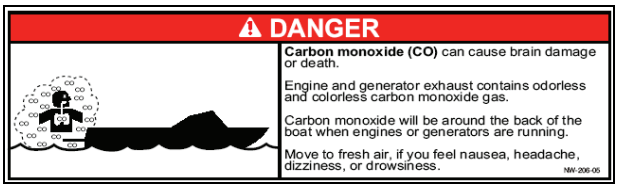
⚠MISE EN GARDE

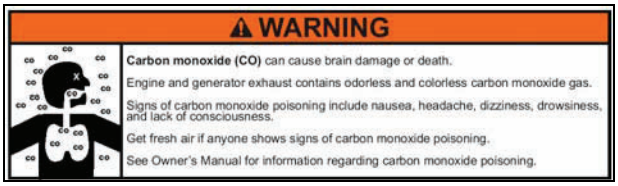
DANGER DE BLESSURE GRAVE OU DE MORT RÉSULTANT D'UNE EXPLOSION OU D'UN INCENDIE PROVOQUÉ PAR UNE FUITE DE CARBURANT

Inspecter le système régulièrement pour s'assurer qu'il n'y a aucune fuite

66 Exhaust gases contain carbon monoxide, which as we all know can cause headaches, drowsiness, nausea, and can lead to unconsciousness as the quantity inhaled is increased. Remember that in sufficient quantity, carbon monoxide can be fatal in an instant.

Knowledge of these facts should be sufficient for you to regularly have the exhaust pipe joints and clamps checked for tightness and replacement of gaskets as required. It is very important to have exhaust manifolds, exhaust pipes, mufflers and tailpipes regularly checked and inspected for visible signs of corrosion or damage before an actual exhaust leak happens.





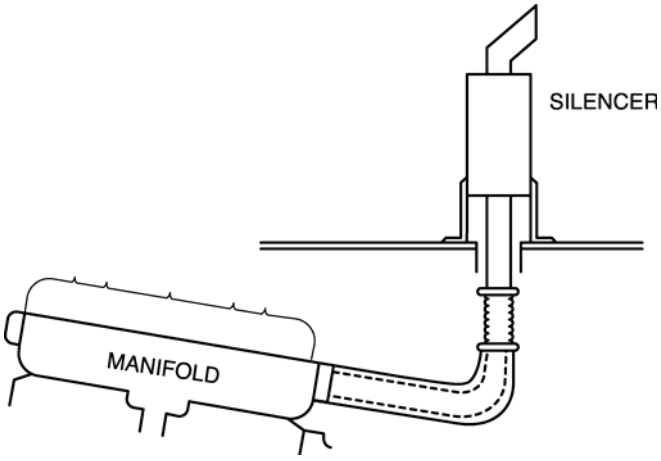
67 Self explanatory – answer yes or no.

68 Self explanatory – answer yes or no.

69 Self explanatory – answer yes or no.

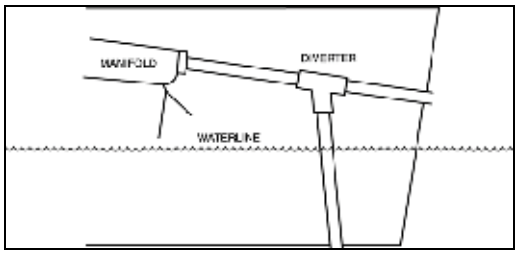
70 Exhausts should generally be equipped with a muffler (silencer). The muffler should be sized as large as practical and designed to ensure maximum sound attenuation with minimum backpressure.

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



71 A diverter allowing exhaust gases to pass without restriction ***may only*** be installed if it is visibly disconnected in a manner that ensures it cannot be easily reconnected while the vessel is in operation.

An installation as shown below ***is NOT*** acceptable.



72 Check that all moving parts of the machinery or power-operated equipment, where such parts constitute a hazard, are fitted with guards or other safety equipment.

73 Check that the propulsion or auxiliary machinery manufacturer's recommendations or other authorities' criteria, as recognized by the marine community, are taken into account when determining the material and dimensions of shafting and propellers.

74 Instruments and controls are to be provided at all normal operating positions and shall include (if fitted):

- engine oil pressure and engine coolant temperature indicators for inboard engines;
- fuel capacity gauges, unless other adequate means to determine the amount of fuel is provided;
- battery charging gauges;
- controls for navigation lights;
- indicators for steering equipment;
- control and instructions for the blower(s);
- high bilge indicator;
- the running indicator for automatic bilge pump;
- fire detection panel and alarms;
- engine shut-off device.

75 A bilge pumping system shall be provided with a mechanical pump.

- The pump shall be self-priming and be designed to run dry without damage.
- Engine driven pumps are acceptable only if they can be run independently from the propulsion shafting.
- The piping arrangement shall ensure that no back siphoning can occur and marine type strainers shall be provided on the suction line from each compartment.
- The piping shall be of metal, rigid plastic, non-collapsible and non-oil degradable hose with flanged, screwed, or robust double-clamped connections, where practicable.
- The piping shall be not less than 25 millimetres (1 inch) in diameter, except that for small compartments piping 18 millimetres (3/4 inch) in diameter may be acceptable if the pump-out time is under five (5) minutes.
- The automatic bilge pump or a bilge pumping system has a minimum capacity of 0.91 Litres/second (14½ US Gallons/minute).
- When an automatic bilge pump is fitted, a visual signal shall be provided at the operating position to indicate when the pump is running and a manual overriding switch shall be provided at the operating position.

76 Self explanatory – answer yes or no.

77 Self explanatory – answer yes or no.

78 Self explanatory – answer yes or no.

79 All components of the steering systems gear must be protected from obstructions, excessive heat and mechanical wear.

80 Emergency steering is ***not*** required if the vessel is fitted with:

- Multiple screw propulsion with independent control of each screw, if it has been demonstrated during sea trials that the vessel can be effectively steered at low speed in this fashion.
- No rudder, where steering action is obtained by a change of directional setting of the propulsion units, when it has been demonstrated during sea trials that the vessel can be effectively steered at low speed in this fashion.
- A rudder and a hand tiller as the main steering arrangement.
- Independently controlled adjustable trim tabs, when it has been demonstrated during sea trials that the vessel can be effectively steered at low speed in this fashion.
- A bow thruster, when it has been demonstrated during sea trials that the vessel can be effectively steered at low speed using the thrusters only.

81 The engine label should have notations as to its intended use. If not, check with the manufacturer to ascertain its applicability for marine use. As an example, many off the shelf generators to be purchased in box stores are intended for land base use only.

82 The fire panel must be installed as per the specifications of the construction standards, as prescribed by length of vessel.

83 The dual action rate-of-rise temperature detector must be:

- of a re-settable type;
- installed as per the manufacturer instructions;
- ignition protected; and
- approved and certified for marine use.

You are advised to document this item for future verification.

84 Fire detectors must be listed for marine use by a product certification body or type approved by a classification society.

On all vessels of not more than 12 metres and on workboats of not more than 15 metres not provided with overnight accommodations, detectors with an integral alarm may be installed. The alarm level shall not be less than 84 decibels.

85 To minimize the chance of one incident blocking both escapes, the means of escapes must:

- be as remote from each other as practicable;
- have means of exit to different rooms or spaces; and
- have a clear opening size of at least 560 millimetres X 560 millimetres.

Only one means of escape is required if:

- the space is not normally occupied;
- the dimensions of the space do not permit more than one means of escape;
- the deck area is not more than 28 metres^2.

86 Emergency lighting systems should ideally be of a self-contained type, rechargeable from the vessel's electrical distribution system, and fitted with a charge indicator.

However, as an alternative to the self-contained type, rechargeable or non-rechargeable portable hand lanterns may be provided. The portable lanterns shall provide a light intensity and endurance at least equivalent to an American National Standards Institute ANSI-908 6 volt, 9 watts portable lantern. If equipped with non-rechargeable lanterns, spare batteries shall be carried. All batteries shall be replaced with new batteries annually.

87 Your vessel must be fitted with means to protect persons from falls or falling overboard as per H41.6 of the American Boat and Yacht Council (ABYC) Standards. To confirm that your vessel meets the requirement of ABYC H41.6, you may wish to contact the vessel's manufacturer or importer.

88 

'Throw Bag' example: a 15 metre x 7 millimetre 300 kilogram test braided polypropylene floating rope. Bright orange nylon and polyester complete with self-draining bag that comes with adjustable strap and retro-reflective safety tape.

89 

When buying marine distress flares, you should look for a Transport Canada approval stamp or label. Remember that flares are only good for **four years from the date of manufacture** (not purchase), which is stamped on every flare. You should also ask the manufacturer how to dispose of your expired flares. Flares should be kept within reach and stored vertically in a cool, dry location (such as a watertight container) to keep them in good working condition.

There are four types of approved flares: A, B, C and D.

Type A: Rocket Parachute Flare, Type B: Multi-Star Flare, Type C: Hand-Held Flare, Type D: Smoke Signal (Buoyant or Hand-Held).

90 

A manual propelling device can be a set of oars, a paddle, or anything that a person can operate by hand or foot to propel a boat.

Having the right anchor and cable for your boat is important. Anchors, apart from their regular use, may also be useful to prevent a disabled vessel from grounding and for security if power or steering is lost.

91  

Bailers must hold at least 750 millilitres (just over 1½ pints), have an opening of at least 65 centimetres^2 (10 in^2) and be made of plastic or metal.

If you have a manual bilge pump, the pump and hose must be long enough to reach the bilge and discharge water over the side of the boat.

92 What do these A, B, C ratings mean? Take an extinguisher commonly referred to as a 2½ pound (lb) extinguisher. The 2½ lb refers to the amount of powder within the tank. The Underwriters Laboratory (UL) 711 rating of this extinguisher is shown as 1-A, 10-B or C.

The number in front of the A rating indicates how much water the extinguisher is equal to - the standard uses a formula of 1¼ gallons (US) multiplied by the rating number.

This extinguisher is equal to 1¼ gallons of water to fight a Class A fire (wood, paper, solid material).

Class B ratings refer to the amount of square feet of a Class B fire (oil, gasoline, liquid) that should be extinguished if the extinguisher is used correctly by an untrained person (for example, 10 square feet).

Class C does not have a rating and only denotes that it is safe (non-conducting) for a Class C fire (electrical).

Fire extinguishers are to be maintained in good working order and serviced (tagged) by approved technicians as per the manufacturers recommended schedule and practice.

93 See 92.

94 Bulwarks and guardrails protect passengers from falling overboard. Guardrails shall have a minimum height of 915 millimetres/3 feet from the weather deck, with rails no more than 230 millimetres/ 9 inches apart, fitted in areas where there is a risk of people falling overboard while underway. Verify the strength of all railings – pull on them as hard as if it were an emergency.

Where the fitting of guardrails would impede the operation of the vessel, alternative safety precautions may be taken. For instance, in open boats, make sure all passengers remain seated, and wear small vessel lifejackets (or PFDs if permitted by TC).

Where children are carried, special precautions are to be taken. The distance between rails shall be reduced or netting provided and you should develop other means to protect children such as having children wear a lifejacket.

95 

For 'Buoyant Heaving Line' see Guidance Note 86. If a lifebuoy is the preferred option, look for a Transport Canada approval stamp or label. Lifebuoys must be at least 610 millimetres (24 inches) in diameter. SOLAS lifebuoys are 762 millimetres (30 inches) in diameter. Smaller lifebuoys and horseshoe-type devices do not meet the approved specification, but may be carried in ***addition*** to the approved lifebuoy(s).

96 See 89.

97 See 90.

98 See 91.

99 See 92.

100 See 92.

101 See 92.

102 See 95.

103 See 89.

104 See 90.

105 See 91.

106 See 92.

107 See 92.

108 See 92.

109 

Fire axes should be painted red and secured in a conspicuous but accessible place.

110 

Fire buckets designed for marine use shall have a capacity of at least 10 litres (2 gallons), be fitted with a rounded base with a hole in the centre and be fitted with a lanyard of such length to reach the water from where it is usually stored.

111 See 95.

112 See 89.

113 See 90.

114 See 91.

115 See 92.

116 See 92.

117 See 92.

118 See 92.

119 Every fire pump shall be:

- Constructed for ***marine*** use, be self-priming and have a minimum capacity of 1.14 Litres/second (About 18 US gallons per minute).
- Capable of delivering a jet of water of at least 12 metres through the hose and nozzle.
- Made of non-combustible materials and pump impellers shall be of a type that will not be damaged by heat or if they run dry.
- Fitted with sea suction inlets having arrangements to prevent blockage of the inlet by debris or ice.

120 

The fire main shall have a minimum diameter of 25 millimetres.

The nozzle on a fire hose shall have an internal diameter of at least 12 millimetres; be capable of spray action and jet action and have a means to shut it off.

121 See 109.

122 See 110.

123 The intent of the pre-departure briefing is to alert passengers of hazards and to advise them of procedures in the event of an emergency. Your briefing should include procedures in the event of you being incapacitated.

The briefing may be in either or both of the official languages and must include:

- the location of all lifejackets, specifically the location of lifejackets for children;
- **a demonstration showing the correct donning each type of lifejacket;**
- the location of all survival craft;
- the location of first aid kit;
- the location of flashlights and flares;
- the location of whistles/air horns;
- the use and location of fire extinguishers;
- the use of lifebuoys/throw bags;
- the safety procedures for the protection of limbs including the avoidance of ropes and docking lines;
- an explanation of the consequences of improper passenger distribution on the stability of the vessel; and
- the safety procedures for the prevention of fire and explosions.

124 You should make it standard procedure to fill out a sail plan and leave it with a responsible person on shore. This person shall be responsible for carrying out your overdue procedures. If you are operating in a remote area, the plan should be kept somewhere that it can be easily found, for example, on the departure dock.

In the event of an emergency, rescue services need to know where you and your vessel have sailed to, when you are expected to return and how many persons are onboard.

125 Passenger vessels shall carry one or more life rafts with a total capacity sufficient to carry all persons on board, unless the vessel is:

- not more than 8.5 m in length;
- on a **sheltered waters** voyage; or
- at a distance of not more than two nautical miles from the shore of **a river or lake**, that distance being measured either from the mainland or from an island that can be used as a safe refuge from the weather.

A liferaft must be serviced at the intervals set out in section 2 of Schedule IV to the *Life Saving Equipment Regulations* at a service station that is accredited by the manufacturer of the liferaft. The location and last date of service shall be clearly marked on the liferaft (SVR s.21).

A liferaft (except for a liferaft packed in a valise-type container) must be stored in a manner that allows it to automatically float free if the vessel sink (SVR s.21).

126 The gas cylinders shall not be fitted to any appliance and shall be:

- well secured and protected from damage;
- well secured and protected from the effects of excessive variations in temperature; and
- stored in an open space or in a well ventilated location; or
- stored on an open deck in a manner that will not permit the ingress or accumulation of the gas below deck.

127 Passenger vessels not more than 6 metres in length shall be fitted with a heat detector in each engine space that:

- is hard-wired to a red visual alarm and to an audible alarm of at least 84 decibels (dB), both of which are to be located at the operating position;
- has a green light indicating power at the detector; and
- is powered by the vessel's electrical system.

128 See 127 (an internal battery may power detectors).

129 Fire detectors must be certified for marine use and installed as per the manufacturer's instructions; they should be checked regularly to ensure they work. Smoke detectors must be used in accommodation spaces. Heat detectors must be used around cooking appliances. You are advised to document or photograph these items for purposes of future verification.

130 Self explanatory – answer yes or no.

131 Self explanatory – answer yes or no.

132 To minimize the chance of one incident blocking both escapes, the means of escapes must:

- be as remote from each other as practicable;
- have a means of exiting to the outside; and
- have a clear opening size of at least 560 millimetres X 560 millimetres.

Only one means of escape is required if:

- the space is not normally occupied;
- the dimensions of the space do not permit more than one means of escape; or
- the deck area is not more than 28 metres^2.

133 Self explanatory – answer yes or no.

134 Self explanatory – answer yes or no.

135 Self explanatory – answer yes or no.

136 If the water temperature is more than 15° Celsius (C), the vessel may carry on board a buoyant apparatus instead of a life raft.

A buoyant apparatus shall be of a type that has been approved by the United States Coast Guard and the information contained in the nameplate shall be in English and French.

137 If there are two or more persons on board a tug that is more than 8.5 metres in length, it shall carry on board one or more life rafts with a total capacity sufficient to carry all the persons on board.

The liferaft must be serviced at the intervals set out in section 2 of Schedule IV to the *Life Saving Equipment Regulations* at a service station that is accredited by the manufacturer of the liferaft. The location and last date of service shall be clearly marked on the liferaft (SVR s.21).

The liferaft or buoyant apparatus (except for a liferaft packed in a valise-type container) must be stored in a manner that allows it to automatically float free if the vessel sink (SVR s.21).

SMALL VESSEL DETAILED COMPLIANCE REPORT

Authorized Representative (AR)/Owner Information			
Company name (if any)	AR/Owner name		
Address			
City	Province	Postal code	Country **CANADA**
Telephone	Fax	Cellular	E-mail

Vessel Information (fill one report per vessel)			
Vessel name (if any)			Official number
Year built/imported	Hull identification number (if any)	Vessel builder	
Vessel build type	Series model number (if applicable)	Vessel hull type	
Length (m)	Breadth (m)	Depth (m)	Gross tonnage (form 4A or 4B)
Hull construction material		Superstructure material	
Hull colour		Superstructure colour	
Propulsion no. 1		Type	Power (kW)
Propulsion no. 2		Type	Power (kW)
Other machinery (describe)			Power (kW)
Lifting gear (cranes, derricks) - safe working load (kg)		Maximum towing/trawling load (kg)	

Vessel Type and Operational Information	
Vessel type	Number of passengers
Area of operation	
Operating period ☐ All year round ☐ Seasonal ☐ J ☐ F ☐ M ☐ A ☐ M ☐ J ☐ J ☐ A ☐ S ☐ O ☐ N ☐ D	

Principal Operator Certification and Training

☐ SVOP ☐ SVMO ☐ ROCM ☐ PCOC ☐ MED A3 ☐ ROCMC ☐ First aid ☐ Master Limited or higher

1. Registration	Yes	No	N/A
1. Is the vessel properly registered? (CSA 2001, section 46)			
2. Is the vessel properly marked in accordance with certificate of registry? (CSA 2001, section 57)			
3. Since registration, have structural/mechanical changes and/or damages occurred to the vessel? (CSA 2001, section 58)			
4. Is a copy of the certificate of registry on board? (CSA 2001, section 63)			

Comments:

2. Safety Procedures	Yes	No	N/A
5. Are there procedures for safely operating the vessel, including dealing with emergencies? (CSA 2001, section 106)			
6. Are procedures in place to prevent cold-water shock and hypothermia? (SVR 403/501)			
7. Are there signs and procedures for operation of mechanical blowers in all gasoline spaces? (SVR 719)			
8. Are procedures in place to close ventilation dampers or openings before firefighting? (SVR 420/520)			
9. Are procedures in place to close fuel, machinery and electric systems before firefighting? (SVR 420/520)			
10. Are procedures in place for safe refuelling and prevention of any leakage of fuel? (CSA 2001, section 106)			

Comments:

3. Navigation Equipment	Yes	No	N/A
11. Is a sound-signalling device on board? (SVR 413/511)			
12. Are the masthead, stern, side and/or all round white lights visible for the correct range? (SVR 413/511)			
13. Are the masthead, stern, side and/or all round white lights properly located ? (COLREGS R.21)			
14. Is the vessel fitted with a radar reflector? (COLREGS R.40)			
15. Is there a magnetic compass on board? (SVR 413/511)			
16. Is there an approved marine radio communication system on board? (RADIO REGS 7)			

Comments:

4. Vessel Manning and Crew Qualifications	Yes	No	N/A
17. Are copies of crew certificates of competency/training available? (attach to this report) (MPR 212/207)			
18. Is there enough crew to handle an emergency? (MPR 207)			
19. Are crew members proficient with safety, firefighting and operational equipment? (SVR 420/520 MPR 206)			

Comments:

5. Notices	Yes	No	N/A
20. Are safety notices placed in a visible location near any hazard? (SVR 704)			
21. Is a Compliance Notice available? (SVR 805)			

Comments:

6. Stability, Safety and Firefighting Equipment	Yes	No	N/A
22. Is there documentation detailing buoyancy, flotation, or stability? (SVR 716/717)			
23. Is the vessel fit, by design and construction, for its intended purpose? (SVR 713)			
24. Is an approved marine first aid kit on board? (SVR 407/504)			

Canada

6. Stability, Safety and Firefighting Equipment (continued)	Yes	No	N/A
25. Is a watertight flashlight on board? (SVR 410/507)			
26. Is a lifejacket of an appropriate size for each person on board? (SVR 409/506)			
27. If re-boarding height is greater than 0.5 m, is a re-boarding device available? (SVR 409/506)			
28. Are extinguishers mounted with a quick and positive release clamp or bracket? (SVR 414/512)			
29. Do extinguishers in accommodation spaces contain a gas extinguishing agent? (SVR 414/512)			
30. Are all portable fire extinguishers not more than 23kg in weight? (SVR 16)			
31. Is all fire and safety equipment protected from damage and securely stowed? (SVR 419/519)			
32. Are fire or safety equipment lockers marked to indicate their contents? (SVR 419/519)			
33. Is there a fire port to use a portable fire extinguisher directly into the engine space along with a fire extinguisher dedicated for this use? (SVR 415/513/741)			
34. Is the fire port for use with a portable fire extinguisher clearly labelled? (SVR 415/513/741)			
35. Is the vessel fitted with a marine certified fixed fire suppression system? (SVR 415/513/741)			
Comments:			

7. Batteries	Yes	No	N/A
36. Is the battery accessible, installed and secured in accordance with the specifications set out in the construction standards? (SVR 729)			
37. Is the location of the battery dry, well ventilated and above bilge water level? (SVR 730)			
38. Are there means for automatic recharging the battery(s) (and to prevent overcharging)? (SVR 729)			
39. Is the battery-disconnecting switch readily accessible? (SVR 729)			
Comments:			

8. Watertight Integrity	Yes	No	N/A
40. Are means available to positively shut off all hull penetrations? (SVR 714)			
41. Are the shut offs to all underwater penetrations fire resistant? (SVR 714)			
Comments:			

9. Pollution Prevention	Yes	No	N/A
42. Are you aware that it is prohibited to discharge an oil or oily mixture over board? (SVR 1002)			
43. Are you aware that it is prohibited to discharge noxious liquids (chemicals) over board? (POLREGS 82)			
44. Are you aware that it is prohibited to discharge sewage over board? (POLREGS 128)			
45. Are you aware that it is prohibited to discharge garbage over board? (POLREGS 140)			
Comments:			

10. Electrical Systems – If vessel does not have an electrical system go to section 11	Yes	No	N/A
46. If electrical system is 50 volts and under, does it conform to designated standards? (SVR 728)			
47. If electrical system is over 50 volts, does it conform to designated standards? (SVR 728)			
48. Is every component of the electrical system accessible and properly marked? (SVR 728)			
49. Are all electrical components ignition-protected? (SVR 731)			
Comments:			

Canada

11. Ventilation – For vessels not required to have a ventilation system go to section 12	Yes	No	N/A
50. Do natural ventilation systems remove accumulations of any combustible vapours? (SVR 718)			
51. Are powered ventilators designed in accordance with the construction standards? (SVR 719)			
52. Are spaces that contain a combustion engine ventilated to ensure a sufficient supply of air for combustion and cooling? (SVR 720)			
Comments:			

12. Fuel Systems – If outboard engines are connected to portable fuel tanks go to section 14	Yes	No	N/A
53. Are carburetors (if used) fitted with flame arrestors? (SVR 722)			
54. Are fuel tanks and fuel systems properly installed, maintained and tested? (SVR 724)			
55. Are all fittings, joints or connections on the fuel system readily accessible? (SVR 724)			
56. Are all fuel tanks correctly and permanently marked? (SVR 727)			
57. Are all flexible fuel hoses properly marked? (SVR 727)			
58. Is the fuel fill hose properly marked? (SVR 727)			
59. Is the fuel supply hose properly marked? (SVR 727)			
60. Do the re-fuelling points indicate the type of fuel to be used? (SVR 727)			
61. Does the fuel fill allow spilled fuel to enter the vessel? (SVR 723)			
62. Are fuel hose connections made with two corrosion resistant hose clamps? (SVR 724)			
63. Are valves in the fuel system marked to indicate their function and valve position? (SVR 727)			
64. Are sources of ignition clear of fuel tanks, fuel filters or fuel lines? (SVR 724)			
65. Are notices describing precautions to minimize the risk of fire and/or explosion on board? (SVR 726)			
Comments:			

13. Machinery – Not applicable to vessels propelled by outboard engines - go to section 14	Yes	No	N/A
66. Are there means to prevent exhaust gas leaks into the vessel interior? (SVR 733)			
67. Are all exhaust supports, hangers and brackets made of non-combustible material? (SVR 733)			
68. Is the exhaust system fitted with double clamps? (SVR 733)			
69. Is lagging fitted in place to protect people and materials? (SVR 733)			
70. Is the muffler in good working order and properly connected at all times? (SVR 1000)			
71. Are any muffler cutouts or bypasses disconnected so they cannot be easily reconnected? (SVR 1000)			
72. Are moving parts of machinery systems guarded to protect persons from injury? (SVR 735)			
73. Are materials and dimensions of shafting and propellers of an approved type? (SVR 739)			
Comments:			

14. Machinery	Yes	No	N/A
74. Are instruments and controls permanently installed at every operating position? (SVR 735)			
75. Are watertight compartments and bilges installed with a means of pumping? (SVR 736)			
76. Are all bilge pumps regularly tested and in good working order? (SVR 736)			
77. Have high bilge alarms been fitted and tested? (SVR 736)			
78. Has automatic bilge pump float switch and manual override been tested? (SVR 736)			
79. Is a safe and reliable main steering gear installed? (SVR 737)			

Canada

14. Machinery (continued)	Yes	No	N/A
80. Is the vessel fitted with a means of emergency steering? (SVR 737)			
81. Are all propulsion engines or auxiliary engines designed for marine use? (SVR 738)			
Comments:			

15. Additional Safety and Firefighting Equipment – Vessels more than 6 m	Yes	No	N/A
82. Is the vessel fitted with a fire alarm panel? (SVR 740)			
83. Is each engine space fitted with a dual action rate-of-rise and fixed temperature detector ? (SVR 740)			
84. Is a fire detector in each accommodation and service space fitted? (SVR 740)			
85. Are there two means of escape from each accommodation, service and engine space? (SVR 742)			
86. Is emergency lighting installed for passengers/crew to exit from any area of the vessel? (SVR 732)			
87. Is equipment fitted to prevent persons falling overboard? (SVR 712)			
Comments:			

16. Safety and Firefighting Equipment – Vessels not more than 6 m	Yes	No	N/A
88. Is a buoyant heaving line 15 m in length on board? (SVR 409/506)			
89. Are 3 distress flares, type A, B or C (no smoke signals, type D) on board? (SVR 410/507)			
90. Is a manual propelling device or anchor with 15m of cable/rope/chain on board? (SVR 412/510)			
91. Is a bailer or manual bilge pump on board? (SVR 412/510)			
92. Is a 1A: 5B: C fire extinguisher on board? (SVR 414/512)			
93. If the vessel is equipped with a fuel-burning cooking, heating or refrigerating appliance, is an additional 1A: 5B: C fire extinguisher installed on board? (SVR 414/512)			
94. Is there protection to prevent persons falling overboard? (SVR 712)			
Comments:			

17. Basic Safety and Firefighting Equipment – Vessels more than 6 m but less than 9 m	Yes	No	N/A
95. Is a 15 m buoyant heaving line or lifebuoy with line 15 m in length on board? (SVR 409/506)			
96. Are 6 distress flares, type A, B or C (no smoke signals, type D) on board? (SVR 410/507)			
97. Is a manual propelling device or anchor with 15 m of cable/rope/chain on board? (SVR 412/510)			
98. Is a bailer or manual bilge pump on board? (SVR 412/510)			
99. Is a 2A: 10B: C fire extinguisher on board? (SVR 414/512)			
100. For other fuel-burning equipment, is an additional 2A: 10B: C fire extinguisher on board? (SVR 414/512)			
101. Is there one 10B: C fire extinguisher placed at the entrance to the engine space, in addition to the firefighting equipment identified in Section 6 above? (SVR 414/512)			
Comments:			

18. Basic Safety and Firefighting Equipment – Vessels more than 9 m but less than 12 m	Yes	No	N/A
102. Is a 15 m buoyant heaving line and lifebuoy with line 15 m in length on board? (SVR 409/506)			
103. Are 12 distress flares, type A, B, C or D (no more than 6 type D) on board? (SVR 410/507)			
104. Is an anchor, not less than 30 m of cable, rope or chain on board? (SVR 412/510)			
105. Is a manual bilge pump on board? (SVR 412/510)			
106. Is a 2A: 10B: C fire extinguisher on board? (SVR 414/512)			

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18. Basic Safety and Firefighting Equipment – Vessels more than 9 m but less than 12 m (continued)	Yes	No	N/A
107. Is an additional portable fire extinguisher 2A: 10B: C installed at each access to a space fitted with a fuel-burning cooking, heating or refrigerating appliance? (SVR 414/512)			
108. Is there one 10B: C fire extinguisher placed at the entrance to the engine space, in addition to the firefighting equipment identified in Section 6 above? (SVR 414/512)			
109. Is a fire axe on board and accessible? (SVR 414/512)			
110. Is a fire bucket on board and accessible? (SVR 414/512)			
Comments:			

19. Basic Safety and Firefighting Equipment - Vessels more than 12 m	Yes	No	N/A
111. Is a 15 m buoyant heaving line and a lifebuoy with light or line 15 m in length on board? (SVR 409/506)			
112. Are 12 distress flares, type A, B, C or D (no more than 6 type D) on board? (SVR 410/507)			
113. Is there an anchor and not less than 50 m of cable, rope or chain on board? (SVR 412/510)			
114. Is there a manual bilge pump? (SVR 412/510)			
115. Is there a 2A: 20B: C extinguisher on board? (SVR 414/512)			
116. Is there an extra 2A: 20B: C extinguisher installed at each accommodation entrance? (SVR 414/512)			
117. Is a portable fire extinguisher 2A: 20B: C installed at each access to a space fitted with a fuel-burning cooking, heating or refrigerating appliance? (SVR 414/512)			
118. Is there one 20B: C fire extinguisher placed at the entrance to the engine space, in addition to the firefighting equipment identified in Section 6 above? (SVR 414/512)			
119. Is a power-driven or manual fire pump located outside the engine space? (SVR 414/512)			
120. Is there a fire hose and nozzle capable of producing a jet of water at least 12 m and to any part of the vessel? (SVR 414/512)			
121. Is a fire axe on board and accessible? (SVR 414/512)			
122. Are two fire buckets on board and accessible? (SVR 414/512)			
Comments:			

20. Additional Items Required for Passenger Vessels	Yes	No	N/A
123. Are passengers given a pre-departure safety briefing? (SVR 401)			
124. Are records available ashore detailing the number of passengers and crew on board? (SVR 402)			
125. For passenger vessels greater than 8.5 m in length, is a life raft of suitable size onboard? (SVR 411)			
126. Is the total amount of secured, but unused liquefied petroleum gas not more than 30kg? (SVR 1002)			
127. On vessels less than 6 m in length, is the engine space fitted with a heat detector? (SVR 418)			
128. Is the engine space heat detector powered by the vessel's electrical system? (SVR 418)			
129. On vessels less than 6m in length, is a marine fire detector available for each accommodation, service and cooking space? (SVR 418)			
Comments:			

21. Additional Items Required for Workboats engaged in towing operations	Yes	No	N/A
130. Are two life jackets kept in the wheelhouse at all times? (SVR 521)			
131. Are means readily available to cut or release the towline? (SVR 521)			
132. Are there two means of exit from the wheelhouse? (SVR 521)			
133. Is the space around the towing point free of obstructions? (SVR 521)			
134. Is deck space aft of the towing point watertight and can it drain water rapidly? (SVR 521)			
135. If not watertight, is there adequate buoyancy to remain afloat if swamped? (SVR 521)			
136. For workboats greater than 12 m in length, is a life raft of suitable size onboard? (SVR 508)			
137. For tugs greater than 8.5 m in length, is a life raft of suitable size onboard? (SVR 509)			
Comments:			

Canada

DECLARATION

Additional Operational Information by Authorized Representative (AR)/Owner

Name and describe the bodies of water where you are operating the vessel:

How many years have you been operating this type of vessel in this area?

Describe, briefly, any accidents/incidents involving your vessel in the last 5 years:

Authorized Representative (AR)/Owner Responsibility

As the Authorized Representative/Owner of a Canadian vessel, you are advised that you have a legal obligation to:

1. Ensure that the vessel and its machinery and equipment meet the requirements of the regulations;
2. Develop procedures for the safe operation of the vessel and for dealing with emergencies;
3. Ensure crew receives safety training; and
4. Ensure that the passengers receive safety briefings.

(see section 106 of CSA 2001)

By signing this declaration, you are attesting to the accuracy of the information provided in this report. It is the responsibility of the Authorized Representative (AR)/Owner to ensure that his/her vessel meets the current regulatory requirements.

Signature of AR or Owner:	Date of application (dd-mm-yyyy)

Note: If an independent marine consultant has advised and/or assisted you in completing this compliance report, please provide details of consultant(s):

When submitting this report, remember to include copies of:

☐ Stability information documentation ☐ Copy of certificates of training and competency ☐ Copy of registration documents

☐ Four photographs of vessel (bow, side, stern and top) ☐ Photograph or copy of Compliance Notice

For use by Transport Canada, Marine Safety only

Received date:	Date info. completed:
Reviewed by:	
Blue decal #:	Blue decal decision date (dd-mm-yyyy):

Canada

Fields on Page 1	Applicable values to enter	Fields on Page 1	Applicable values to enter
Vessel build type	Custom; home built; series	**Vessel type**	Passenger; workboat, Passenger + workboat
Vessel hull type	Inflatable; monohull; multi hull; sailing, other		
Hull construction/ superstructure material	Aluminium; fibreglass; steel; wood; other	**Area of operation**	Sheltered waters; near coastal I; near coastal II less than 2 Nm from shore; near coastal II greater than equal to 2 Nm from shore; unlimited
Propulsion	Gasoline; diesel		
Propulsion type	Inboard; outboard; water jet; inboard/outboard		

ABBREVIATIONS USED IN THIS DOCUMENT

ABYC - American Boat and Yacht Council Standard

CGSB - Canadian General Standards Board

COLREGS - Collision Regulations

CSA 2001 - Canada Shipping Act, 2001

ISO - International Standards Organisation

MED A3 - Marine Emergency Duties A3 (Small Non-Pleasure Vessel Basic Safety)

MPR - Marine Personnel Regulations

NFPA - National Fire Protection Association

PCOC - Pleasure Craft Operator Card

POLLUTION REGS - Regulations for the Prevention of Pollution from Ships and for Dangerous Chemicals

RADIO REGS - Ship Station (Radio) Regulations, 1999

ROC(M) - Restricted Operator's Certificate - Maritime

ROC-MC - Restricted Operator's Certificate - Maritime Commercial

SAE - Society of Automotive Engineers

SVMO - Small Vessel Machinery Operator

SVOP - Small Vessel Operator Proficiency

SVR - Small Vessel Regulations 2010

TP 1332 - Construction Standards For Small Vessels

TP 14619 - Simplified Assessment of Intact Stability & Buoyancy of Small Non-Pleasure Vessels

TP 1861 - Standards for Navigation Lights, Shapes, Sound Signal Appliances and Radar Reflectors

TP 7301 - Stability, Subdivision and Load Line Standards

UL - Underwriters Laboratories

A ***"passenger-carrying vessel"*** means a vessel that usually carries or that is **carrying one or more passengers** (section 2 of CSA 2001).

A ***"passenger"*** means **any** person carried on a vessel by the owner or operator, when the owner or operator has an expectation of any remuneration or any object of profit resulting from that carriage (section 2 of CSA 2001).

A ***"passenger"*** is **not,** the master, a member of the crew or a person employed or engaged in any capacity on board the vessel on the business of that vessel (section 2 of CSA 2001).

A ***"pleasure craft"*** means a vessel that is used for **pleasure** and **does not carry passengers** (section 2 of CSA 2001).

Canada

NOTE:

NOTE:

www.tc.gc.ca/svcp-pcpb

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