

GUIDE TO

**Inspection Regulations
for
Small Fishing Vessels**

Canadian Coast Guard
Ship Safety Branch
Department of Transport
Ottawa, Canada
K1A 0N7

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INTRODUCTION

This booklet, based upon the “Regulations respecting the Construction and inspection of Fishing Vessels not exceeding 24.4 m registered length that do not exceed 150 tons, gross tonnage”, is an attempt to present in more readable form much of the material in those Regulations. It does not, however, supersede the “Regulations”.

Fishing vessel operators should find this guide particularly useful in ensuring that their vessels are properly outfitted with life-saving and firefighting equipment, together with the lights and signals that fishing vessels must carry for navigation safety.

All the regulations listed or referred to in this guide have been enacted to safeguard the lives and property of the fishing fleet operators and others who use Canadian waters. To this end, fishing vessels must be seaworthy in all respects and equipped to cope with the many emergencies that may arise.

It is the duty of every person in charge of a fishing vessel to know the stability characteristics of the vessel and to become thoroughly familiar with the location and maintenance of all emergency life-saving, firefighting and navigating equipment.

The Canadian Coast Guard Ship Safety Branch of the Department of Transport administers the inspection regulations under the Canada Shipping Act. The Ship Safety Branch, better known by its former name Canada Steamship Inspection Service, or C.S.I., has its headquarters in Ottawa and maintains Ship Safety offices throughout Canada. A complete list of Ship Safety offices is given at the end of this book.

While fees are charged for the inspection of vessels, the inspector's services are generally available free of charge to assist owners and operators with problems relating to the construction and equipping of their ships. It should be noted, however, that the work of these inspectors is to ensure safety afloat; the suitability of the ship from a business standpoint is outside their responsibility.

Copies of the “Regulations respecting the Construction and Inspection of Fishing Vessels not exceeding 24.4 m registered length that do not exceed 150 tons, gross tonnage” and the “Collision Regulations” may be obtained for a nominal fee from a Ship Safety office.

APPLICATION

The sections of the Regulations dealing with construction apply only to vessels larger than 15 tons, gross tonnage, built on or after January 6, 1965, or if engaged in fishing for herring or capelin, after July 6, 1977.

The sections of the Regulations dealing with life-saving and fire extinguishing equipment, navigating lights and signals and precautions against fire, apply to all fishing vessels.

The sections of the Regulations dealing with periodic inspections apply to all fishing vessels larger than 15 tons, gross tonnage, and to all steam propelled fishing vessels larger than 5 tons, gross tonnage.

FEES

The Canada Shipping Act provides that the Coast Guard shall charge fees for the inspection and measurement of ships. The fees are subject to review and, for the current fee for inspection or measurement, owners should contact any of the Ship Safety offices listed at the back of this book.

LENGTH

The application of the Regulations is dependent on the length of the vessel, which is defined as follows:

- (a) for vessels required to be registered, the length is the registered length as measured by a Government Measuring Surveyor of Shipping;
- (b) for vessels not required to be registered, the length is the horizontal distance measured between perpendiculars erected at the extreme ends of the outside of the hull.

TONNAGE

The application of the Regulations also depends on the tonnage of the vessel. Gross tonnage is a measure of the volume of the hull and superstructure of the vessel, one ton being taken to represent 100 cubic feet of volume. Registered tonnage is the gross tonnage less an allowance determined by a Government Measuring Surveyor of Shipping for machinery spaces, crew space, navigation spaces etc.

If the vessel is 15 tons register tonnage or more, it is required to be registered at a Port of Registry; the owner should request that the tonnage be measured by a Government Measuring Surveyor of Shipping, who will charge a fee for this service.

If the vessel is less than 15 tons, register tonnage, and is equipped with a motor of 10 horsepower or more, the tonnage has to be measured for licensing purposes, which the owner may do in person. For this purpose, an approximate tonnage is usually sufficient and a formula for obtaining the approximate gross tonnage is given below:

$$\frac{L \times B \times D \times .55}{100} + \frac{1 \times b \times d}{100}$$

- where
- L = the distance in feet measured from the foremost part of the stem to the after side of the head of the stern post, or, if there is no stern post, to the forward side of the rudder stock at the deck;
 - B = the extreme breadth of the vessel in feet measured to the outside of the planking, excluding any moulding or rubbing strake;
 - D = the depth of the vessel in feet amidships, measured from the underside of the deck, or from the upper strake of the hull planking in open boats, to the upper side of the floor timbers at the side of the keelson. (Note: Floor timbers are the bottom solid transverse timber connecting the side frames);
 - l = total length in feet of all closed-in superstructures;
 - b = average breadth in feet of all closed-in superstructures;
 - d = average height above deck in feet of all closed-in superstructures.

It should be noted that if a superstructure has an open side or end, this is not included in the tonnage measurement.

CONSTRUCTION OF A NEW FISHING VESSEL

If the proposed vessel is going to be larger than 15 tons, gross tonnage, the sections of the Regulations dealing with construction will apply and the following procedure should be followed:

Before starting construction, the owner should send to the nearest Ship Safety office as much of the information listed in Schedule I of the Regulations as possible, including data on the vessel's electrical systems. The Inspector will then reply stating whether or not the proposals are acceptable. The Inspectors may also request alterations sufficient to ensure that the vessel will meet the average standards of construction that have, in the past, been found satisfactory in that district, and that it will comply with the construction rules laid out in the Regulations.

The owner must also notify the Inspector when commencing construction and at the various stages of construction mentioned in section 44 of the Regulations. The Inspector will visit the boat during construction and, on these occasions, explain the requirements of the Regulations, if necessary. At these times, the Inspector will also acquire any of the information that the owner was unable to submit on the first contact with the Ship Safety office.

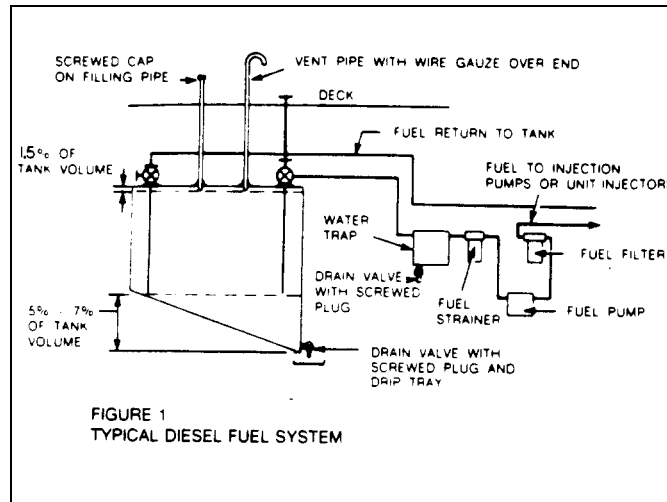


FIGURE 1 - TYPICAL DIESEL FUEL SYSTEM

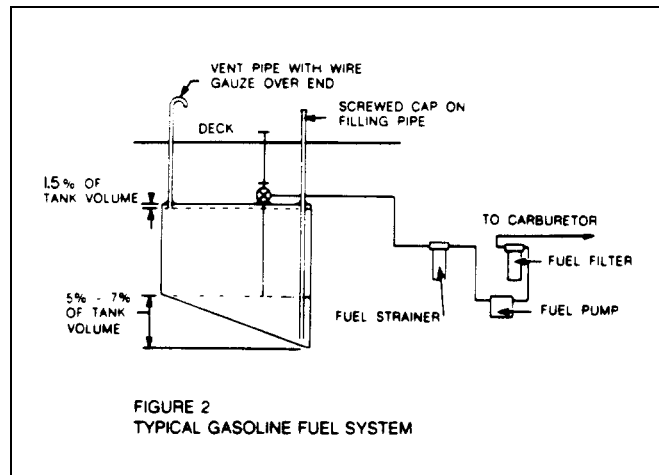


FIGURE 2 - TYPICAL GASOLINE FUEL SYSTEM

Figures 1 and 2 show, in a diagrammatic way, typical fuel tank installations, which comply with the Regulations. The Regulations concerning fuel tanks also state that there must be a means of stopping the engine, outside the engine space, in addition to the shut-off valve on the fuel tank.

After the vessel is completed and all equipment placed on board, a dock and sea trial will be held at which the Inspector will be present. This will be the final test of the seaworthiness of the vessel. If everything is satisfactory, the Inspector will issue a certificate of inspection that will be valid for four years.

Figure 3 shows, in diagrammatic form, a bilge-pumping arrangement that complies with the minimum requirements of the Small Fishing Vessel Inspection Regulations, where a single pump is used for bilge-pumping and fire-extinguishing purposes.

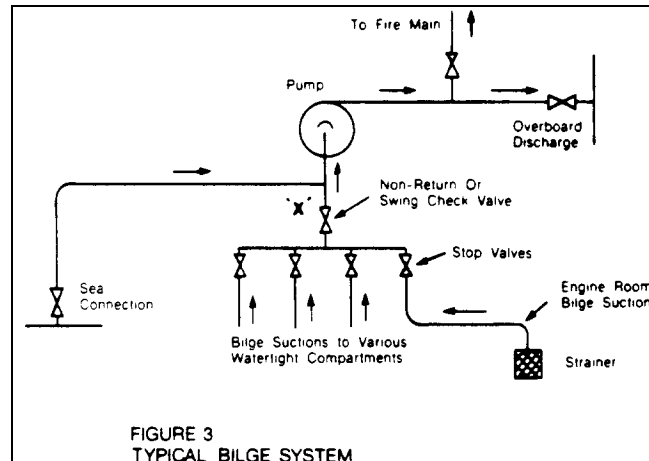


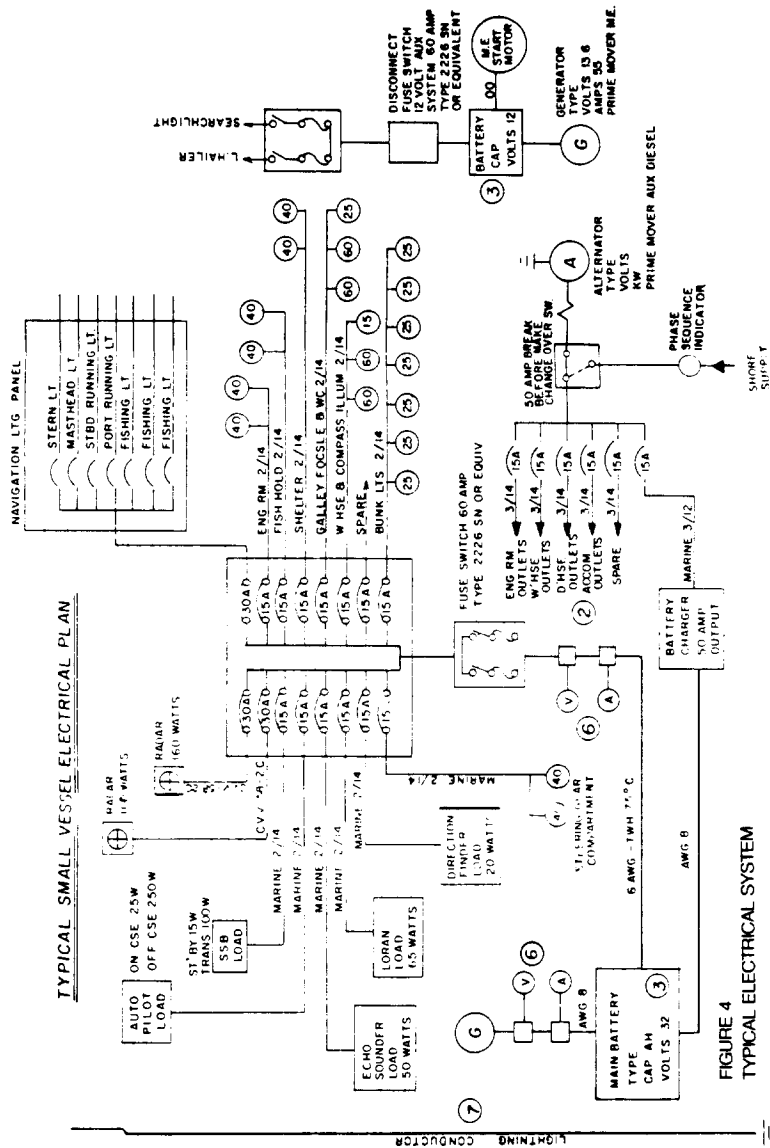
FIGURE 3 - TYPICAL BILGE SYSTEM

Note If all the bilge branch line stop valves are of the screwdown non-return type, then the non-return or swing check valve marked X need not be fitted.

ELECTRICAL INSTALLATION

Figure 4 and associated notes describes a typical small fishing vessel electrical installation.

FIGURE 4
TYPICAL ELECTRICAL SYSTEM



SMALL VESSEL ELECTRICAL DRAWING
NOTES

The Basic Information Required on Electrical Drawings is as follows:

1. Batteries; type, size, capacity, voltage and location plus method of connection and support. Battery boxes are to be lined with an antacid protection, protectively covered, and well ventilated.
2. Generators; normally provided by the engine suppliers, should indicate K.W. Rating, voltage and maximum current output.
3. The generator and battery should be protected by means of a double pole fused switch or circuit breaker.
4. Generators rated less than 25 KW, and not arranged to operate in parallel, may be protected by a multi-pole linked switch with a fuse in each insulated pole.
5. Generators arranged to operate in parallel, or any generator rated in excess of 25 KW should be protected by a circuit breaker which will open simultaneously all insulated poles and which is provided with adjustable overcurrent release capable of being set to open the circuit breaker at 150 % of the continuous full load current of the generator.
6. Since most small vessels are too small for a switchboard, a suitable distribution box, capable of carrying all the required power to the various systems, should be substituted. This box should be capable of protecting the generator, the battery and all outgoing circuits from short circuit faults.
7. All light fittings and power receptacles exposed to the weather, spray, or drip, should be of marine type and water tight. Particular attention being given to upper deck fittings and navigation lights.
8. All cables should be of the correct ampacity, having due regard to size with respect to voltage drop, and are to be of marine approved type.
9. Method of cable support should include non-ferrous metallic clips or straps at least every 24 inches.
10. Navigation lights should be individually switched and fused from a separate distribution panel reserved for this purpose only, and connected directly to the main switchboard.

11. Main engine wiring such as engine starting, voltage regulators, control and alarm systems are normally supplied with the main engine and consequently, a sketch should be obtained from a supplier for inclusion in the electrical drawing.
12. Provision should be made for such equipment as Echo Sounders, Radars, Radio Telephones, 110 V.A.C. battery charging systems, where applicable, and an allowance made for spare circuits. Equipment of different voltages are not permitted to be connected in the same box.
13. Where voltages over 55 V are used on wood or composite hulled ships, a continuous ground conductor should be installed to facilitate the grounding on non-conducting exposed metal parts. The ground conductor should terminate at a copper plate not less than 2 sq. ft. in area fitted outside the hull below the light water line so as to be fully immersed under all conditions of heel.
14. Lightning conductors should be fitted to each mast of all wood and composite ships and run to its own grounding plate, separate from but the same as that described in 13 above.
15. Lightning rods, conductors and grounding plate should also be included but not form part of the ship's power supply system.
16. Notes on the drawing should provide information that would clarify the type of equipment or material or installation advice.

GENERAL NOTES:

17. Cable runs to Navigation Lights are to terminate with watertight receptacles (type KONDU V-6111 or equivalent). Navigation lights are to be wired internally with 2 conductor rubber sheathed cable to a watertight plug (type KONDU V-6115 or equivalent).
18. All convenience outlets are to be "U" ground type.
19. Battery banks are to be protectively covered with ventilation openings fitted with steel-gauze covering.
20. Cables will be secured with a non-ferrous metal clip no less than 610 mm apart.
21. All cables will be marine approved impervious sheathed X link insulation.
22. All instruments will be 250° scale, red lined at maximum normal operation condition.

23. Lightning conductor shall be composed of continuous tape or wire having a section of not less than 0.15 sq. ins. attached by copper clamps or rivets to a copper spike not less than 0.5 inches in diameter, projecting at least 6 inches above the top of the mast. It should terminate at a copper plate, separate from, and in addition to, the copper plate for the grounding conductor; of area not less than two square feet, fixed outside the hull so as to be fully immersed under all conditions of heel.

PERIODIC INSPECTION

An inspection certificate is good for four years, after which the vessel must again be inspected; for this purpose the vessel will have to be either dry docked or beached. The Inspector may, at this time, require the tailshaft to be withdrawn and the engine overhauled if it appears to be in poor condition.

It is probable that, before the four-year period has expired, the vessel will be either dry docked or beached for reasons other than inspection. The owner may, on such occasions, request inspection; if the hull is found by the Inspector to be in good condition, credit will be given for this intermediate inspection when the four-year inspection is due.

In any case, an owner should inform the Ship Safety office at least a week before the certificate expires, so that arrangements can be made for the Inspector to carry out inspection.

The procedure that the Inspector will follow during this inspection is given in sections 44 to 50 of the Regulations.

To avoid inconvenience and delay, the person in charge shall ensure, prior to the Inspector's arrival, that

- (a) The life-saving, fire-extinguishing and navigating equipment is in good condition and complete;
- (b) the fire extinguishers are recharged;
- (c) the life rafts are serviced;
- (d) the pumps and other fittings are in good operating condition;
- (e) the vessel is beached or dry docked;
- (f) all spaces within the ship are opened up and cleaned;

- (g) the propeller is removed and the tailshaft completely withdrawn if this is required;
- (h) all sea cocks are opened up, cleaned and the seats, etc. are in good condition; and
- (i) the main engine is opened up for inspection when required and all parts cleaned; or, where the engine has recently been overhauled by a competent mechanic, there shall be available to the Inspector, a letter or certificate signed by the mechanic, stating
 - (i) that the engine has been overhauled,
 - (ii) the parts that have been renewed
and
 - (iii) that the engine is in good working order.

When the engine is not dismantled for inspection, it is to be put in operation so that the Inspector can judge its running condition.

ANCHORS AND CABLES

Section 43 of the Regulations requires that all fishing vessels larger than 15 tons, gross tonnage, shall carry anchors and cables. This section gives all the information necessary including various exemptions; the Inspector will clarify any points which are doubtful.

LIFE-SAVING, FIRE-EXTINGUISHING AND NAVIGATING EQUIPMENT

Section 30 to 41 of the Regulations give the requirements for equipment on boats larger than 15 tons, gross tonnage, and sections 53 to 54 for boats 15 tons or less, gross tonnage.

To show at a glance the life-saving and fire-extinguishing equipment needed for any boat, the following lists have been made for boats of various lengths and tonnages. These lists do not include the lights and signalling devices required by the Regulations for Preventing Collisions at Sea, as these items are given in separate lists further on in this booklet.

When equipment is being ordered, it should be specified that it is to be of a type approved by the Ship Safety Branch. Small items of equipment required for boats, dories or skiffs should be stowed in suitable lockers built into the boats, dories or skiffs. Where this is not practical, they should be stowed in separate boxes or canvas bags and kept in the boats, dories or skiffs.

Drinking water required for emergency boat equipment can be most readily contained in good quality plastic containers.

All the required emergency equipment for the inflatable life raft is packed in the raft and is available when the raft is inflated. An inflatable life raft shall be tested and examined annually by an accredited service representative. The interval between successive servicings shall not exceed twelve months and the owner is responsible for arranging to have the inflatable life raft serviced.

Fire extinguishers of all types should be examined regularly to make sure that they are in good condition and readily available in the event of a fire. They are a most important item of equipment so that every effort should be made to keep them serviceable and ready at a moment's notice, should the need arise.

All extinguishers shall be recharged as soon as possible after discharge. Spare charges are available for foam extinguishers, with written instructions, so that this type can be recharged on board the vessel. Carbon dioxide and dry chemical extinguishers can only be serviced and recharged by qualified personnel having the proper equipment.

Carbon tetrachloride extinguishers can be dangerous because they give off poisonous gas when the liquid is sprayed on a fire. This type of extinguisher, which must be not more than one quart in size, is allowed only in the area of the vessel's radio and navigation equipment and electrical switchboards.

All crew members must know how to use all types of fire extinguishers. If there is any doubt about the proper care or use of any extinguisher, advice can be obtained from the Inspector, local fire departments or manufacturer's service depots.

It is recommended that fire buckets be fitted with lanyards, which should be checked regularly to make sure that they have not rotted or frayed.

**LIFE-SAVING EQUIPMENT LISTS FOR VESSELS
OF VARIOUS TONNAGES AND LENGTHS**

Every fishing vessel not exceeding 15 g.r.t. or 12.2 m in length shall carry

- (1) one approved life jacket for each person on board;
- (2) one approved lifebuoy fitted with 27 m of line; and
- (3) one watertight can containing six approved self-igniting red flares.

Every fishing vessel not exceeding 15 g.r.t., but exceeding 12.2 m in length, shall carry

- (1) one approved life jacket for each person on board;
- (2) a sufficient number of lifeboats, boats, dories, skiffs or seine skiffs to accommodate all persons on board the vessel; and
- (3) one watertight can containing six approved self-igniting red flares.

Every fishing vessel exceeding 15 g.r.t. or 12.2 m in length shall carry

- (1) one approved lifejacket for each person on board the vessel;
- (2) two approved lifebuoys, one fitted with 27 m of line and the other with an approved lifebuoy light;
- (3) in the case of a vessel the keel of which was laid on or after January 6, 1965,
 - (i) a boat, dory or skiff capable of accommodating no fewer than four persons,
 - (ii) an inflatable life raft of sufficient capacity to accommodate
 - (A) 50 percent of the persons on board, or
 - (B) if the vessel makes voyages other than inland voyages and goes beyond the limits of home-trade Class III voyages, 75 per cent of the persons on board; and

- (iii) if the equipment required by subparagraphs (i) and (ii) is not capable of accommodating 1½ times the number of persons on board, such additional boats, dories, skiffs or inflatable life rafts as are necessary to provide accommodation in the aggregate for 1½ times the number of persons on board; and
- (4) in the case of a vessel the keel of which was laid before January 6, 1965,
- (i) the equipment described in paragraph (3),
 - (ii) a boat, dory or skiff capable of accommodating not fewer than four persons, together with inflatable life rafts capable of accommodating all persons on board; or
 - (iii) a sufficient number of lifeboats, boats, dories or skiffs capable of accommodating all persons on board, except that a vessel equipped in accordance with subparagraph (3)(ii)(B) (other than inland voyages and goes beyond the limits of home-trade Class III voyages) shall carry an inflatable life raft of sufficient capacity to accommodate 75 percent of the persons on board, in addition to the equipment already carried.

NOTE: a boat, dory or skiff, capable of accommodating not fewer than four persons, means a boat of not less than 106 cu. ft. capacity. The load capacity plate attached to stock purchased boats is not applicable to equipment on inspected vessels.

“Approved” lifejacket means a standard keyhole lifejacket, which is marked “D. O. T. Standard, Adult over 90 lbs”. Approved “Small Vessel” lifejackets are not permitted.

Every fishing vessel exceeding 15 g.r.t. or 12.2 m in length is required to carry the following equipment for each lifeboat, boat, dory or skiff provided in compliance with the Regulations. Such equipment shall be kept readily available in case of emergency:

- (1) one full bank of oars and a complete set of rowlocks or thole pins,
- (2) where the vessel operates in salt water, one suitable container holding at least 1 L of fresh water for each person that the boat is deemed capable of carrying,
- (3) one watertight can containing 12 approved self-igniting red flares,

- (4) one bucket and one bailer,
- (5) two sheath knives or hatchets, except that only one sheath knife or hatchet is required for a dory,
- (6) one boat hook or fishing gaff,
- (7) one storm lantern with sufficient oil to burn for at least seven hours, and a watertight can of matches.
- (8) one painter attached to bows of boat,
- (9) one dory compass, and
- (10) one sea anchor, except in the case of a dory.

FIRE-EXTINGUISHING EQUIPMENT

Every fishing vessel 15 g.r.t. or greater shall be provided with fire extinguishers as set out in Table I, or with equivalent extinguishers as shown in Table II.

TABLE I

	Length of Vessel	Fire Extinguishers
1.	Not exceeding 12.2 m if construction of closed type	4.5 L foam
2.	Exceeding 12.5 m but not exceeding 19.8	one 9 L foam and one 4.5 L foam
3.	Exceeding 19.8 m but not exceeding 24.4m	two 9 L foam

TABLE II

Item	Foam	CO ₂	Dry Chemical
	Litres	Kilograms	Kilograms
1.	4.5	2.25	1

2. 9 4.5 2.55

A fishing vessel that is equipped with a cooking or heating appliance shall be fitted with an additional 4.5 L foam fire extinguisher or equivalent.

Every fishing vessel 15 g.r.t. or greater must also carry fire buckets in accordance with the following:

Length of Vessel	Number of Buckets
Not exceeding 12.2 m if construction of open type	one
Not exceeding 12.2 m if construction of closed type	two
Exceeding 12.2 m but not exceeding 19.8 m	three
Exceeding 19.8 m but not exceeding 24.4 m	four

Every fishing vessel of open construction not exceeding 15 g.r.t. shall carry a fire bucket; if construction is closed, it shall carry, in addition to the fire bucket, one 4.5 L foam fire extinguisher or equivalent. If equipped with a cooking or heating appliance, the vessel shall carry an additional 4.5 L fire extinguisher.

In addition, every fishing vessel 15 g.r.t. or greater and exceeding 12.2 m in length shall be equipped with a hand-operated or engine-driven fire pump with a hose and nozzle.

LIQUIFIED PETROLEUM GAS INSTALLATIONS

In view of the explosive nature of petroleum gases, special regulations have been made concerning the installation of systems that burn such gases. These regulations are called the "Liquefied Petroleum Gas Regulations" a copy of which should be obtained from the Inspector if the owner proposes to install such a system.

NAVIGATION LIGHTS, RADAR REFLECTORS AND SIGNALS

The “Regulations for Preventing Collisions at Sea” (with Canadian modifications) govern principally the conduct of vessels in Canadian waters, and must be followed by all vessels. These regulations are necessary if vessels are to be operated with safety and confidence under all conditions. The safety of fishing vessels is just as dependent on the strict observance of these regulations as is the safety of other craft.

These regulations cover navigation lights and shapes, fog signals, radar reflectors, steering and sailing rules, manoeuvring signals and distress signals. They apply to vessels of every size and description. Those in charge of any type of craft should know what light to carry, what the lights carried by other vessels mean, at what speed to proceed, what sound signals to make when manoeuvring or in low visibility, how to meet an oncoming vessel, how to overtake, when to keep out of the way, when to maintain course, speed and so forth.

To show at a glance the minimum lights and signals required under the regulations referred to above, the following lists have been made for fishing vessels of various tonnages, lengths and types. It should be noted that this equipment must be in accordance with the standards set forth in the appropriate regulations.

RADIOCOMMUNICATIONS

Installation:

The Canadian Ship Station Radio Regulations require that every ship longer than 20 metres shall be fitted with at least one bridge-to-bridge VHF radiotelephone installation.

As a minimum, the following VHF channels should be fitted:

Channel 16 (156.8 MHz), International Distress, Safety and Calling;

Channel 6 (156.3 MHz), Intership;

Channel 21B (161.65 MHz) or 83B (161.775 MHz), Weather and Navigation Broadcasts;

Channel 24 (161.8 MHz) or 26 (161.9 MHz), Public Correspondence.

Watch

Any vessel fitted with VHF radiotelephone equipment should maintain a listening watch on channel 16.

Any vessel fitted with MF radiotelephone equipment should maintain a listening watch on channel 51 (2182 kHz), International Distress and Calling.

Channels 16 (156.8 MHz) and 51 (2182 kHz) should NOT be used for any communications other than Distress, Safety and Calling.

Distress:

A distress call (the spoken word “MAYDAY”) and distress message from a ship should be transmitted on channels 16 and 51. If no response is obtained, the distress call and message should be repeated on another frequency appropriate to the area.

Radio Log:

Canadian Ship Station Technical Regulations state that every ship required to be fitted with a radiotelephone installation shall maintain a radio log. The operator shall enter, to the extent practical, the following:

- every communication relating to distress, safety, urgency;
- brief details of the ship-to-shore communications; and
- the time and name of the operator.

Licensing:

All radio stations or radio equipment installed or operated on Canadian vessels, of any size, must be licenced by the Department of Communications (DOC).

Inspections:

All radiotelephone installations fitted on vessels longer than 20 metres must be inspected by a DOC radio inspector on installation and annually thereafter.

Certification:

Radiotelephone equipment installed on board any Canadian registered vessel may be operated only by persons holding an appropriate certificate of proficiency issued by the DOC. In most instances, a Restricted Radiotelephone Operator Certificate will suffice.

VOYAGE PLAN

Further to the requirements, it is recommended that every fishing vessel operator should keep a voyage plan. While this is not a Regulation, it is a safety precaution and one method of protecting the boat. The voyage plan can be kept in an ordinary school notebook and left at home, or with anyone who can contact Search and Rescue. In the case of an emergency, it is of great help to Search and Rescue and can save a great deal of valuable time.

Operators should keep a strict radio watch at all time; often a vessel can't be reached simply because nobody is listening. Finally, the Canadian Coast Guard does not monitor CB frequencies.

A typical voyage plan is included for your information. It is important to note that it is in two parts; one part should go inside the front cover of your notebook, the second part will change with every voyage so that a different page should be kept for each one.

VOYAGE PLAN FOR FISHING VESSELS
(A voyage plan can be kept in a school notebook.)

PART 1

(This part contains permanent details and could be placed on the inside front cover).

Telephone number of nearest RCC
or SAREC _____

Vessel Name _____ No. of Lifeboats
(if applicable) _____

Fishing No. _____ No. of Liferrafts
(if applicable) and size _____

Length _____

Type _____ No. of Approved
Pyrotechnics _____

Colour of Hull _____

Deck _____

Cabin _____

Radar Reflector Yes/No
(for smaller vessels of other than
metal construction)

Radio equipment
frequencies fitted

VHF

MF

MF/HF

CB

Lifeboat

Others

PART 2

(This part changes with every voyage and should be kept in the same school notebook using a different page for each trip).

Departure date & time _____

Vessel endurance in hours and days _____

Intended fishing areas _____

Estimated date and time of return _____

Number of persons on board _____

Times of regular radio calls with person
holding the voyage plan _____

Other information _____

Probable port of refuge _____

Time at which the Search and Rescue
organization should be notified if the
scheduled regular radio call is not received _____

SHIP SAFETY DISTRICT OFFICES**Newfoundland:**

St. John's	(709) 772-5167
Marystown	(709) 279-2201
Lewisporte	(709) 535-2503
Corner Brook	(709) 637-4390

Prince Edward Island:

Charlottetown	(902) 566-7987
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Nova Scotia:

Sydney	(902) 564-7002
Port Hawkesbury	(902) 625-0803
Dartmouth	(902) 426-2060
Yarmouth	(902) 742-9161

New Brunswick:

Saint John	(506) 648-4748
Bathurst	(506) 548-7491

Quebec:

Gaspé	(418) 368-2444
Rimouski	(418) 722-3040
Sept Iles	(418) 968-4991
Québec	(418) 648-3234
Sorel	(514) 743-1259
Montreal	(514) 238-7056
Baie Comeau	(418) 296-3524
Port Cartier	(418) 766-2758
Trois-Rivieres	(819) 379-5971

Ontario:

Kingston	(613) 548-4451
Toronto	(416) 231-8890
Collingwood	(705) 445-3320
St. Catharines	(416) 688-4360

Sarnia	(619) 336-8130
Thunder Bay	(807) 345-2951

British Columbia:

Vancouver	(604) 666-3636
New Westminster	(604) 666-0445
Prince Rupert	(604) 627-0340
Nanaimo	(604) 754-0201
Victoria	(604) 388-3646

REFERENCES

“Regulations respecting the Construction and Inspection of Fishing Vessels not exceeding 24.4 m registered length that do not exceed 150 tons, gross tonnage.”

“Regulations for Preventing collisions at Sea” (with Canadian modifications)

“Liquefied Petroleum Gas Regulations”

“Scales of Fees - Board of Steamship Inspection”

These publications are available from your nearest ship Safety Office or from

Canadian Coast Guard
Ship Safety Branch,
Department of Transport
Ottawa, Canada
K1A ON7

Department of Communications publication “Radiotelephone Operator Handbook land/sea/air”.

This publication is obtainable from

Printing and Publishing
Supply & Services Canada
Ottawa, Canada
K1 A OS9