



TP 15111E
(02/2025)

Small Vessel Compliance Program Passenger & Workboat (SVCP-PW) Detailed Compliance Report and Guidance Notes

2nd Edition
FEBRUARY 2025



<p>Responsible Authority</p> <p>The Executive Director, Domestic Vessel Regulatory Oversight is responsible for this document, including any change, correction, or update.</p>	<p>Approval</p> <p>“Original signed by Luc Tremblay”</p> <hr/> <p>Luc Tremblay Executive Director / Domestic Vessels Regulatory Oversight Marine Safety and Security</p> <p>Date signed: April 25, 2024</p>
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Original Date Issued: June 2, 2011

Date Revised: April 2024

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(02/2025)

DOCUMENT INFORMATION				
Title	Small Vessel Compliance Program Passenger & Workboat (SVCP-PW)			
TP No.	15111 E	Edition	Second	RDIMS #18714885
Catalogue No.	T29-97/2024E	ISBN	978-0-660-70963-5	
Originator	Domestic Vessel Regulatory Oversight (AMSD)	Telephone	1-855-859-3123 (Toll Free) or 613-991-3135	
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REVISIONS				
Last Review	04/2024			
Next Review				
Revision No.	Date of Issue	Affected Pages	Author(s)	Brief Description of Change
1	November 2012	ALL	Small Vessel Compliance Program National Working Group	Formatting changes to meet TP standards; improved wording for some questions; administrative changes to address some differences between English and French versions; addition of “Important Note” on page 1.
2	June 2024	ALL	AMSDF	Updated guidance to new regulations. Also included hyperlinks to guidance and added reference materials. Reformatted completely.

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VESSEL INFORMATION

IMPORTANT NOTE

The purpose of this Guideline is to assist the owners of small passenger & workboat vessels of not more than 15 gross tonnage to complete their Small Vessel Detailed Compliance Report ([Form 85-0475E](#)). Each guidance note is associated with a question on the Small Vessel Detailed Compliance Report, a copy of which can be found at the [SVCP Enrollment Page](#).

The Small Vessel Detailed Compliance Report and these Guidelines do not replace the regulations, and the final authority for any regulatory requirement is the latest relevant regulations. References to regulations and standards are included in this document. However, this list is not exhaustive of all relevant regulations and standards. The reader should consult the Department of Justice website for a comprehensive list of the latest regulations under the [Canada Shipping Act, 2001](#).

A vessel must be in compliance with requirements for the **type of operation** and voyage¹ it is engaged in (what it is doing at a particular time and where). The type of vessel listed on the vessel registry certificate does not necessarily define the regulatory requirements (construction, equipment and manning) of a vessel when the vessel engaged in other activities (e.g. fishing and workboat, fishing and passengers).

When a vessel carries out various types of operations it then needs to comply with requirements applicable to all types of operations. An Authorized Representative (AR) may also choose to apply to have multiple decals if operating as a fishing vessel (SVCP-F) or a tug if primarily used for towing (SVCP-T). The vessel will then need to have safety procedures, that cover all of their operations (as per [Canada Shipping Act, 2001](#), section 106).

Any vessel that is transporting passengers is a non-pleasure craft, a pleasure craft can only carry guest. People carried on board are not considered guests if you make money or profit off them, they are passengers. It is illegal to offer a passenger service with a vessel that is registered or licensed as a pleasure craft, or that does not meet all the passengers carrying vessel safety requirements. Please refer to the [Ship Safety Bulletin Using pleasure craft as non-pleasure craft – SSB No.: 14/2022](#) for additional information.

GROSS TONNAGE (GT)

Gross tonnage is the measure of the overall size of a vessel as determined in accordance with the [Vessel Registration and Tonnage Regulations](#) and the Standard for the Tonnage Measurement of Ships ([TP 13430](#)) (available at [Marine Safety Transport Publications \(TPs\) \(canada.ca\)](#)), by using one of the following:

- 1) [Form 4A](#): Simplified Method of Tonnage Measurement;
- 2) [Form 4B](#): Tonnage Measurement of a Simple Multihull Vessel;
- 3) A duly appointed Tonnage Measurer; or
- 4) Assigned formal tonnage.

The forms and additional information are available at www.tc.gc.ca/vessel-registry.

YEAR BUILT

If you do not know the year that your vessel was built, indicate “1900” as the year built on page 1.

¹ Voyages are defined within the [Vessel Safety Certificates Regulations](#).

AREA OF OPERATION

Sheltered waters, voyage means a voyage that is:

- (a) in Canada on a river above tidal waters or on a lake, where it is impossible for a vessel to be more than 2.5 nautical miles from the closest shore;
- (b) on the waters listed in column 1 of [Schedule 1](#) during the period specified in column 2; or
- (c) made by a ferry between two or more points listed in column 1 of [Schedule 2](#) during the period specified in column 2.

Inland Voyage, means a voyage that is not a sheltered waters voyage and is:

- (a) on the inland waters of Canada; or
- (b) on the inland waters of Canada together with any part of a lake or river forming part of the inland waters of Canada that lies within the United States, or on Lake Michigan.

Inland waters of Canada mean all the rivers, lakes and other navigable fresh waters within Canada, and includes the St. Lawrence River as far seaward as a straight line drawn:

- (a) from Cap-des-Rosiers to Pointe Ouest, Anticosti Island; and
- (b) from Anticosti Island to the north shore of the St. Lawrence River along longitude 63°W.

Near coastal voyage, Class 2, means a voyage:

- (a) that is not a sheltered waters voyage or an inland voyage; and
- (b) during which a vessel is always:
 - (i) 25 nautical miles or less from shore in waters contiguous to Canada, the United States (except Hawaii) or Saint Pierre and Miquelon, and
 - (ii) 100 nautical miles or less from a place of refuge.

Near coastal voyage, Class 1, means a voyage:

- (a) that is not a sheltered waters voyage, an inland 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, or Central America, or on the northeast coast of South America, including on any navigable waters connected with that coast; and
- (c) during which a vessel is always:
 - (i) north of latitude 6°N, and
 - (ii) 200 nautical miles or less from shore or above the continental shelf.

Unlimited Voyage, means a voyage that is not a sheltered waters voyage, an inland 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 Safety Certificate Regulations](#), section 1.

Sea Area A1 means an area within the radiotelephone coverage (40 nautical miles) of at least one VHF coast station in which continuous DSC alerting is available.

Sea area A2 means an area, excluding sea area A1, within the radiotelephone coverage of at least one medium frequency (MF) coast station in which continuous DSC alerting is available.

Sea area A3 means an area, excluding sea area A1 and sea area A2, within the coverage of a mobile-satellite service that is recognized by the IMO and supported by the ship earth station carried on board in which continuous alerting is available.

Sea area A4 means an area outside of sea area A1, sea area A2 and sea area A3.

Note: The definitions of the Sea area classification are found in section 200 of the [Navigation Safety Regulations, 2020](#)

DIFFERENCE BETWEEN WORKBOAT AND TUG

What you need to know

A tug is a vessel that is constructed or converted primarily for the purpose of towing. A vessel **not primarily** used for towing can be deemed a **workboat**, even if this vessel occasionally engaged in towing operation, but:

- a. A workboat that performs towing operations (see definition within the *Small Vessel Regulations* (SVR)) must meet the requirements that apply to it for this type of operation (SVR s. 501 and 521) in addition to all the requirements applicable to other workboats.

When developing and implementing the safety procedures required by [Canada Shipping Act, 2001](#), section 106 procedures should be included to take into account the safety of the towing operations. For Tugs, visit the [Enroll a vessel into the program](#) to access the [Form 85-0525](#) (DCR) and the [tug guidance](#) (TP 15491).

PRINCIPAL OPERATOR CERTIFICATION AND TRAINING

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 [TP 2293](#).

ROCM - 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).

ROCMC – 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).

First Aid – “Marine advance first aid certificate” is required by any person designated to provide first aid on board a vessel that is engaged on a near coastal voyage, class 1, or unlimited voyage. “Marine basic first aid certificate” is required by any person designated to provide first aid on board a vessel that is engaged on a near coastal voyage, class 2, Inland voyage or sheltered waters voyage.

Non-Pleasure Domestic Vessel Basic Safety (SDV-BS). The SDV-BS (MED A3) training program description is found in [TP 4957](#).

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 [TP 2293](#).

SVOP – Small Vessel Operator Proficiency. The SVOP training program description is found in [TP 14692](#).

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 [Boating safety](#).

Additional resources are available at:

- [Personnel Training, Examination and Certification](#)

- [Register to the YouTube channel of the Transportation Safety Board \(TSB\)](#)
- [Transport Canada Small Commercial Vessel Safety Guide - TP 14070 E \(2010\)](#) (Stay tune for the new version that will be released soon and will be available at [Marine Safety Transport Publications \(TPs\)](#))
- Other guides, not geared towards passenger vessels or workboats specifically but complete with best practices and free tools for every mariner.
 - For the [free Safety Checklists](#), Marine Quick Reference Guide; [Fish Safe NS](#); Safety for all vessels and Crew, see: [Gearing up for safety from WorkSafe BC](#). [Working Safety on the Fraser River](#), best practices for all vessels are another great product from WorkSafe BCF or guidance on how to develop a safety management system and how to familiarize new people on board: [Comité permanent sur la sécurité des bateaux de pêche du Québec](#) (CPSBPQ)

SECTION 1: REGISTRATION

GENERAL STATEMENT

The authorized representative must ensure that the vessel, its machinery, and equipment meet the requirements of the regulations, develop procedures for the safe operation of the vessel and for dealing with emergencies, and ensure that the crew and passengers receive safety training.

The responsibilities of a vessel's authorized representative, master and crew concerning vessel safety are set out in [Part 4](#) of the [Canada Shipping Act, 2001](#).

Note: For more information on developing procedures, and to find templates for procedures common to normal operation of most vessels, visit [Templates for Small Commercial Vessel Procedures and Records](#).

Other guidance:

- [Small Commercial Vessel Safety Guide - TP 14070E](#)

QUESTION 1 (IS THE VESSEL REGISTERED?)

[Section 46](#) of the [Canada Shipping Act, 2001](#) (CSA 2001) requires that **all** vessels (except for those listed below) be registered in either the Canadian Register of Vessels or in the Small Vessel Register. No vessel shall be operated without a valid Certificate of Registry if that vessel is required to be registered.

You are **not** required to register vessels that carry less than 12 passengers, and if it is a:

- Commercial human-powered vessel, such as canoes and kayaks, or
- Small sailing vessel less than 8.5 meters, or
- Small power-driven vessel with motors less than 7.5 kW (10 horsepower).

If your small commercial vessel is exempt, you can still choose to [register it](#) voluntarily.

You can find a full list of exemptions in the [Vessel Registration and Tonnage Regulations, Subsection 1.1](#). If you own and operate an exempt vessel, you must still comply with all [construction](#), [safety](#) and [pollution prevention](#) requirements.

All information, including payment, is available online via the new Transport Canada website : [Apply for or manage a vessel registration](#)

Just looking for a Vessel registration Forms, [click here](#).

Need help? For general questions or if you can't submit or pay your application online, call:

- Toll-free telephone: 1-877-242-8770
- TTY: 1-888-675-6863

Hours of operation are Monday to Friday, 8:00 a.m. to 5:00 p.m. EST
For technical support or for specific questions, email vr-ib@tc.gc.ca.

Important fact!

A valid certificate of registry must be on board your vessel at all times.

If any information in your certificate of registry changes, [you must report the change within 30 days](#).

A new certificate of registry for every vessel affected by the change will be re-issued **for free**.

You must report changes to:

- your personal information
- the authorized representatives information
- the vessel details

If a change isn't reported, your vessel's registration may be suspended or cancelled.

Operating an unregistered vessel could result in a fine. The penalty for operating an unregistered vessel is \$260 to \$10,000 per day.

[\(Canada Shipping Act 2001, Section 46\)](#), [\(Vessel Registration and Tonnage Regulations, Subsection 1.1\)](#)

QUESTION 2 (IS THE OFFICIAL NUMBER/COMMERCIAL NUMBER (REGISTRATION NUMBER) PROPERLY MARKED ON THE VESSEL?)

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.

More info via [Marking your vessel](#) website.

[\(Canada Shipping Act 2001, Section 57\)](#)

QUESTION 3 (SINCE IT WAS BUILT, HAVE ANY STRUCTURAL/MECHANICAL CHANGES AND/OR DAMAGES OCCURRED TO THE VESSEL, OR HAS THE INTENDED USE OF THE VESSEL CHANGED (E.G. FISHING VESSEL TO PLEASURE OR WORKBOAT)?)

To ensure that your certificate remains valid, you must report in writing any change(s) to the information shown on the certificate (including a change of address) to the Vessel Registration in Ottawa within 30 days of the change.

Failure to report may result in Transport Canada Marine Safety & Security (TCMSS) suspending or cancelling your vessel's registry and rendering your Certificate of Registry invalid.

[\(Canada Shipping Act 2001, Section 58\)](#)

QUESTION 4 (IS A VALID COPY OF THE CERTIFICATE OF REGISTRY ON BOARD?)

Once a Certificate of Registry has been issued, a copy of it must be carried on board at all times. No person shall operate a vessel in respect of which a certificate of registry or provisional certificate has been issued unless the certificate is on board.

[\(Canada Shipping Act 2001, Section 63\)](#)

The certificate of registry (for a vessel in the Small Commercial Vessel Registry) is valid for 5 years, it is the owner's responsibility to renew their registration before the certificate expires. [Form 20](#) is used when renewing your vessel registration, the completed form can be submitted online at the [Vessel Registration Renewal Website](#), or via email at: vr-ib@tc.gc.ca.

The certificate of registry for a vessel in the Canadian Register of Vessels is valid for 3 years. Renewals are sent from Transport Canada Vessel Registration in Ottawa prior to the expiration of the certificate.

SECTION 2: SAFETY PROCEDURES

As per the [CSA 2001 section 106](#), an Authorized Representatives of a Canadian vessel shall :

- ensure that the vessel and its machinery and equipment meet the requirements of the regulations made under this Part;
- develop procedures for the safe operation of the vessel and for dealing with emergencies; and
- ensure that the crew and passengers receive safety training.

For more information on developing procedures, and to find templates for these procedures, visit [Templates for Small Commercial Vessel Procedures and Records](#). To note that these templates may not cover all of the type of operations that your vessel operate within.

See **Additional resources are available at** (section above), for website where template of safety procedures is available.

QUESTION 5 (ARE THERE PROCEDURES FOR SAFELY OPERATING THE VESSEL, INCLUDING DEALING WITH EMERGENCIES?)

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.

[\(Canada Shipping Act 2001, Section 106\)](#)

Other guidance:

- [Requirements for passenger evacuation and safety – SSB No: 04/2022](#)
- [Safe operation of commercial passenger vessels – SSB No: 09/2018](#)

QUESTION 6 (ARE PROCEDURES IN PLACE TO PREVENT COLD-WATER SHOCK AND HYPOTHERMIA?)

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 [Cold Water Boot Camp](#) or read [TP 13822](#).

[\(Small Vessel Regulations, Section 403 and Section 501\)](#), [\(Canada Shipping Act 2001, Section 106\)](#)

Other guidance:

- [Cold Water Boot Camp - video](#)
- [Stages 1 and 2 of Cold-Water Immersion](#)
- [Surviving Cold-Water Immersion – Study Guide](#)
- [Hypothermia and Survival in Cold Water](#)
- [Le choc hypothermique et la survie en eau froide](#) (in French only)
- [Cold Shock: Causes, symptoms, treatment, and prevention](#)

QUESTION 7 (ARE THERE SIGNS AND PROCEDURES FOR THE OPERATION OF MECHANICAL BLOWERS IN ALL GASOLINE SPACES?)

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 for Small Vessels \(TP 1332 chapter 6\)](#). Remember that gasoline vapours are heavier than air and will sink to the lowest point.

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

Immediately before every start up, the blower must be operated for **at least four minutes** or the length of time recommended by the vessel manufacturer, whichever is longer.

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

[\(Small Vessel Regulations, Section 719\)](#)

QUESTION 8 (ARE PROCEDURES IN PLACE TO CLOSE VENTILATION DAMPERS OR OPENINGS BEFORE FIREFIGHTING?)

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 & 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.

([Small Vessel Regulations, Section 420](#) and [Section 520](#))

QUESTION 9 (ARE PROCEDURES IN PLACE TO CLOSE FUEL, MACHINERY AND ELECTRIC SYSTEMS BEFORE FIREFIGHTING?)

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 firefighting agent, resulting in a failure to extinguish the fire.

([Small Vessel Regulations, Section 420](#) and [Section 520](#))

QUESTION 10 (ARE PROCEDURES IN PLACE FOR SAFE REFUELLING AND PREVENTION OF ANY LEAKAGE OF FUEL?)

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.

([Canada Shipping Act 2001, Section 106](#))

Other guidance:

- [Refuelling Precautions](#)
- [Vessel-refuelling Safety Checklist](#)
- [The most important things to remember when fueling a boat](#)
- [Le ravitaillement](#) – video (in French only)

SECTION 3: NAVIGATION EQUIPMENT**QUESTION 11 (IS A SOUND-SIGNALLING DEVICE ON BOARD?)**

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.

([Small Vessel Regulations, Section 413](#) and [Section 511](#))

Other guidance:

- [Collision Regulations, Rule 33](#)
- [Collision Regulations, Annex III of Schedule 1](#)
- [Navigation Sounds](#)

QUESTIONS 12 & 13 (ARE THE MASTHEAD, STERN, SIDE AND/OR ALL-ROUND WHITE LIGHTS VISIBLE FOR THE CORRECT RANGE? ARE THE MASTHEAD, STERN, SIDE AND/OR ALL-ROUND WHITE LIGHTS PROPERLY LOCATED?)

	Vessel 12-20 metres in length			Vessel less than 12 metres in length	
Masthead light	Required. Must be visible for 3 miles.	Example: 	Masthead light	An all-round white light is accepted in lieu of the required masthead light and sternlight. Must be visible for 2 miles.	Example: 
Sternlight	Required. Must be visible for 2 miles.		Sternlight		
Sidelights	Required. Must be visible for 2 miles.		Sidelights		

"**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.

Note: The masthead light or all-round white light on a power-driven vessel of less than 12 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.

"**Sidelights**" means a green light on the starboard side and a red light on the port side each showing an *unbroken* light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side. In a vessel of less than 20 metres in length the sidelights may be combined in one lantern carried on the fore and aft centreline of the vessel.

"**Stern light**" means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc of the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

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

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.

([Small Vessel Regulations, Section 413](#) and [Section 511](#)), ([Collision Regulations, Rules 21 and 22](#))

Other guidance:

- [Feux de navigation](#) – video (in French only)
- Transport Canada – [Chapter 9 – Avoid collision](#) (TP 14070E – 2010)
- Transport Canada - [Lights and Signals \(TP10038E – 2003\)](#)

QUESTION 14 (IS THE VESSEL FITTED WITH A RADAR REFLECTOR?)

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.



([Collision Regulations, Rule 40](#))

Other guidance:

- [SSB 07/2008 – Importance of Properly Fitting an Effective Radar Reflector on Small or Non-Metallic Vessels](#)
- [Safe Boating Guide](#)

QUESTION 15 (ARE THE REQUIRED COMPASS(ES), CHARTS AND NAUTICAL PUBLICATIONS ON BOARD?)



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.

Ensure that the required charts, plotting tools, and publications are on board for your area of operation. Chart 1, Notice to Mariners, and Sailing Directions are a few examples of publications required. [Purchase charts for navigation](#)

([Small Vessel Regulations, Section 413](#) and [Section 511](#)),

Other guidance:

- [Navigation Safety Regulations, 2020](#)

- [Nautical Charts and Publications](#)

QUESTION 16 (IS THERE AN APPROVED MARINE RADIO COMMUNICATION SYSTEM ON BOARD?)

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 towboat.

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 vessel is navigating; and
- Any other VHF frequencies that is necessary for safety purposes in the area in which the vessel 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.

(Navigation Safety Regulations, 2020, Part 2)

Other guidance:

- [TP 14070E – Small Commercial Vessel Safety Guide - Chapter 10](#) - Communication Equipment
- [Maritime Mobile Service Identities \(MMSIs\) and Maritime Identities \(MIs\)](#)

SECTION 4: VESSEL MANNING AND CREW QUALIFICATIONS

Note: The Authorized Representative (AR) must ensure that the crew and passengers receive safety training on dealing with emergencies ([CSA 2001, Section 106](#), [MPR Section 205](#)). Evidence that training is drills have been implemented to familiarize the crew with their duties and the safety procedures is expected to be available on board.

QUESTION 17 (ARE COPIES OF CREW CERTIFICATES OF COMPETENCY/TRAINING AVAILABLE? (PLEASE ATTACH COPIES))

		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 **SDV-BS** (or the old MED A3)².

Limited Master less than 60 GT

See information under section 131 of the [Marine Personnel Regulations](#), for requirements options with respect to MED certificates.

Engineering Certificates: Small Vessel Machinery Operator - Restricted is the minimum Marine Engineer Certificate required for **passenger vessels** operating that have propulsive power from 75

² [TP 4957 - Marine Emergency Duties Training Courses \(07/2021\)](#).

kW to 749 kW (1 hp = 0.746 kW) and do not go beyond a Limited Near Coastal Voyage, Class 2. Not required on vessels of open construction or on vessels fitted with outboard engines.

- No vessel length or tonnage cut-off
- Vessel specific (limited to vessel which person is tested on)

Familiarization: *The master and the authorized representative of a vessel shall ensure that any person assigned a function on that vessel receives the on-board familiarization and safety training set out in TP 4957 before they start to perform any duty on board the vessel. (MPR section 205)*

An outline can be found under section 4.3 of the safety familiarization training within [TP 4957 - Marine Emergency Duties Training Courses](#).

For more detailed information, please refer to the [Marine Personnel Regulations](#) or contact your local Transport Canada Marine Safety office.

([Marine Personnel Regulations, Sections 207 and 212](#))

QUESTION 18 (IS THERE ENOUGH CREW ON BOARD TO HANDLE AN EMERGENCY?)

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).

([Marine Personnel Regulations, Section 207](#))

Other guidance:

- Transport Canada – [Person Overboard](#)
- [What happens if someone falls overboard on a ship?](#) – Man overboard procedure (Life at Sea) - video
- [Man overboard rescue procedures](#) – MarineInsight – video

QUESTION 19 (ARE CREW MEMBERS ABLE TO USE SAFETY, FIREFIGHTING AND OPERATIONAL EQUIPMENT EFFECTIVELY?)

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; and
- The effective performance of assigned duties vital to safety or to the prevention or mitigation of pollution.

([Small Vessel Regulations, Section 420](#) and [Section 520](#)), ([Marine Personnel Regulations, Section 206](#))

SECTION 5: NOTICES

QUESTION 20 (ARE SAFETY NOTICES PLACED IN A VISIBLE LOCATION NEAR ANY HAZARD?)

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 hazard is not obvious or readily discoverable by the user;
- The manufacturer knows of the hazard;
- 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.

([Small Vessel Regulations, Section 704](#))

QUESTION 21 (IS THE VESSEL FITTED WITH A COMPLIANCE NOTICE?)

From April 29, 2011, a compliance notice must be attached to all new small commercial vessels. The builder, manufacturer, rebuilder, or importer of the vessel must also prepare a Declaration of Conformity and give a copy of this declaration to the first owner of the vessel.

Compliance notices are a statement by the builder or importer declaring that the vessel met the construction requirements as they read on the date of construction, manufacture, rebuilding or importation of the vessel.

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 (if the vessel is more than 6 metres), as they read on the day that the construction of the vessel was started or on the day on which the vessel was imported. If the vessel is not more than 6 metres long, the construction requirements are the same for both pleasure craft and non-pleasure vessels.

The compliance notice will indicate the vessel model, the builder or importer, the category of construction requirements and the design limitations, such as the ISO ([International Organization for Standardization](#)) [design category for stability](#) (category A, B, C or D).

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.

([Small Vessel Regulations, Section 805](#))

Other guidance:

- [What is a Compliance Notice on a boat?](#)

SECTION 6: STABILITY, SAFETY AND FIREFIGHTING EQUIPMENT

QUESTION 22 (DO YOU HAVE COPIES OF DOCUMENTS DETAILING BUOYANCY, FLOTATION, OR STABILITY AVAILABLE?)

Stability is the characteristic of a vessel that helps it stay upright. The *Small Vessel Regulations* require the owner and operator of a commercial vessel to ensure that the vessel has adequate stability to safely carry out its intended operations.

Vessels 6 metres and under:

Acceptable and suitable standards for demonstrating stability evaluation are contained within [TP 1332](#), chapter 4 and may be detailed in the capacity Label/Notice (example shown below).

CANADIAN COMPLIANCE NOTICE AVIS DE CONFORMITÉ CANADIEN		
RECOMMENDED MAXIMUM SAFE LIMITS LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES		
	XX	XXXX kg XXXX lbs/lb
 +  + 		XXXX kg XXXX lbs/lb
	XX kW XX HP	XXXX kg XXXX lbs/lb
<p>THE RECOMMENDED MAXIMUM SAFE LIMITS MIGHT HAVE TO BE REDUCED IN ADVERSE SEA AND WEATHER CONDITIONS. LES LIMITES MAXIMALES DE SÉCURITÉ RECOMMANDÉES PEUVENT DEVOIR ÊTRE RÉDUITES DANS LES CONDITIONS DE MER ET DES CONDITIONS MÉTÉOROLOGIQUES DIFFICILES.</p> <p>* <i>ADDITIONAL INFORMATION</i></p>		
<p>SAFEBOAT COMPANY INC. (MIC) CITY, PROVINCE, COUNTRY</p> <p>MODEL / MODÈLE: RUNABOUT 555X</p>		
<p>THE MANUFACTURER DECLARES THAT THIS VESSEL COMPLIES WITH THE CONSTRUCTION REQUIREMENTS OF THE SMALL VESSEL REGULATIONS AS THEY READ ON THE DAY ON WHICH THE CONSTRUCTION OF THE VESSEL WAS STARTED OR ON THE DAY ON WHICH THE VESSEL WAS IMPORTED. LE FABRICANT ATTESTE QUE CE BÂTIMENT EST CONFORME AUX EXIGENCES DE CONSTRUCTION DU RÉGLEMENT SUR LES PETITS BÂTIMENTS EN VIGUEUR À LA DATE DU DÉBUT DE SA CONSTRUCTION OU DE SON IMPORTATION.</p>		

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.

- Does the vessel have a Canadian Capacity Plate (not over 6 metres in length)?
- Does it have a CE mark? If so, was it verified using ISO stability standard [12217](#) or [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.

Vessels greater than 6 metres:

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 TP 1332 section 5.3
Pontoon vessel	More than 6 metres and not more than 8 metres	ABYC H-35 or standards set out in TP 1332 section 5.4
	More than 6 metres	Standards set out in TP 1332 section 5.4
Inflatable or rigid inflatable vessel	More than 6 metres and not more than 8 metres	ABYC H-28 , or ISO 6185-3
	More than 8 metres	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: Monohull vessels other than inflatable or rigid hull inflatable vessels may have their stability evaluated with the standard [TP 7301](#), instead of the standard [ISO 12217-1](#).

Note 3: For existing vessels, that are 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](#) 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 [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 given 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 needs be done.

See sections [708](#) and [709](#) of the [Small Vessel Regulations](#) or call a Transport Canada Centre for details on equivalents.

[\(Small Vessel Regulations, Sections 716 and 717\)](#)

Other guidance:

- [The importance of understanding ship stability](#) – Safety4Sea

- Transport Canada – [Vessel Stability](#)
- [Stability Unit, Part 1: Introduction to Stability](#) – video
- [Stability Unit, Part 2: Change in the Center of Gravity](#) - video
- [Stability Unit, Part 3: Free Surface Effect](#) – video
- [Stability Unit, Part 4: Initial vs Ultimate Stability](#) – video
- [Ship Stability](#) – Marine Online - video

QUESTION 23 (IS THE VESSEL FIT, BY DESIGN AND CONSTRUCTION, FOR ITS INTENDED PURPOSE?)

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 \(GL\)](#).

([Small Vessel Regulations, Section 713](#))

Other guidance:

- [SSB No.: 11/2018 – Watertight and gastight integrity](#)
- Transport Canada – [5. Watertight and Watertight Integrity](#)
- Transport Canada – [Declaring that vessels comply with construction requirements](#)
- [Watertight integrity](#) – SplashMaritime
- [Features of weather tight and watertight doors](#) – video
- [Water tight door vs Weather tight door](#) - video

QUESTION 24 (IS AN APPROVED MARINE FIRST AID KIT ON BOARD?)

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 [Maritime Occupational Health and Safety 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 does not already contain them); *or*
- 2) a 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.

([Small Vessel Regulations, Sections 407](#) and [Section 504](#))

Other guidance:

- Transport Canada – [First Aid Kits](#)
- [Maritime Occupational Health and Safety Regulations](#) (SOR/2010-120)
- [Ep. 50: Marine First Aid Kits](#) – Carpe Diem Sailing - video

QUESTION 25 (IS A WATERTIGHT FLASHLIGHT ON BOARD?)

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



([Small Vessel Regulations, Section 410](#) and [Section 507](#))

Other guidance:

- [How to buy a flashlight](#) (Expert Guide)

QUESTION 26 (DO YOU CARRY A LIFEJACKET OF AN APPROPRIATE SIZE OR AN APPROPRIATE PFD FOR EACH PERSON ON BOARD?)

Lifejackets	
<p>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:</p>	
<p>1) Safety of Life at Sea (SOLAS) lifejackets meet very high-performance standards and are approved for all vessels. They:</p> <ul style="list-style-type: none"> • 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. 	
<p>2) Standard Type lifejackets are approved for all vessels, except SOLAS vessels. They:</p>	
<p>3) Small Vessel lifejackets are approved for small vessels. They:</p>	

<ul style="list-style-type: none"> • 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. 	<ul style="list-style-type: none"> • 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.
Personal Flotation Devices (PFDs)	
<p>Transport Canada will now accept a PFD as the sole flotation device IF it meets the following conditions. The PFD must:</p> <ol style="list-style-type: none"> 1) be worn when the Master or Operator deems there is a risk that can be decreased by wearing it; <i>Note:</i> If it is an inflatable PFD, it must be worn at all times in an open vessel and when on deck on a vessel of closed construction as required by the Small Vessel Regulations; 2) be approved by Transport Canada, Canadian Coast Guard or Department of Fisheries and Oceans; 3) provide a minimum 100 newtons buoyancy unless it is an approved suit or jacket designed to offer thermal protection as well as buoyancy; 4) be of a highly visible colour (yellow, orange, or red); for inflatable PFDs, it is the internal bladder (the part that pops out when activated) that must be a highly visible colour, not the external cover; 5) be fitted with retro-reflective tape and a whistle, and (for vessels going beyond the limits of a Near Coastal Voyage, Class 2) a personal locator light; and 6) be self-righting, unless it is an approved suit or jacket designed to offer thermal protection as well as buoyancy. 	

([Small Vessel Regulations, Section 409](#) and [Section 506](#))

Other guidance:

- [SSB No.: 05/2019 Safety measures concerning life-saving appliances](#)
- [SSB No.: 06/2012 Wearing and using flotation devices Small Non-pleasure Craft & Small Commercial Fishing Vessels](#)
- [SSB No.: 14/2020 Carrying lifejackets on board of passenger vessels](#)
- Transport Canada – [Passenger Safety on Small Commercial Boats](#)
- [Transport Canada's tips when choosing a lifejacket or personal flotation device](#) – video
- [VFI et gilet de sauvetage](#) – Carte Bateau – video (in French only)

QUESTION 27 (IF RE-BOARDING HEIGHT IS GREATER THAN 0.5 METRES, IS A RE-BOARDING DEVICE AVAILABLE?)

When the freeboard exceeds 0.5 metres (approximately 20 inches) you will need a re-boarding device. However, your vessel already meets this requirement if it has transom ladders or swim platform ladders. An outboard engine may not be used as a re-boarding device.

([Small Vessel Regulations, Section 409](#) and [Section 506](#))

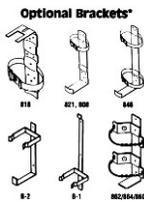
Other guidance:

- [What is a Reboarding Device](#)



QUESTION 28 (ARE EXTINGUISHERS MOUNTED WITH A QUICK AND POSITIVE RELEASE CLAMP OR BRACKET?)

Fire extinguisher brackets are needed to mount a fire extinguisher securely and ensure that it is accessible. You need to feel confident that in case of fire, an extinguisher is immediately ready for use.



([Small Vessel Regulations, Section 414](#) and [Section 512](#))

Other guidance

- [Small Commercial Vessel Safety Guide](#) (TP 14070)
- Transport Canada – [Chapter 5 – Be ready for emergencies](#)

QUESTION 29 (DO EXTINGUISHERS IN ACCOMMODATION SPACES CONTAIN AN EXTINGUISHING AGENT OTHER THAN GAS?)

Extinguishers for use in accommodation spaces must **not** contain gas extinguishing agents such as carbon dioxide (CO₂), halon or any other gas.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 30 (DO ALL PORTABLE FIRE EXTINGUISHERS WEIGH 23 KILOGRAMS OR LESS?)

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

([Small Vessel Regulations, Section 16](#))

QUESTIONS 31 & 32 (IS ALL FIRE AND SAFETY EQUIPMENT PROTECTED FROM DAMAGE AND SECURELY STOWED? IF FIRE OR SAFETY EQUIPMENT IS STORED IN LOCKERS, ARE THE LOCKERS MARKED TO INDICATE THEIR CONTENTS?)

Self-explanatory – answer yes or no.

([Small Vessel Regulations, Section 419](#) and [Section 519](#))

QUESTION 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?)

Where portable extinguishers are provided for engine compartment firefighting, the vessel shall be equipped with at least 2 portable carbon dioxide (CO₂) 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 CO₂ per cubic meter of gross enclosed engine space volume or contain a sufficient quantity of clean agent to provide the same firefighting protection as CO₂. The fire extinguisher must be capable of being discharged in not more than 60 seconds if it contains CO₂ or in not more than 10 seconds if it contains a clean agent.

([Small Vessel Regulations, Section 415](#), [Section 513](#) and [Section 741](#))

QUESTION 34 (IS THE FIRE PORT FOR USE WITH A PORTABLE FIRE EXTINGUISHER CLEARLY LABELLED?)

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.

([Small Vessel Regulations, Section 415](#), [Section 513](#) and [Section 741](#))

QUESTION 35 (IF THE VESSEL HAS A FIXED FIRE EXTINGUISHING SYSTEM, IS IT CERTIFIED FOR MARINE USE?)

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 (CO₂) is used as the fire-extinguishing agent, it must provide at least the same firefighting protection as CO₂. The system must be up to the specifications and standards of [NFPA 12](#) (for CO₂ 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.

([Small Vessel Regulations, Section 415](#), [Section 513](#) and [Section 741](#))

SECTION 7: BATTERIES**QUESTION 36 (IS THE BATTERY ACCESSIBLE, INSTALLED AND SECURED IN ACCORDANCE WITH THE SPECIFICATIONS SET OUT IN THE CONSTRUCTION STANDARDS?)**

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 (for example, **Gator Clips**).
- Metal fuel lines and fuel system components, within 30 centimetres (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.

[\(Small Vessel Regulations, Section 729\)](#)

QUESTION 37 (IS THE LOCATION OF THE BATTERY DRY, WELL-VENTILATED AND ABOVE BILGE WATER LEVEL?)

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.

[\(Small Vessel Regulations, Section 730\)](#)

QUESTION 38 (ARE THERE MEANS FOR AUTOMATICALLY RECHARGING THE BATTERY(IES)?)

Self-explanatory – answer yes or no.

[\(Small Vessel Regulations, Section 729\)](#)

QUESTION 39 (IS THE BATTERY DISCONNECT SWITCH READILY ACCESSIBLE?)

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 (approximately 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, carbon monoxide 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.

[\(Small Vessel Regulations, Section 729\)](#), [\(TP 1332, Section 8.6.2\)](#)

Other guidance:

- [TIER 1 – Policy – Accepting alternative electrical standards for small electric and hybrid vessels](#)

SECTION 8: WATERTIGHT INTEGRITY

QUESTION 40 (ARE MEANS AVAILABLE TO POSITIVELY SHUT OFF ALL HULL PENETRATIONS?)



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 a minimum, consistent with the vessel's operational needs.
- 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.

([Small Vessel Regulations, Section 714](#)), ([TP 1332, Section 8.6.2](#))

Other guidance:

- [SSB No.: 11/2018 – Watertight and gastight integrity](#)

QUESTION 41 (ARE THE SHUT OFFS TO ALL UNDERWATER PENETRATIONS FIRE RESISTANT?)

In areas where there is a risk of fire, the means to shut-off all underwater penetrations shall be made of material that is not susceptible to fire damage.

([Small Vessel Regulations, Section 714](#)), ([TP 1332, Section 8.6.2](#))



SECTION 9: POLLUTION PREVENTION

QUESTION 42 & 43 (ARE YOU AWARE THAT IT IS PROHIBITED TO DISCHARGE FUEL, OIL OR AN OILY MIXTURE OVERBOARD? ARE YOU AWARE THAT IT IS PROHIBITED TO DISCHARGE NOXIOUS LIQUIDS (CHEMICALS) OVERBOARD?)

[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

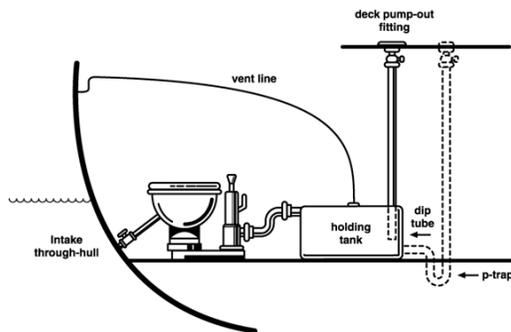
more than 18 months, or to both. See also the [Vessel Pollution and Dangerous Chemicals Regulations](#).

([Small Vessel Regulations, Section 1002](#)), ([Canada Shipping Act 2001, Section 187](#))

QUESTION 44 (ARE YOU AWARE THAT IT IS PROHIBITED TO DISCHARGE SEWAGE OVERBOARD?)

Example of an acceptable system

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.

([Vessel Pollution and Dangerous Chemicals Regulations, Section 95](#))

QUESTION 45 (ARE YOU AWARE THAT IT IS PROHIBITED TO DISCHARGE GARBAGE OVERBOARD?)

See question 42.

([Canada Shipping Act 2001, Section 187](#))

Other guidance:

- [Vessel Pollution and Dangerous Chemicals Regulations](#) (SOR/2012-69)

SECTION 10: ELECTRICAL SYSTEMS

QUESTION 46 (IF ELECTRICAL SYSTEM IS 50 VOLTS AND UNDER, DOES IT CONFORM TO DESIGNATED STANDARDS?)

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.

[\(Small Vessel Regulations, Section 728\)](#)

QUESTION 47 (IF ELECTRICAL SYSTEM IS OVER 50 VOLTS, DOES IT CONFORM TO DESIGNATED STANDARDS?)

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](#).

[\(Small Vessel Regulations, Section 728\)](#)

QUESTION 48 (IS EVERY COMPONENT OF THE ELECTRICAL SYSTEM ACCESSIBLE AND PROPERLY MARKED?)

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)

[\(Small Vessel Regulations, Section 728\)](#)

QUESTION 49 (ARE ALL ELECTRICAL COMPONENTS IGNITION-PROTECTED?)

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 (airtight).

[\(Small Vessel Regulations, Section 731\)](#)

SECTION 11: VENTILATION

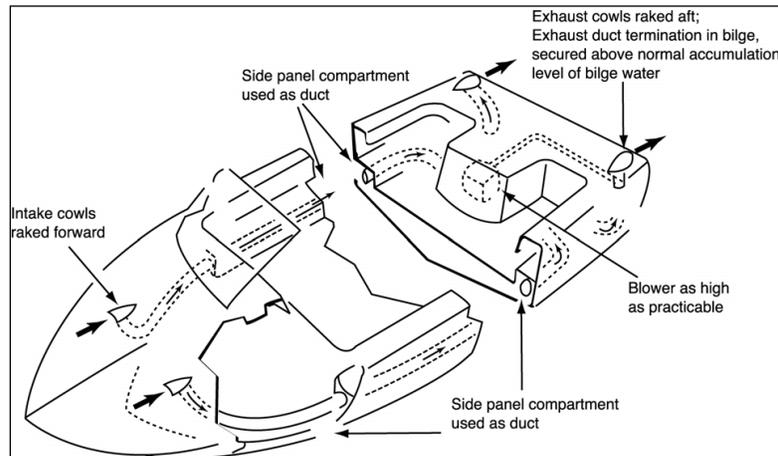
QUESTION 50 (DO NATURAL VENTILATION SYSTEMS REMOVE ACCUMULATIONS OF ANY COMBUSTIBLE VAPOURS?)

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.

Sources of gasoline vapour include:

- a) a permanently installed gasoline engine;
- b) a portable gasoline fuel tank that ventilates into the space; or
- c) a non-metallic gasoline tank:
 - i. with an aggregate permeability rate exceeding 42 grams of fuel loss in 24 hours per cubic centimetre (1.2 grams per cubic foot) of net compartment volume; or
 - ii. with a net compartment volume of less than 0.028 cubic metres (1 cubic foot), having a permeability rate exceeding 1.2 grams of fuel loss in 24 hours.

EXAMPLE OF VENTILATION OF ENCLOSED SPACES



If the source of gasoline vapour is in an open space, then the requirement to have a natural ventilation system does not apply. An open space has the following characteristics:

- a) at least 0.34 m² (3.5 ft²) of area exposed to the atmosphere per cubic metre (35 ft³) of net space volume; and
- b) no long or narrow unvented spaces in which a flame front might propagate.

For additional details, see [TP 1332](#) section 6.

([Small Vessel Regulations, Section 718](#)), ([TP 1332, Section 8.6.2](#))

QUESTION 51 (ARE POWERED VENTILATORS DESIGNED IN ACCORDANCE WITH THE CONSTRUCTION STANDARDS?)

- 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.

([Small Vessel Regulations, Section 719](#)), ([TP 1332, Section 8.6.2](#))

QUESTION 52 (ARE SPACES CONTAINING A COMBUSTION ENGINE VENTILATED TO ENSURE A SUFFICIENT SUPPLY OF AIR FOR COMBUSTION AND COOLING?)

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.

[\(Small Vessel Regulations, Section 720\)](#)

Other guidance:

- [Small Commercial Vessel Safety Guide – TP 14070](#)
- [Elements of Ventilation System](#) – Metphast Program - video

SECTION 12: FUEL SYSTEMS**QUESTION 53 (ARE CARBURETORS (IF USED) FITTED WITH FLAME ARRESTORS?)**

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.

[\(Small Vessel Regulations, Section 722\)](#)

QUESTION 54 (ARE FUEL TANKS AND FUEL SYSTEMS PROPERLY INSTALLED, TESTED AND MAINTAINED?)

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.

[\(Small Vessel Regulations, Section 724\)](#)

QUESTION 55 (ARE ALL FITTINGS, JOINTS, OR CONNECTIONS ON THE FUEL SYSTEM READILY ACCESSIBLE?)

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.

[\(Small Vessel Regulations, Section 724\)](#)

QUESTION 56 (ARE ALL FUEL TANKS CORRECTLY AND PERMANENTLY MARKED?)

Every letter and numeral on any fuel tank label shall be at least 1.5 millimetres (1/16 inch) in height and width and be of a contrasting colour to the basic colour of the label. Labels on fuel tanks 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.

([Small Vessel Regulations, Section 727](#))

QUESTIONS 57, 58 & 59 (ARE ALL FLEXIBLE FUEL HOSES PROPERLY MARKED? IS THE FUEL FILL HOSE PROPERLY MARKED? IS THE FUEL SUPPLY HOSE PROPERLY MARKED?)

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 inch) 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 millimeters (12 inches) in length may instead be tagged with the required marking.

([Small Vessel Regulations, Section 727](#))

QUESTION 60 (DO THE RE-FUELLING POINTS INDICATE THE TYPE OF FUEL TO BE USED?)

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.

([Small Vessel Regulations, Section 727](#))

QUESTION 61 (DOES THE FUEL FILL ALLOW SPILLED FUEL TO ENTER THE VESSEL?)

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.

([Small Vessel Regulations, Section 723](#))

QUESTION 62 (ARE FUEL FILL HOSE CONNECTIONS MADE WITH TWO CORROSION RESISTANT HOSE CLAMPS?)

Self-explanatory – answer yes or no.

[\(Small Vessel Regulations, Section 724\)](#), [\(TP 1332, Section 7.5\)](#)

QUESTION 63 (ARE VALVES IN THE FUEL SYSTEM MARKED TO INDICATE THEIR FUNCTION AND VALVE POSITION?)

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.

[\(Small Vessel Regulations, Section 727\)](#)

QUESTION 64 (ARE SOURCES OF IGNITION CLEAR OF FUEL TANKS, FUEL FILTERS OR FUEL LINES?)

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

- Smokers’ materials (such as lighters and matches);
- Open flames (such as candles);
- 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 (such as halogen lamps);
- Hot surfaces and obstruction of equipment ventilation (such as office equipment);
- Friction (such as from loose bearings or drive belts);
- Static electricity; and/or
- Metal impact (such as metal tools striking each other).

[\(Small Vessel Regulations, Section 724\)](#)

QUESTION 65 (ARE NOTICES POSTED ON BOARD DESCRIBING PRECAUTIONS TO MINIMIZE THE RISK OF FIRE AND/OR EXPLOSION ON BOARD?)

⚠ 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

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.

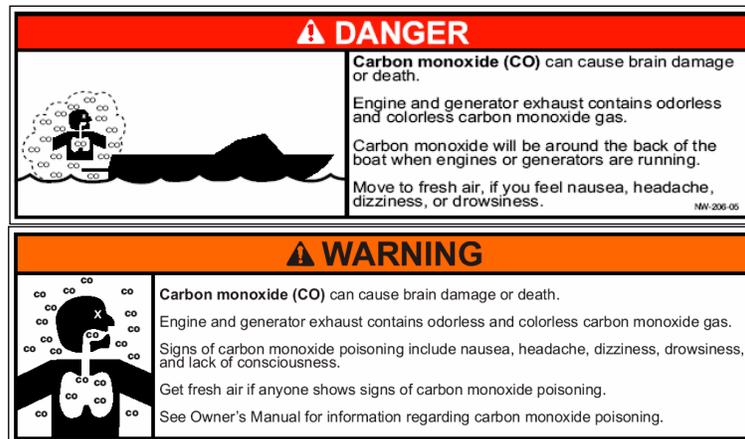
([Small Vessel Regulations, Section 726](#))

SECTION 13: MACHINERY (NOT APPLICABLE TO VESSELS PROPELLED BY OUTBOARD ENGINES)

QUESTION 66 (IS THE EXHAUST SYSTEM LEAK-PROOF?)

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

Exhaust pipe joints and clamps must be regularly 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.



([Small Vessel Regulations, Section 733](#))

Other guidance:

- [Empoisonnement au monoxyde de carbone](#) – par CarteBateau – video (in French only)
- [Exhaust System](#) – by Marine Online – video

QUESTIONS 67, 68 & 69 (ARE ALL EXHAUST SYSTEM SUPPORTS, HANGERS AND BRACKETS MADE OF NON-COMBUSTIBLE MATERIAL? IS THE EXHAUST SYSTEM FITTED WITH DOUBLE CLAMPS? IS PROTECTION IN PLACE TO SHIELD PEOPLE OR MATERIALS FROM BURNS BY HOT EXHAUST SYSTEMS?)

Self-explanatory – answer yes or no.

([Small Vessel Regulations, Section 733](#)), ([TP 1332, Section 9](#))

QUESTION 70 (IS THE MUFFLER IN GOOD WORKING ORDER AND PROPERLY CONNECTED AT ALL TIMES?)

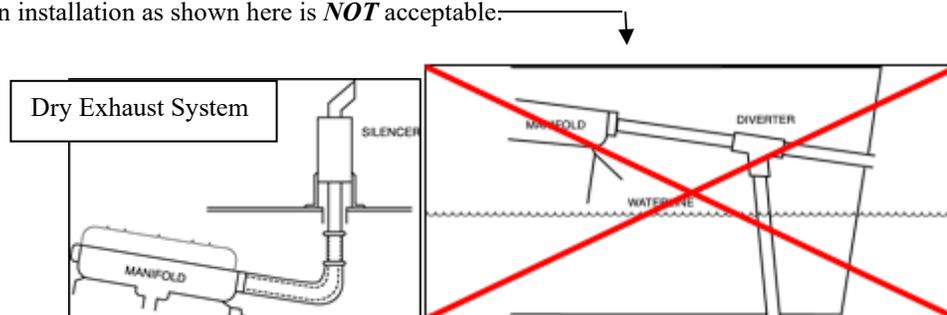
Exhausts should generally be equipped with a muffler (silencer). The muffler should be sized as large as practical and designed to ensure maximum sound attenuation with minimum backpressure. Dry exhaust systems may be used for propulsion and generator engines of any size.

([Small Vessel Regulations, Section 1000](#))

QUESTION 71 (ARE ANY MUFFLER CUTOUTS OR BYPASSES DISCONNECTED SO THEY CANNOT BE EASILY RECONNECTED?)

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 here is **NOT** acceptable:



([Small Vessel Regulations, Section 1000](#))

QUESTION 72 (ARE MOVING PARTS OF MACHINERY SYSTEMS GUARDED TO PROTECT PERSONS FROM INJURY?)

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.

([Small Vessel Regulations, Section 735](#))

QUESTION 73 (ARE MATERIALS AND DIMENSIONS OF SHAFTING AND PROPELLERS OF AN APPROVED TYPE?)

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.

([Small Vessel Regulations, Section 739](#))

SECTION 14: MACHINERY – VESSELS MORE THAN 6 M**QUESTION 74 (ARE INSTRUMENTS AND CONTROLS PERMANENTLY INSTALLED AT EVERY OPERATING POSITION?)**

The following instruments and controls shall be provided at the vessel's operating position:

- 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.

[*\(Small Vessel Regulations, Section 735\)*](#)

QUESTION 75 (ARE WATERTIGHT COMPARTMENTS AND BILGES INSTALLED WITH A MEANS OF PUMPING?)

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 millimeters (1 inch) in diameter, except that for small compartments piping 18 millimeters (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 Liter/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.

[*\(Small Vessel Regulations, Section 736\)*](#)

QUESTIONS 76, 77 & 78 (ARE ALL BILGE PUMPS REGULARLY TESTED AND IN GOOD WORKING ORDER? HAVE HIGH BILGE ALARMS BEEN FITTED AND TESTED? WHERE FITTED, ARE AUTOMATIC BILGE PUMP FLOAT SWITCHES AND MANUAL OVERRIDES REGULARLY TESTED?)

Self explanatory – answer yes or no.

[*\(Small Vessel Regulations, Section 736\)*](#)

QUESTION 79 (IS A SAFE AND RELIABLE MAIN STEERING GEAR INSTALLED?)

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

[\(Small Vessel Regulations, Section 737\)](#)

QUESTION 80 (IS THE VESSEL FITTED WITH A PROPERLY FUNCTIONING EMERGENCY STEERING SYSTEM?)

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

- Multiple propulsion units with independent control of each propeller.
- No rudder, where steering action is obtained by a change of directional setting of the propulsion units.
- A rudder and a tiller are fitted as the main steering arrangement.
- Independently controlled adjustable trim tabs.
- A bow thruster.

[\(Small Vessel Regulations, Section 737\)](#)

QUESTION 81 (ARE ALL PROPULSION ENGINES OR AUXILIARY ENGINES DESIGNED FOR MARINE USE?)

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 purchased in box stores are intended only for use on land and are not acceptable for marine use.

[\(Small Vessel Regulations, Section 738\)](#)

SECTION 15: ADDITIONAL SAFETY AND FIREFIGHTING EQUIPMENT – VESSELS MORE THAN 6 M**QUESTION 82 (IS THE VESSEL FITTED WITH A FIRE ALARM PANEL?)**

The fire panel must be installed as per the manufacturer's specifications and the specifications of [TP 1332](#).

	Vessel length		
	More than 6 m and not more than 9 m	More than 9 m and not more than 12 m ^a	More than 12 m ^b
Fire alarm/fire alarm panel at the control station/operating position includes:			
(a) a visual (red) and audible alarm	•	•	•
(b) a power available light (green) for supervising power as close as possible to the detector	•	•	•
(c) two independent sources of power when the vessel is fitted with an emergency power source		•	•
(d) monitoring of the main power source and automatic change over to the emergency power source		•	•

(e) two independent power sources, one of which is an emergency power source, with automatic change over to the emergency power source			•
(f) two independent supervised zones, one for the engine space and one for other spaces			•
(g) an automatic means to sound an alarm through the vessel if the alarm signal has not received attention within two (2) minutes			•
(h) automatic silencing of the alarm when a voice communication is transmitted over the public address system			•
A fire alarm shall initiate a continuous visual and audible alarm at the operating position that can be silenced by the operator only.	•	•	•
When indicator lights other than LED type are used, a test button and a dimmer without off position shall be provided.	•	•	•
The audible alarm shall have a minimum intensity of 84 dB.	•	•	•

(a) – Includes workboats of more than 12 metres with *no* overnight accommodations

(b) – Includes passenger-carrying vessels of more than 12 metres and workboats of more than 12 metres *with* overnight accommodations

[\(Small Vessel Regulations, Section 740\)](#)

QUESTION 83 (IS EACH ENGINE SPACE FITTED WITH A DUAL ACTION RATE-OF-RISE AND FIXED TEMPERATURE DETECTOR?)

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.

[\(Small Vessel Regulations, Section 740\)](#)

QUESTION 84 (IS A FIRE DETECTOR FITTED IN EACH ACCOMMODATION AND SERVICE SPACE?)

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.

[\(Small Vessel Regulations, Section 740\)](#)

QUESTION 85 (ARE THERE TWO MEANS OF ESCAPE FROM EACH ACCOMMODATION, SERVICE AND ENGINE SPACE?)

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 metres².

([Small Vessel Regulations, Section 742](#))

QUESTION 86 (IS EMERGENCY LIGHTING INSTALLED FOR PASSENGERS/CREW TO EXIT FROM ANY AREA OF THE VESSEL?)

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.

([Small Vessel Regulations, Section 732](#))

QUESTION 87 (IS EQUIPMENT FITTED TO PREVENT PERSONS FALLING OVERBOARD?)

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.

([Small Vessel Regulations, Section 712](#))

Other guidance:

- Transport Canada – [Person Overboard](#)

SECTION 16: BASIC SAFETY AND FIREFIGHTING EQUIPMENT – VESSELS NOT MORE THAN 6 M

QUESTION 88 (IS A BUOYANT HEAVING LINE 15 M OR MORE IN LENGTH ON BOARD?)

A buoyant heaving line is thrown toward a person in the water for them to hold on to while you pull them alongside your boat. The throw bag keeps it from getting knotted and makes it easier to throw.

An example of a buoyant heaving line is a 15m x 7mm 300kg test braided polypropylene floating rope with a bright orange nylon and polyester self-draining bag with reflective safety tape.



([Small Vessel Regulations, Section 409](#) and [Section 506](#))

QUESTION 89 (ARE 3 DISTRESS FLARES, TYPE A, B OR C (NO SMOKE SIGNALS, TYPE D) ON BOARD?)

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 the date of 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 flare, Type D: smoke signal (buoyant or hand-held).**



([Small Vessel Regulations, Section 410](#) and [Section 507](#))

Other guidance:

- [A guide to the safe use of distress flares](#) – by Marine and Safety Tasmania – video
- [Electronic Visual Distress Signals \(EVDS\)](#) – by Marine and Safety Tasmania – video
- [Comet – Marine Distress Signal Training](#) video – by DMSSUK
- [Ep. 34: Safety at Sea: Distress Signals](#) – by Carpe Diem Sailing - video

QUESTION 90 (IS A MANUAL PROPELLING DEVICE OR AN ANCHOR WITH 15 M OR MORE OF CABLE/ROPE/CHAIN ON BOARD?)

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.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTION 91 (IS A BAILER OR MANUAL BILGE PUMP ON BOARD?)

Bailers must hold at least 750 millilitres (just over 1½ pints), have an opening of at least 65 centimetres² (10 in²) 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.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTIONS 92 & 93 (IS A 1A: 5B: C FIRE EXTINGUISHER ON BOARD? 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?)

What does the 1A: 5B: C rating mean? The letters refer to the type of fire, and the numbers refer to the amount of fire the extinguisher can handle.

Fire Class	Appropriate for fires involving:	Number refers to:
A	Combustible materials such as wood, cloth, paper, rubber, or plastic.	How much water the extinguisher is equal to – the standard uses a formula of 1 ¼ gallons (US) multiplied by the rating number. For example, a 1A: 5B: C extinguisher is equal to 1 ¼ gallons of water to fight a Class A fire.
B	Flammable or combustible liquids such as oil, gasoline, or grease.	The amount of square feet of a Class B fire that should be extinguished if the extinguisher is used correctly by an untrained person. For example, a 1A: 5B: C extinguisher should be able to extinguish 5 square feet of a Class B fire.
C	Electrical equipment such as appliances and wiring.	No number – the “C” only denotes that the extinguisher is safe for a Class C fire.

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

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 94 (IS THERE PROTECTION TO PREVENT PERSONS FALLING OVERBOARD?)

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 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.

([Small Vessel Regulations, Section 712](#))

Other guidance:

- [SSB No.: 05/2019 – Safety measures concerning life-saving appliances](#)
- [SSB No.: 14/2020 - Carrying lifejackets on board passenger vessels](#)
- [SSB No.: 06/2012 – Wearing and using Flotation devices Small Non-pleasure Craft & Small Commercial Fishing Vessels](#)
- [Transport Canada – Passenger Safety on Small Commercial Boats](#)
- Transport Canada – [Person Overboard](#)

SECTION 17: BASIC SAFETY AND FIREFIGHTING EQUIPMENT – VESSELS MORE THAN 6 M BUT NOT MORE THAN 9 M

QUESTION 95 (IS A 15 M OR MORE BUOYANT HEAVING LINE OR A LIFEBOUY WITH 15 M OR MORE BUOYANT LINE ON BOARD?)



For 'Buoyant Heaving Line' see Question 88. 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).

([Small Vessel Regulations, Section 409](#) and [Section 506](#))

QUESTION 96 (ARE 6 DISTRESS FLARES, TYPE A, B OR C (NO SMOKE SIGNALS, TYPE D) ON BOARD?)

See Question 89.

([Small Vessel Regulations, Section 410](#) and [Section 507](#))

QUESTION 97 (IS A MANUAL PROPELLING DEVICE OR AN ANCHOR WITH 15 M OR MORE OF CABLE/ROPE/CHAIN ON BOARD?)

See Question 90.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTION 98 (IS A BAILER OR MANUAL BILGE PUMP ON BOARD?)

See Question 91.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTIONS 99, 100 & 101 (IS A 2A: 10B: C FIRE EXTINGUISHER ON BOARD? IF A VESSEL IS EQUIPPED WITH A FUEL-BURNING COOKING, HEATING OR REFRIGERATING APPLIANCE, IS AN ADDITIONAL 2A: 10B: C FIRE EXTINGUISHER INSTALLED ON BOARD? 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?)

See Question 92.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

SECTION 18: BASIC SAFETY AND FIREFIGHTING EQUIPMENT – VESSELS MORE THAN 9 M BUT NOT MORE THAN 12 M

QUESTION 102 (IS A 15 M OR MORE BUOYANT HEAVING LINE AND LIFEBOUY WITH 15 M OR MORE BUOYANT LINE ON BOARD?)

See Question 95.

([Small Vessel Regulations, Section 409](#) and [Section 506](#))

QUESTION 103 (ARE 12 DISTRESS FLARES, TYPE A, B, C OR D (NO MORE THAN 6 TYPE D) ON BOARD?)

See Question 89.

([Small Vessel Regulations, Section 410](#) and [Section 507](#))

QUESTION 104 (IS AN ANCHOR WITH 30 M OR MORE OF CABLE/ROPE/CHAIN ON BOARD?)

See Question 90.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTION 105 (IS A MANUAL BILGE PUMP ON BOARD?)

See Question 91.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTIONS 106, 107 & 108 (IS A 2A: 10B: C FIRE EXTINGUISHER ON BOARD? IS AN ADDITIONAL 2A: 10B: C PORTABLE FIRE EXTINGUISHER INSTALLED AT EACH ACCESS TO A SPACE FITTED WITH A FUEL-BURNING COOKING, HEATING OR REFRIGERATING APPLIANCE? 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?)

See Question 92.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 109 (IS A FIRE AXE ON BOARD AND ACCESSIBLE?)



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

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 110 (IS A FIRE BUCKET ON BOARD AND ACCESSIBLE?)



Fire buckets designed for marine use shall have a capacity of at least 10 litres, 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.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

SECTION 19: BASIC SAFETY AND FIREFIGHTING EQUIPMENT – VESSELS MORE THAN 12 M

QUESTION 111 (IS A 15 M OR MORE BUOYANT HEAVING LINE AND A LIFEBOUY WITH A SELF-IGNITING LIGHT OR 15 M OR MORE BUOYANT LINE ON BOARD?)

See Question 95.

([Small Vessel Regulations, Section 409](#) and [Section 506](#))

QUESTION 112 (ARE 12 DISTRESS FLARES, TYPE A, B, C OR D (NO MORE THAN 6 TYPE D) ON BOARD?)

See Question 89.

([Small Vessel Regulations, Section 410](#) and [Section 507](#))

QUESTION 113 (IS AN ANCHOR WITH 50 M OR MORE OF CABLE/ROPE/CHAIN ON BOARD?)

See Question 90.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTION 114 (IS THERE A MANUAL BILGE PUMP ON BOARD?)

See Question 91.

([Small Vessel Regulations, Section 412](#) and [Section 510](#))

QUESTIOS 115, 116, 117 & 118 (IS THERE A 2A: 20B: C EXTINGUISHER ON BOARD? IS THERE AN EXTRA 2A: 20B: C EXTINGUISHER INSTALLED AT EACH ACCOMMODATION ENTRANCE? IS AN ADDITIONAL 2A: 20B: C PORTABLE FIRE EXTINGUISHER INSTALLED AT EACH ACCESS TO A SPACE FITTED WITH A FUEL-BURNING COOKING, HEATING OR REFRIGERATING APPLIANCE? 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?)

See Question 92.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 119 (IS A POWER-DRIVEN OR MANUAL FIRE PUMP LOCATED OUTSIDE THE ENGINE SPACE?)

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.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 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?)



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.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 121 (IS A FIRE AXE ON BOARD AND ACCESSIBLE?)

See Question 109.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 122 (ARE TWO FIRE BUCKETS ON BOARD AND ACCESSIBLE?)

See Question 110.

([Small Vessel Regulations, Section 414](#) and [Section 512](#))

QUESTION 123 (FOR WORKBOATS GREATER THAN 12 M IN LENGTH, IS A LIFE RAFT OF SUITABLE SIZE ONBOARD?)

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 life raft must be serviced at the intervals set out in section 119 of the [Life Saving Equipment Regulations](#) at a service station that is accredited by the manufacturer of the life raft. The location and last date of service shall be clearly marked on the life raft ([Small Vessel Regulations section 21](#)).

The life raft or buoyant apparatus (except for a life raft packed in a valise-type container) must be stored in a manner that allows it to automatically float free if the vessel sinks ([Small Vessel Regulations section 21](#)).

([Small Vessel Regulations, Section 508](#))

Other guidance:

- [SSB No.: 13/2022 – Extending the service period for inflatable life rafts](#)
- [SSB No.: 05/2019 – Safety measures concerning life-saving appliances](#)

SECTION 20: ADDITIONAL ITEMS REQUIRED FOR PASSENGER VESSELS

QUESTION 124 (ARE PASSENGERS GIVEN A PRE-DEPARTURE SAFETY BRIEFING?)

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.

([Small Vessel Regulations, Section 401](#))

Other guidance:

- [Boat Safety Briefings](#) – by Transport Canada – video
- Transport Canada – [Passenger Safety on Small Commercial Boats](#)

QUESTION 125 (ARE RECORDS AVAILABLE ASHORE DETAILING THE NUMBER OF PASSENGERS AND CREW ON BOARD?)

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.

Before leaving shore, you must leave a record of the number of persons onboard with a person on shore who has been designated to be responsible for communicating with search and rescue authorities in the case of an emergency.

If you are operating in a remote area and it is not possible to leave this information with a person on shore, then a record of the number of persons on board and the area of operation should be left in a location on shore that is known and readily available to search and rescue authorities (for example, on the departure dock).

([Small Vessel Regulations, Section 402](#))

QUESTION 126 (FOR PASSENGER VESSELS GREATER THAN 8.5 M IN LENGTH, IS A LIFE RAFT OF SUITABLE SIZE ONBOARD?)

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](#) (as defined in the [Vessel Safety Certificates Regulations](#)); 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 (for example, annually or every two years) 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 ([Small Vessel Regulations 21](#)).

With the exception of a liferaft packed in a valise-type container, a liferaft must be stored in a manner that allows it to automatically float free if the vessel sinks ([Small Vessel Regulations section 21](#)).

([Small Vessel Regulations, Section 411](#))

Other guidance:

- [SSB No.: 13/2022 – Extending the service period for inflatable life rafts](#)
- [SSB No.: 05/2019 – Safety measures concerning life-saving appliances](#)
- Transport Canada – [Passenger Safety on Small Commercial Boats](#)

QUESTION 127 (IS THE TOTAL AMOUNT OF SECURED BUT UNUSED LIQUEFIED PETROLEUM GAS NOT MORE THAN 30KG?)

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.

([Small Vessel Regulations, Section 1002](#))

QUESTION 128 & 129 (ON VESSELS NOT MORE THAN 6 M IN LENGTH, IS THE ENGINE SPACE FITTED WITH A HEAT DETECTOR? IS THE ENGINE SPACE HEAT DETECTOR POWERED BY THE VESSEL'S ELECTRICAL SYSTEM?)

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.

([Small Vessel Regulations, Section 418](#))

QUESTION 130 (ON VESSELS LESS THAN 6M IN LENGTH, IS A MARINE FIRE DETECTOR AVAILABLE FOR EACH ACCOMMODATION, SERVICE AND COOKING SPACE?)

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.

[\(Small Vessel Regulations, Section 418\)](#)

SECTION 21: ADDITIONAL ITEMS REQUIRED FOR WORKBOATS ENGAGED IN TOWING OPERATIONS

Important Notes:

A tug is a vessel that is constructed or converted primarily for the purpose of towing. A vessel **not primarily** used for towing can be deemed a **workboat**, even if this vessel occasionally engaged in towing operation, but:

- a. A workboat that performs towing operations (see definition within the *Small Vessel Regulations* (SVR)) must meet the requirements that apply to it for this type of operation ([SVR](#) s. 501 and 521) in addition to all the requirements applicable to other workboats.

When developing and implementing the safety procedures required by [Canada Shipping Act, 2001](#), section 106 procedures should be included to take into account the safety of the towing operations. For Tugs, visit the [Enroll a vessel into the program](#) to access the [Form 85-0525](#) (DCR) and the [tug guidance](#) (TP 15491).

QUESTIONS 131 & 132 (ARE TWO LIFE JACKETS KEPT IN THE WHEELHOUSE AT ALL TIMES? ARE MEANS READILY AVAILABLE TO CUT OR RELEASE THE TOWLINE?)

Self-explanatory – answer yes or no.

[\(Small Vessel Regulations, Section 521\)](#)

QUESTION 133 (ARE THERE TWO MEANS OF EXIT FROM THE WHEELHOUSE?)

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 metres².

[\(Small Vessel Regulations, Section 521\)](#)

QUESTIONS 134, 135 & 136 (IS THE SPACE AROUND THE TOWING POINT FREE OF OBSTRUCTIONS? IS DECK SPACE AFT OF THE TOWING POINT WATERTIGHT AND CAN IT DRAIN WATER RAPIDLY? IF NOT WATERTIGHT, IS THERE ADEQUATE BUOYANCY TO REMAIN AFLOAT IF SWAMPED?)

Self-explanatory – answer yes or no.

[\(Small Vessel Regulations, Section 521\)](#)

QUESTION 137 (FOR TUGS GREATER THAN 8.5 M IN LENGTH, IS A LIFE RAFT OF SUITABLE SIZE ONBOARD?)

The liferaft(s) must have a total capacity sufficient to carry all persons on board the vessel. 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.

([Small Vessel Regulations, Section 509](#))

Other guidance:

- [SSB No.: 13/2022 – Extending the service period for inflatable life rafts](#)
- [SSB No.: 05/2019 – Safety measures concerning life-saving appliances](#)




DO YOU OWN A SMALL PASSENGER VESSEL OR WORKBOATS OF NOT MORE THAN 15 GROSS TONNAGE (GT) AND CARRYING NOT MORE THAN 12 PASSENGERS?

Good News!
Transport Canada has designed a **Small Vessel Compliance Program just for you.**

The program helps vessel owners and operators understand and meet their legal obligations under the *Canada Shipping Act, 2001* and the *Small Vessel Regulations*.

If you own a small passenger vessel or workboat of not more than 15 GT and carrying not more than 12 passengers, join the program and you will get:

- a checklist and guidelines to help you meet the mandatory requirements and keep your vessel safe.
- a **Blue Decal** to display on your vessel.

Start your enrollment process today and be among the owners and operators that proudly display their decal!

▶ To learn more about the SVCP-PW and how to enroll, please contact your local Transport Canada Centre or visit our website at Canada.ca/vessel-compliance

Enroll today ▶

