CANADA

General

Canada is located in North America bordering the North Atlantic Ocean, the Arctic Ocean, and the Pacific Ocean. This publication covers the Pacific coast of Canada.

British Columbia, Canada's only province on the Pacific Ocean, lies between the States of Washington, Idaho, and Montana, on the S, and Alaska on the NW. It is bordered on the N by the Yukon and Northwest Territories, and on the E by the Province of Alberta.

The coast trends about 550 miles NW, but the coastline is actually much longer because it is indented by numerous inlets, bays, and fjords. Glacier fed streams flow into the heads of Bute Inlet and Knight Inlet. The entire coast is fronted by mountains rising to over 3,048m.

Between this coastal range and the Rocky Mountains, 200 to 300 miles inland, are the fertile valleys of the Fraser River, the Columbia River, and their tributaries. Offshore are Vancouver Island, the Queen Charlotte Islands, and many smaller islands forming a large archipelago. Between the islands and the mainland a series of sheltered, deep channels form the so-called "inner passage" or "inside passage." This inner passage affords a fair number of anchorages for vessels not wishing to navigate at night or in fog; it is lighted and buoyed at important places and is extensively used by local shipping.

Extending from this inner passage are numerous long and intricate inlets which penetrate into the mainland; most of them are narrow channels bordered by high mountains.

The hydrographic characteristics form a parallel to the topographic features. The continuation of steep inclines and narrow gorges below sea level has resulted in a system of narrow straits and deep soundings which characterizes the NW coast of North America from the Strait of Juan de Fuca to Cape Spencer, Alaska.

The climate is cool temperate, but mountain influences affect temperatures and rainfall varies considerably. Driest months occur in summer.

The terrain is mostly plains with mountains in the W and lowlands in the SE.

Buoyage System

The IALA Buoyage System (Region B) is in effect.

See Chart No. 1 for further IALA Buoyage System information.

Currency

The official unit of currency is the Canadian dollar, consisting of 100 cents.

Firing Areas

British Columbia

Firing and bombing practices, and defense exercises, take place in a number of areas off the coast of Canada.

The principal types of practices carried out are:

1. Bombing Practice from Aircraft.

2. Air to Air, Air to Sea, or Ground Firing.—Air to Air is carried out by aircraft firing at a large white or red sleeve, a winged target, or flag towed by another aircraft moving on a steady course. Air to Sea, or Ground Firing are carried out from aircraft at towed or stationary targets on sea or land, the firing taking place to seaward in the case of those on land. All marine craft operating as range safety craft, target towers, or control launches for radio controlled targets will display, for identification purposes, while on or in the vicinity of the danger area, a large red flag at the masthead; a painted canvas strip, 1.8m by 0.9m with red and white checkers in 0.3m squares, on the fore deck or cabin roof.

3. Anti-aircraft Firing.—This may be from guns, missiles, or machine guns at a target towed by aircraft as in 2 above, at a pilotless target aircraft, or at balloons or kites. Practice may take place from shore batteries or ships. Warning signals, as a rule, are shown from shore batteries; ships fly a red flag.

4. Firing from Shore Batteries or Ships at Sea at Fixed or Floating Targets.—Warning signals usually shown as in 3 above.

5. At Remote-controlled Craft.—These craft are about 20m in length and carry "not under command" shapes and lights, as well as normal navigation lights. Exercises consisting of surface firing by ships, practice bombing, air to sea firing, and rocket firing will be carried out against these craft or targets towed by them.

A control craft will keep visual and radar watch up to approximately 8 miles and there will be cover from the air over a much greater range to ensure that other shipping will not be endangered.

Warning signals, when given, usually consists of red flags by day and fixed red or flashing red lights by night. The absence of any such signal cannot, however, be accepted as evidence that a practice area does not exist. Warning signals are shown from just before practice commences until it ceases.

Ships and aircraft carrying out night exercises may illuminate with bright red or orange flares.

A vessel may be aware of the existence of a practice area from local Notice to Mariners, or similar method of promulgation and by observing the warning signals or the practice.

The range authorities are responsible for ensuring that there should be no risk of damage from falling splinters, bullets, etc., to any vessel which may be in a practice area.

Areas are only in use intermittently or over limited periods of time. When it is intended that a firing practice and exercise area be used, this information will be promulgated by local Canadian Coast Guard Marine Radio Broadcasts and may also be advertised in local newspapers. Maritime Command vessels are informed by Navigational Warning Messages CANHYDROPAC.

Sea Areas

WA (Esquimalt, B.C.)
Enclosed by a line joining the following positions:
a. 48˚20'36"N, 123˚31'34"W.
b. 48˚23'15"N, 123˚28'36"W.
c. 48˚25'50"N, 123˚26'45"W.
d. 48˚24'25"N, 123˚23'15"W.
e. 48˚15'21"N, 123˚23'15"W.
f. 48˚13'36"N, 123˚31'48"W.
g. 48˚20'00"N, 123˚34'30"W.

WB (Esquimalt, B.C.)
Enclosed by a line joining the following positions:
a. 48˚24'25"N, 123˚23'15"W.
b. 48˚23'47"N, 123˚18'12"W.
c. 48˚24'45"N, 123˚16'00"W.
d. 48˚18'30"N, 123˚13'28"W.
e. 48˚17'03"N, 123˚14'48"W.
f. 48˚15'21"N, 123˚23'15"W.

CYD102 (Esquimalt, B.C.)
Airspace associated with Sea Areas WA, WB, and WQ; Land Areas WK and WL.

Enclosed by a line joining the following positions:
a. 48˚23'48"N, 123˚18'30"W.
b. 48˚18'34"N, 123˚13'40"W.
c. 48˚13'36"N, 123˚31'48"W.
d. 48˚20'00"N, 123˚34'30"W.
e. 48˚20'36"N, 123˚31'34"W.
f. 48˚23'21"N, 123˚28'36"W.
g. 48˚25'50"N, 123˚26'45"W.
h. 48˚24'25"N, 123˚23'15"W.

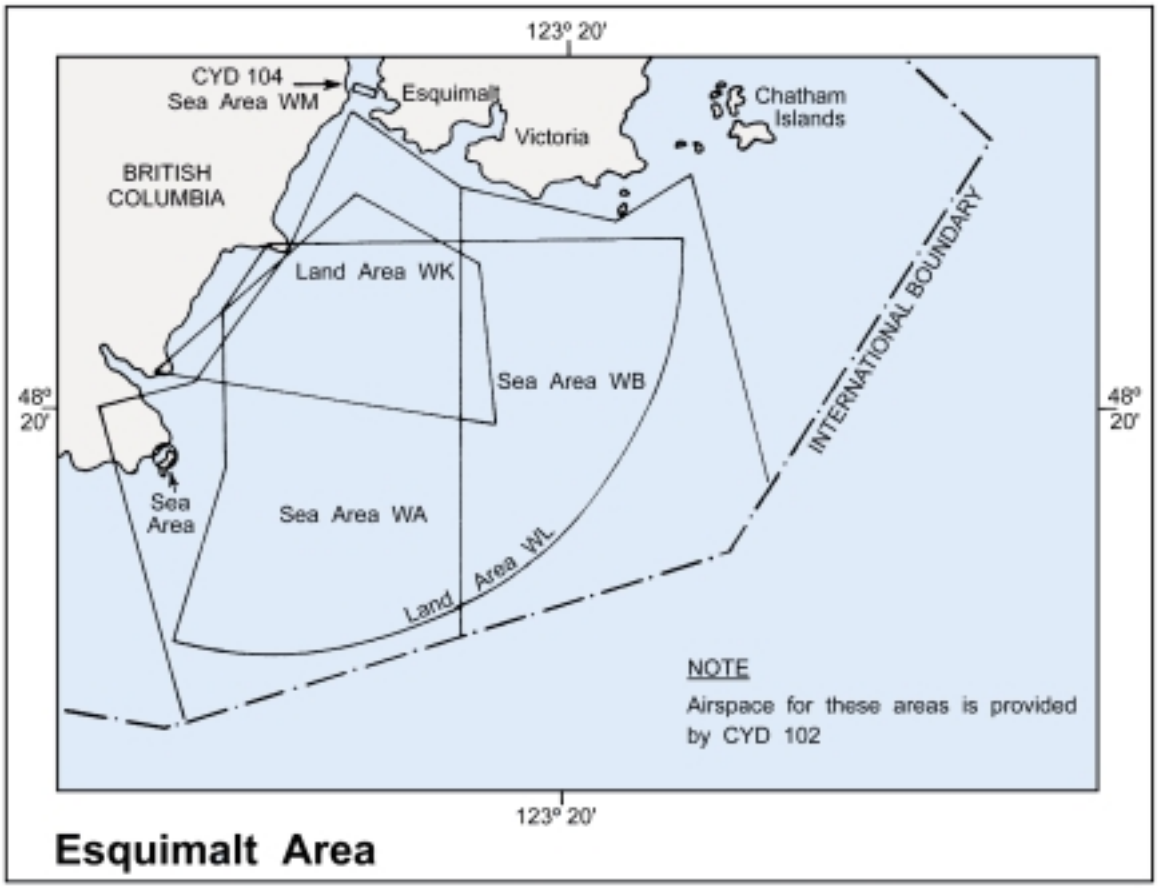
WC (Haro Strait, B.C.)
Enclosed by a line joining the following positions:
a. 48˚35'25"N, 123˚22'18"W.
b. 48˚35'25"N, 123˚21'48"W.
c. 48˚31'57"N, 123˚19'42"W.
d. 48˚31'57"N, 123˚21'59"W.

WD (Saanich Inlet, B.C.)
Enclosed by a line joining the following positions:
a. 48˚38'48"N, 123˚30'45"W.
b. 48˚38'48"N, 123˚29'15"W.
c. 48˚37'48"N, 123˚29'15"W.
d. 48˚37'48"N, 123˚30'45"W.

WE (Strait of Georgia, B.C.)
Enclosed by a line joining the following positions:
a. 49˚11'00"N, 123˚24'00"W
b. 49˚17'00"N, 123˚43'00"W.
c. 49˚21'00"N, 123˚38'00"W.
d. 49˚16'00"N, 123˚20'00"W.

WF (Strait of Georgia, B.C.)
Enclosed by a line joining the following positions:
a. 49˚19'18"N, 123˚43'30"W.
b. 49˚21'18"N, 124˚08'00"W.
c. 49˚28'42"N, 124˚08'00"W.
d. 49˚24'18"N, 123˚43'30"W.

WG (Strait of Georgia, B.C.)
Enclosed by a line joining the following positions:
a. 49˚21'28"N, 124˚09'30"W.
b. 49˚21'00"N, 123˚48'24"W.
c. 49˚14'50"N, 123˚48'24"W.
d. 49˚18'02"N, 124˚09'30"W.



Active Area Coordinates of Sea Area WG

a. 49˚21'25"N, 124˚07'45"W.
b. 49˚21'00"N, 123˚48'24"W.
c. 49˚14'50"N, 123˚48'24"W.
d. 49˚16'44"N, 124˚00'48"W.
e. 49˚19'21"N, 124˚07'45"W.

Warning

The portion of WG enclosed by pecked lines is an active area within which torpedo firings are conducted from 0700 to 1730 Monday to Saturday; during these times vessels will be required to clear the area on demand.

Area WG constitutes a defense establishment as defined in the National Defense Act to which the Defense Controlled Access Area Regulations apply.

The following additional information is available:

1. VHF channel 21B (listen only).
2. Comox Coast Guard or Winchelsea Island Control on VHF channel 16 or Vancouver Traffic on VHF channel 11.

CYD107 (Strait of Georgia)

Airspace associated with Sea Area WG. Enclosed by a line joining the following positions:

a. 49˚17'18"N, 124˚05'00"W.
b. 49˚15'54"N, 123˚56'00"W.
c. 49˚19'30"N, 123˚51'00"W.
d. 49˚25'30"N, 124˚12'00"W.
e. 49˚20'30"N, 124˚12'00"W.

WH/CYD109 (Juan de Fuca Strait)

Enclosed by a line joining the following positions:

a. 48˚22'40"N, 123˚55'00"W.
b. 48˚16'51"N, 123˚55'00"W.
c. 48˚17'54"N, 124˚01'00"W.
d. 48˚22'30"N, 124˚17'30"W.

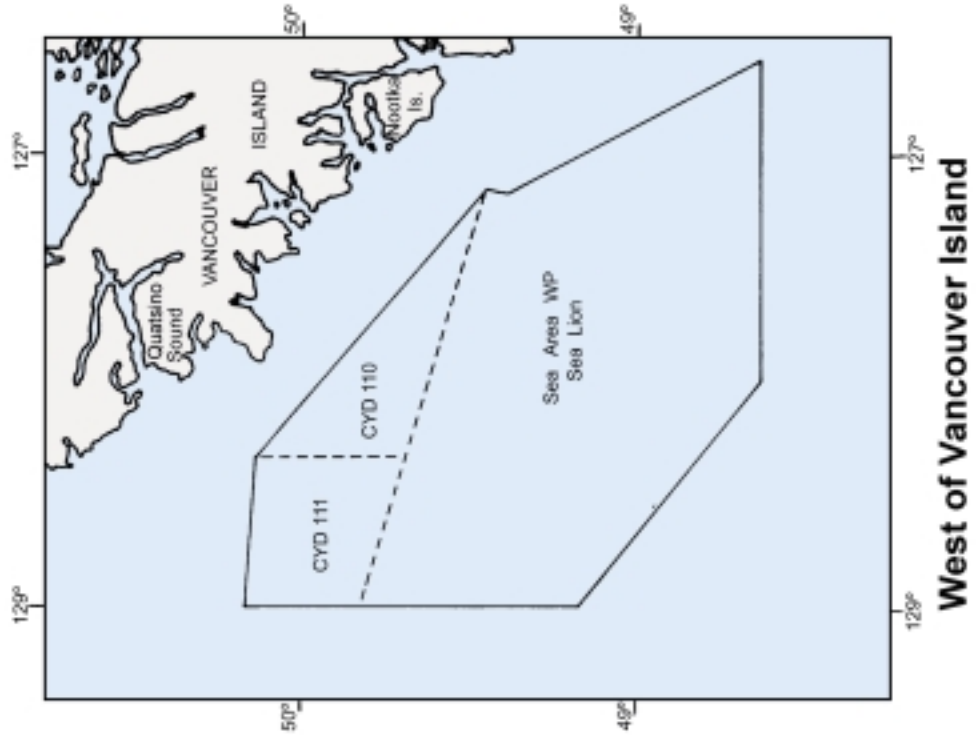
WM/CYD104 (Esquimalt, B.C.)

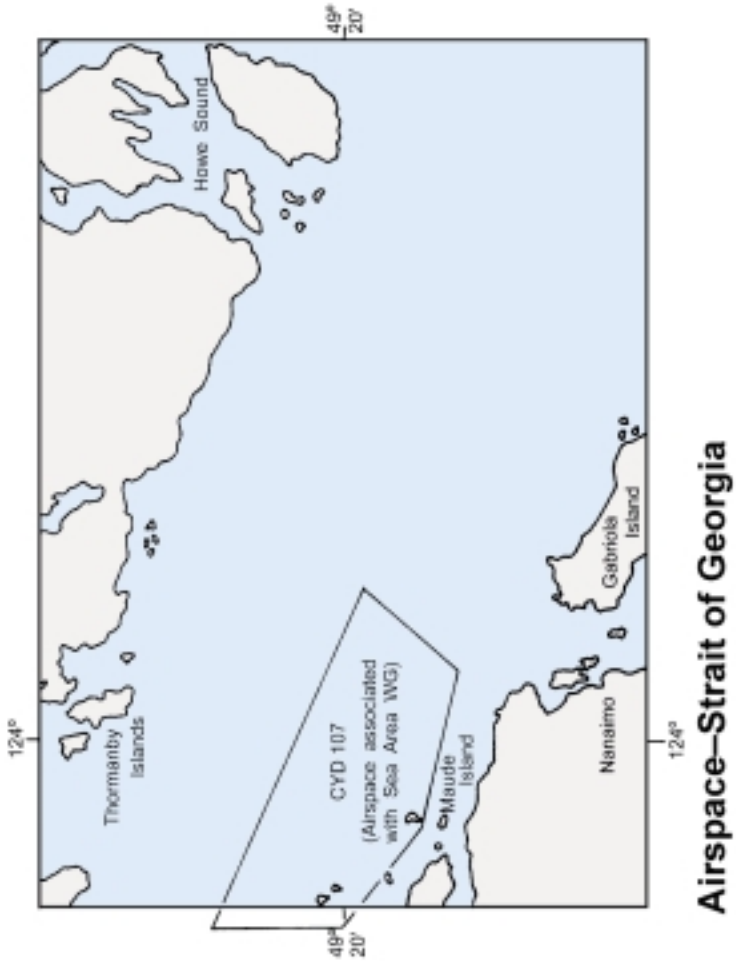
The head of Jetty F from 48˚26'29.5"N, 123˚26'45.5"W on a bearing of 110˚ for 0.64 mile at a width 305m centered on the bearing line.

WN (Jervis Inlet, B.C.)

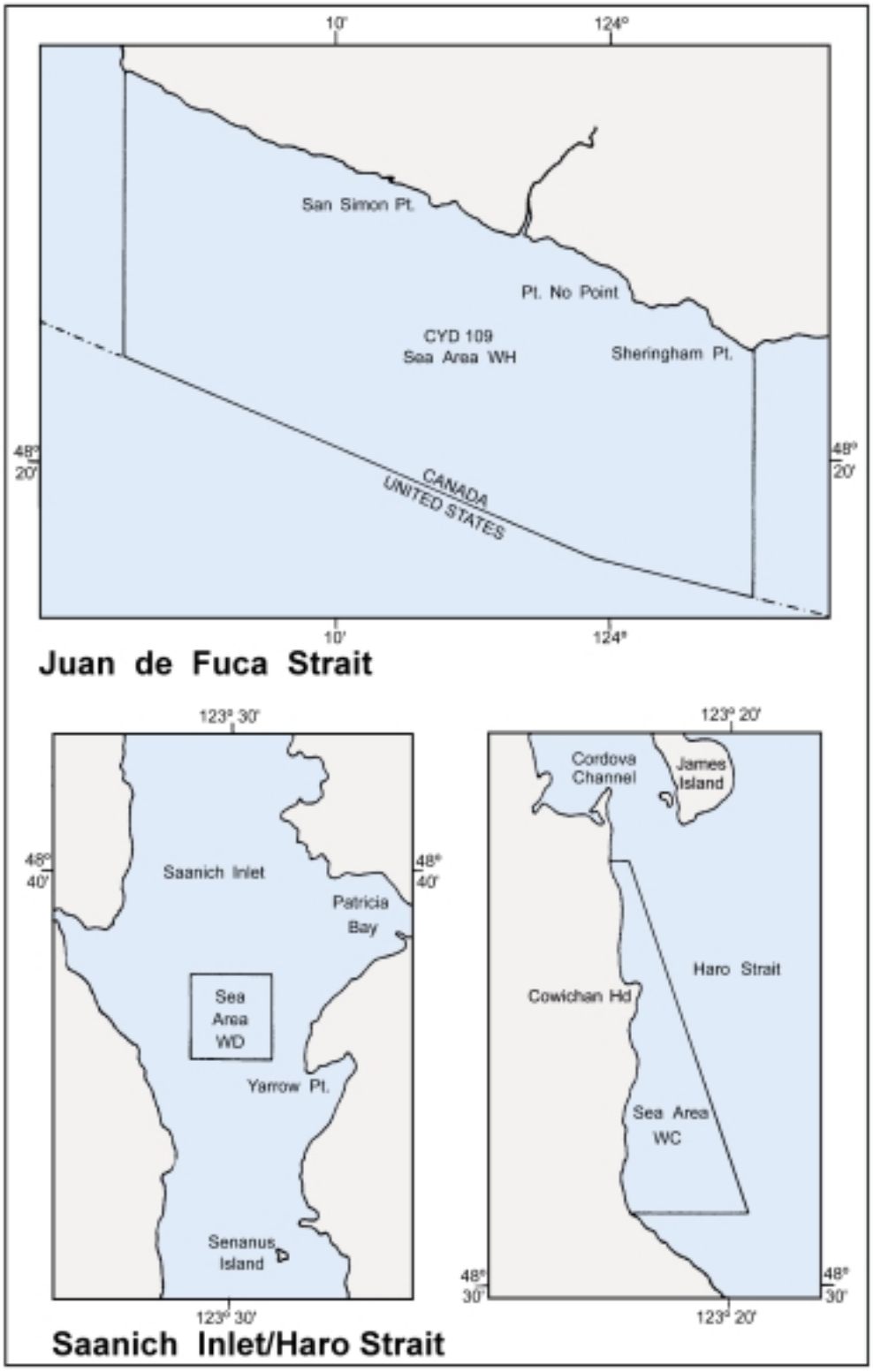
Enclosed by a line joining the following positions:

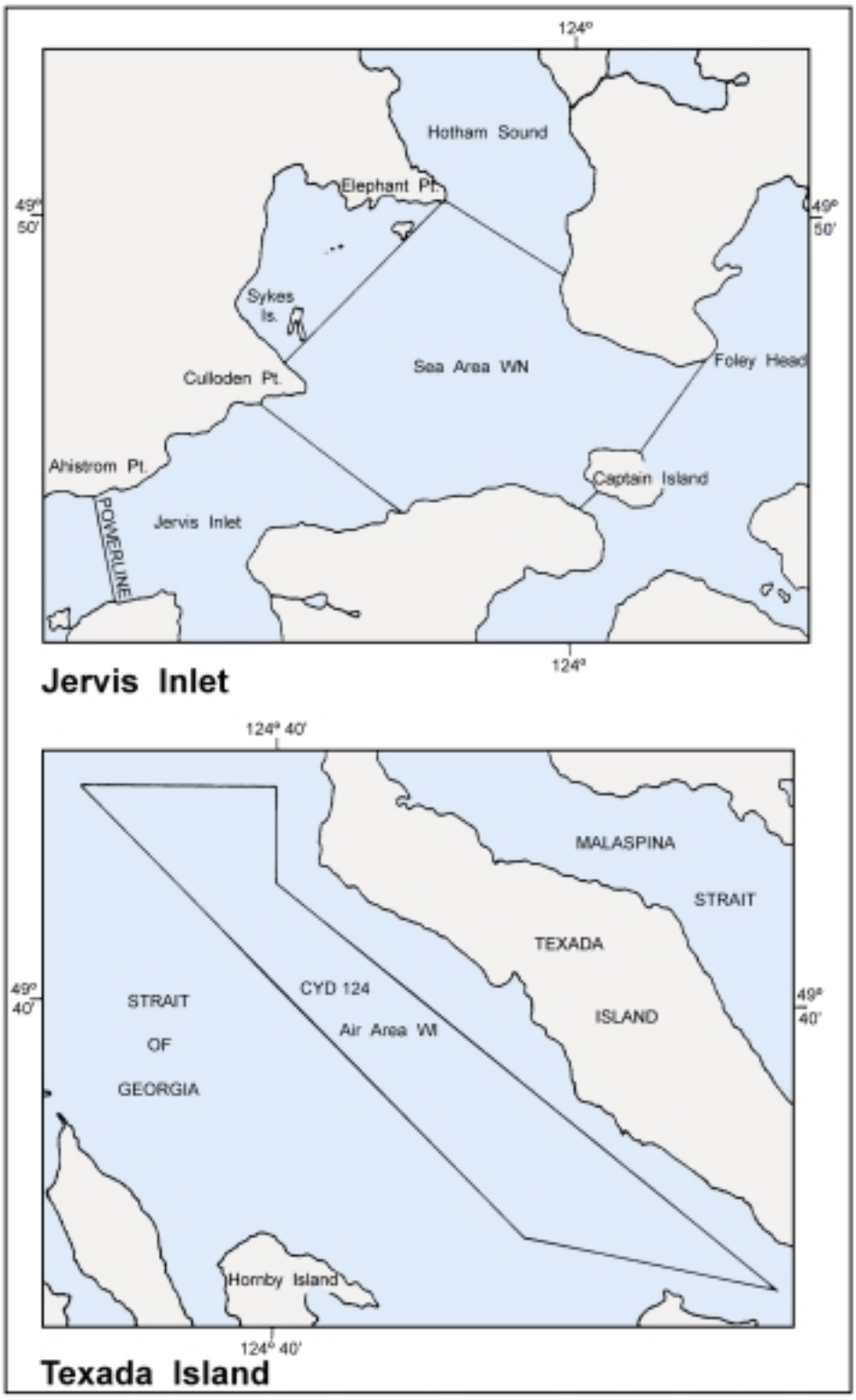
a. 49˚50'06"N, 124˚02'12"W.
b. 49˚48'21"N, 124˚05'06"W.
c. 49˚47'51"N, 124˚05'26"W.
d. 49˚46'40"N, 124˚03'16"W.
e. 49˚46'41"N, 123˚59'50"W.
f. 49˚46'54"N, 123˚59'32"W.
g. 49˚47'22"N, 123˚58'54"W.
h. 49˚48'30"N, 123˚57'30"W.
i. 49˚49'23"N, 124˚00'03"W.

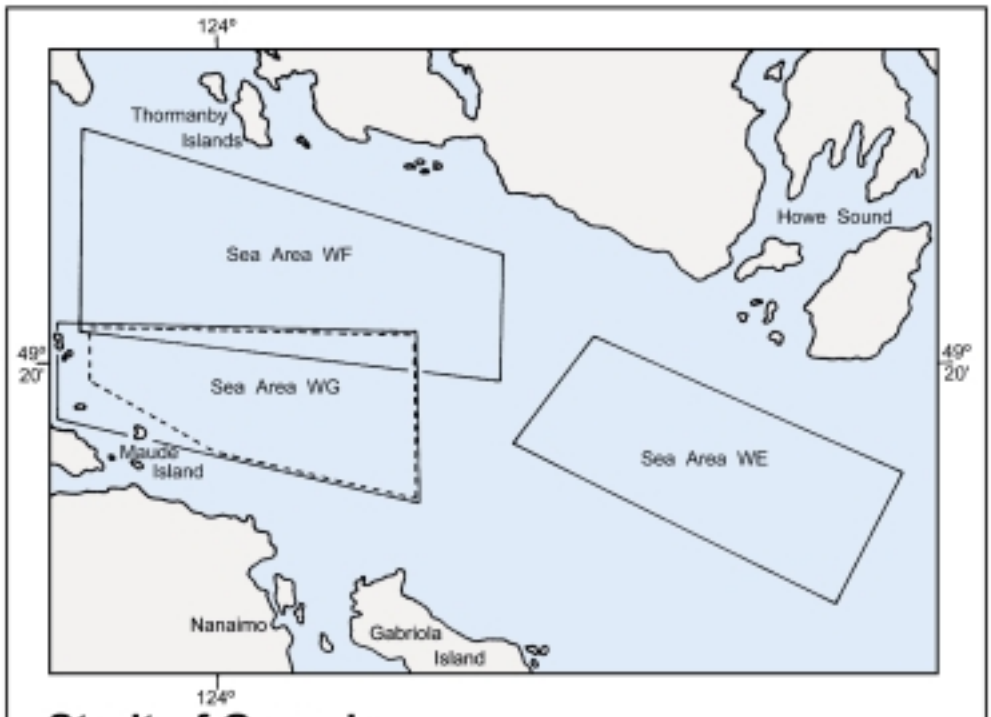

50°
49°
127°
129°
VANCOUVER
ISLAND
Quatsino Sound
Nootka Is.
CYD 110
CYD 111
Sea Area WP
Sea Lion
West of Vancouver Island



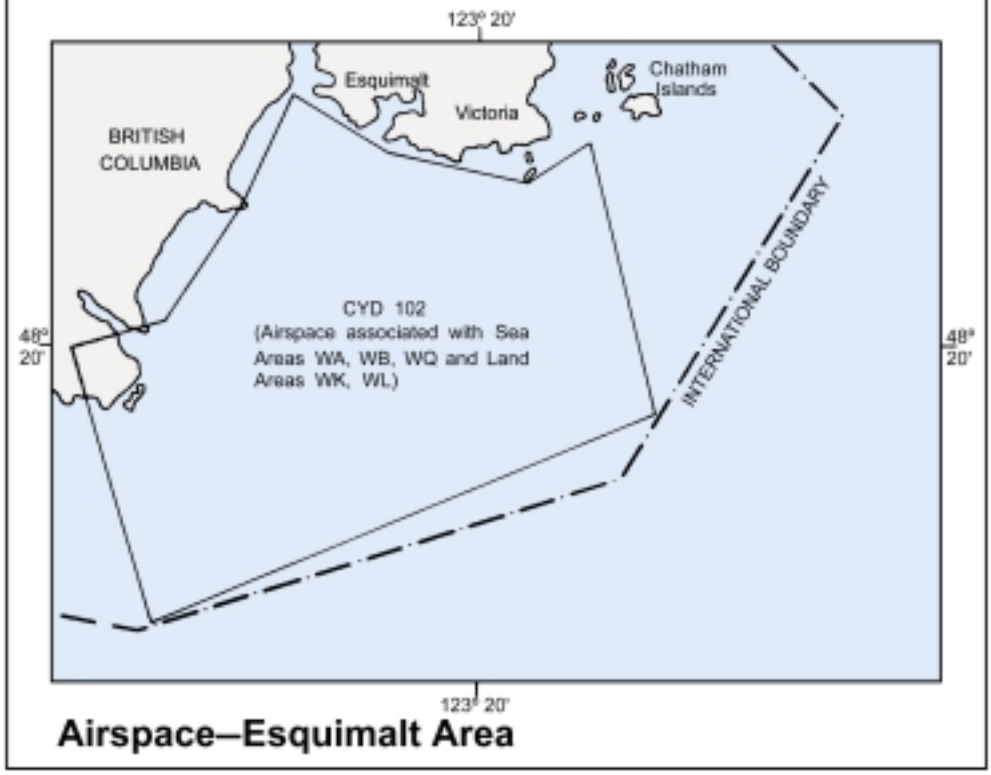
Airspace–Strait of Georgia


10'
124°
San Simon Pt.
Pt. No Point
CYD 109
Sea Area WH
Sheringham Pt.
48°
20'
CANADA
UNITED STATES
Juan de Fuca Strait
123° 30'
48°
40'
Saanich Inlet
Patricia
Bay
Sea
Area
WD
Yarrow Pt.
Senanus
Island
123° 20'
Cordova
Channel
James
Island
Haro Strait
Cowichan Hd
Sea Area
WC
48°
30'
Saanich Inlet/Haro Strait


124°
Hotham Sound
Elephant Pt.
49° 50'
Sykes Is.
Culloden Pt.
Sea Area WN
Foley Head
Ahistrom Pt.
Captain Island
Jervis Inlet
POWERLINE
124°
Jervis Inlet
124° 40'
MALASPINA
STRAIT
TEXADA
CYD 124
Air Area WI
ISLAND
49° 40'
STRAIT
OF
GEORGIA
Hornby Island
124° 40'
Texada Island



Strait of Georgia



Airspace—Esquimalt Area

WP (West of Vancouver Island, B.C.)
Enclosed by a line joining the following positions:
a. 48˚38'00"N, 126˚34'00"W.
b. 48˚38'00"N, 128˚00'00"W.
c. 49˚10'00"N, 129˚00'00"W.
d. 50˚10'00"N, 129˚00'00"W.
e. 50˚08'00"N, 128˚20'00"W.
f. 49˚28'00"N, 127˚10'00"W.
g. 49˚25'00"N, 127˚10'00"W.

CYR101 (West of Vancouver Island, B.C.)
Airspace associated with Sea Area WP. Enclosed by a line joining the following positions:
a. 50˚28'00"N, 128˚10'00"W.
b. 49˚20'00"N, 126˚30'00"W.
c. 49˚00'00"N, 126˚30'00"W.
d. 49˚00'00"N, 127˚00'00"W.
e. 49˚20'00"N, 128˚30'00"W.
f. 50˚00'00"N, 128˚30'00"W.

CYR106 (West of Vancouver Island, B.C.)
Airspace associated with Sea Area WP. Enclosed by a line joining the following positions:
a. 49˚20'00"N, 126˚30'00"W.
b. 48˚25'00"N, 126˚30'00"W.
c. 48˚20'00"N, 128˚00'00"W.
d. 51˚00'00"N, 133˚45'00"W.
e. 53˚30'00"N, 135˚37'00"W.
f. 53˚15'00"N, 133˚30'00"W.
g. 52˚42'00"N, 132˚55'00"W.
h. 51˚14'00"N, 130˚30'00"W.
i. 50˚00'00"N, 128˚10'00"W.
j. 49˚30'00"N, 126˚56'00"W.

WQ (Race Rocks, B.C.)
A circle with radius 1 mile centered on 48˚18'42"N, 123˚32'36"W.

Canadian Land Forces Exercise Areas

WK (William Head—Esquimalt, B.C.)
Enclosed by a line joining the following positions:
a. 48˚20'42"N, 123˚32'42"W.
b. 48˚19'36"N, 123˚21'54"W.
c. 48˚23'00"N, 123˚22'42"W.
d. 48˚24'12"N, 123˚26'45"W.

WL (Albert Head—Esquimalt, B.C.)
From position:
a. 48˚23'21"N, 123˚29'30"W to
b. 48˚23'33"N, 123˚16'24"W.
then along the arc of a circle centered on
c. 48˚23'06"N, 123˚28'54"W to
d. 48˚15'12"N, 123˚32'18"W to
e. 48˚18'53"N, 123˚30'45"W to
f. 48˚22'00"N, 123˚30'45"W.
then to point of commencement.

Air Areas

WI/CYD124 (Texada Island, B.C.)
Enclosed by a line joining the following positions:
a. 49˚46'30"N, 124˚50'00"W.
b. 49˚43'30"N, 124˚40'00"W.
c. 49˚43'30"N, 124˚40'00"W.
d. 49˚31'30"N, 124˚16'00"W.
e. 49˚33'00"N, 124˚28'00"W.

Government

Canada is a confederation with a parliamentary democracy.
The recognized chief of state is Queen Elizabeth II.
The capital is Ottawa.

Holidays

The following holidays are observed:
January 1, New Year's Day; Good Friday; Easter Monday; the Monday preceding May 26, Victoria Day; July 1, Dominion Day; first Monday in September, Labor Day; second Monday in October, Thanksgiving Day; November 11, Remembrance Day; December 25, Christmas Day; and December 26, Boxing Day.

The following holidays are observed by Quebec:
Epiphany; Ash Wednesday; Ascension Day; St. Jean Baptiste Day; All Saints' Day; and Conception Day.
The following holidays are observed by Newfoundland:
St. Patrick's Day; St. George's Day; Discovery Day; Orangeman's Day; and Annual Regatta Day.

Industries

The main industries are processed and raw minerals, food products, wood and paper products, transportation equipment, chemicals, fish products, petroleum, and natural gas.

Languages

The official languages of Canada are both French and English.

Pilotage

Masters of vessels requiring a pilot are reminded that a request for such service must be submitted in sufficient time to enable the pilot to meet the vessel. The message should include the following:
1. The time in UTC that the pilot is required on board.
2. The place the vessel is to boarded.
3. The duty to be performed.
4. Whether or not the vessel is granted radio pratique.

The minimum notice of a vessel's ETA at the pilot stations that is required to avoid delay in obtaining a pilot is shown below for various pilotage districts. ETAs must be revised, if necessary, prior to arrival at the pilotage station.

West Coast—British Columbia

Pilot Boarding Stations

(1) There shall be a pilot boarding station:

(a) near Lighted Buoy VH, off Brotchie Ledge, near Victoria;

(b) off Cape Beale, at the entrance to Trevor Channel in Barkley Sound;

(c) off Triple Island near Prince Rupert; and

(d) at such point or places, other than those described in paragraphs (a) to (c), as the Authority may designate in respect to any ship or the owner or operator of a ship.

Should rough weather at Cape Beale or Triple Island prevent a pilot from boarding, the vessel should follow the pilot boat into more sheltered waters where embarkation is more practical.

In clear weather vessels should indicate their desire for a pilot, by day, by hoisting the International Code flag "G" and, by night, by a signal of 4 long flashes on their signal lamp.

In fog or thick weather vessels should make a whistle signal of 4 long blasts. A repetition of this signal will assist the pilot boat in locating the vessel.

Pilot boats do not cruise on station but leave the pilot station on shore, subject to a vessel's estimated time of arrival, in ample time to meet her at the boarding station.

The attention of mariners is drawn to Rule 35(i) of the International Regulations for Preventing Collision at Sea, which reads: "A pilot vessel when engaged on pilotage duty may in addition to the signals prescribed in paragraphs (a), (b), and (f) of this Rule sound an identity signal consisting of four short blasts."

Mariners are advised that pilot vessels on the coasts of Canada adhere to this rule for sound signals.

The pilot boats are fitted with radar to assist in locating and tracking vessels during periods of low visibility.

The pilot station at Victoria is equipped with VHF radiotelephones and maintains a 24-hour watch on channel 16 (156.8 MHz).

All pilot vessels are similarly equipped and may be contacted on either channel 16 (156.8 MHz) or channel 17 (156.85 MHz).

Notice to Obtain Pilots—Arrivals

(2)(1) The master, owner or agent of a ship that is to arrive in a compulsory pilotage area shall notify the Authority of the estimated time of arrival, Greenwich mean time, of the ship at the pilot boarding station:

(a) referred to in paragraph 1(a) at least 12 hours prior to arrival, and shall confirm or correct the estimated time of arrival 4 hours prior to arrival;

(b) referred to in paragraph 1(b) at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 12 hours prior to arrival;

(c) referred to in paragraph 1(c) at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 12 hours prior to arrival; and

(d) designated pursuant to paragraph 1(d) at least 48 hours prior to arrival, and shall confirm or correct the estimated time of arrival 12 hours prior to arrival.

Notice to Obtain Pilots—Departures

(2)(2) The master, owner, or agent of the ship that is subject to compulsory pilotage, that is, all vessels over 350 gross tons, shall notify the Authority in advance of local time that a pilot is required to be on board the ship that is to go:

(a) from one place in a compulsory pilotage area to any other place in a compulsory pilotage area;

(b) from one place in a compulsory pilotage area to a place outside a compulsory pilotage area; or

(c) from a place outside a compulsory pilotage area to any place in a compulsory pilotage area.

(3)(1) The notices referred to in subsection (2)(1) shall be addressed Pilots Victoria, including the required information sent via any coast station by radiotelephone or other appropriate means or shall be given by calling a Pilot Dispatch Center.

(3)(2) The notice referred to in paragraph (2)(2)(a) shall be given by calling a Pilotage Dispatch Center, as follows:

(a) The Master, Owner, or Agent of a ship departing from a place where pilotage service is required shall place a Notice of Requirement in Local Time with the Pilotage Authority at least 12 hours before the Pilot or Pilots are required to be on board the transportation to the ship specified in the Pilotage Order, or, at least 12 hours before the pilot or pilots are required to be on board the ship, if berthed at a place where pilots are based.

(b) The Pilot Order Time as specified in a Notice of Requirement may be delayed or cancelled without payment of cancellation fees if prior notice of delay or cancellation is received by the Authority not less than:

(i) 6 hours in the case of long jobs, i.e. Pilotage assignment involving ports, places, or harbors on the W coast of Vancouver Island, and ports, places, or harbors N of 50˚N, excluding Port Alberni, Campell River, Duncan Bay, Prince Rupert, and Kittimat.

(ii) 4 hours in the case of Roberts Bank, English Bay, Fraser River Ports, anchorages and berths E of Berry Point, and airports at Vancouver, Victoria, and Cassidy.

(iii) 3 hours in all other cases.

(3)(3) The Authority may agree to waive the 12 hour Notice of Requirement providing the Master, Owner, or Agent gives reasonable cause for not complying.

(3)(4)(a) All Notices of Requirement scheduled between the hours of 1200 and 1700 shall be confirmed, delayed, or cancelled by 0900 hours daily—any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

(b) All Notices of Requirements scheduled between the hours of 1700 and 2100 shall be confirmed, delayed, or cancelled by 1200 hours daily—any subsequent delays or cancellations will incur the appropriate detention or cancellation fees.

(3)(5) In cases of emergency involving danger to life, limb, or property, the Authority shall waive any notice of requirement and dispatch the first available pilot to cover the emergency.

Required Information in Notice

(4) A notice under section 2 may be verbal or, when required by the Authority, shall be in writing and shall state:

(a) the pilotage service to be performed; and

(b) the name, nationality, length, breadth, draft, and gross tons of the ship.

Regulations

Chart and Publications Regulations

Extracts from the Canadian regulations are quoted below:

1. These regulations may be cited as the Chart and Nautical Publications Regulations, 1995.

6.1 Subject to subsection 6.3, the person-in-charge of the navigation of a ship in waters under Canadian jurisdiction shall use, in respect of each area to be navigated by the ship, the most recent edition of:

(a) the reference catalog i.e., Catalogue of Nautical Charts and Related Publications.

(b) the annual edition of the Notices to Mariners, published by the Department of Transport.

(c) the following publications, namely:

(i) sailing directions, published by the Canadian Hydrographic Service.

(ii) tide and current tables, published by the Canadian Hydrographic Service.

(iii) lists of lights, buoys, and fog signals, published by the Department of Transport.

(iv) where the ship is required to be fitted with radio equipment pursuant to any Act of Parliament or of a foreign jurisdiction, the Radio Aids to Marine Navigation, published by the Department of Transport

(d) the documents and publications listed in the Schedule of Documents and Publications.

6.3 The documents and publications referred to in paragraphs 6.1(c) and (d) may be substituted for similar documents and publications issued by the government of another country, if the information contained in them that is necessary for the safe navigation of a ship in the area in which a ship is to be navigated is as complete, accurate, intelligible, and up-to-date as the information contained in the documents and publications referred to in those provisions.

7. The master of a ship shall ensure that the charts, documents, and publications required by these regulations are, before being used for navigation, correct and up-to-date, based on information that is contained in the Notices to Mariners, Notices to Shipping, or Radio Navigational Warnings.

Schedule of Documents and Publications

1. Regulations 1, 7, and 8 of Chapter II, and Resolutions 1, 3, and 6 of the International Convention on Standards of Training, Certification, and Watch-keeping for Seafarers, 1978, published by the International Maritime Organization and reprinted as the Code of Nautical Procedures and Practices, 1985, by the Department of Transport.

2. Ice Navigation in Canadian Waters, published by the Department of Transport, where the ship is making a voyage during which ice may be encountered.

3. Table of Life-Saving Signals, published by the International Maritime Organization and reprinted by the Department of Transport, where the ship is making a foreign voyage, a home-trade voyage, Class I, II, or III, or an inland voyage, Class I.

4. The Merchant Ship Search and Rescue Manual (MERSAR), published by the International Maritime Organization, where the ship is making a foreign voyage or a home-trade voyage, Class I or II.

5. Where the ship is required to be fitted with radio equipment and is making a foreign voyage or a home-trade voyage, Class I or II, the following publications, published by the International Maritime Organization and reprinted by the Department of Transport:

(a) the International Code of Signals.

(b) the Standard Marine Navigational Vocabulary.

Oil Pollution Damage

The International Convention on Civil Liability for Oil Pollution Damage 1992 (CLC) came into force on May 29, 1999 for Canada. All vessels covered by this convention are now required to carry a certificate showing that a contract of insurance or other security that satisfies the requirements of the 1992 CLC is force with respect to the vessel. The area of application has now been extended to include voyages to offshore terminals within the Exclusive Economic Zone EEZ). This means that some vessels previously exempt under the 1969 CLC may now be subject to the requirements for certification under the 1992 CLC. A 1992 CLC certificate is required for all ocean-going vessels carrying, in bulk as cargo, more than 2,000 tons of crude oil, fuel oil, heavy diesel oil, lubricating oil, or any other persistent hydrocarbon mineral oil that enters of leaves a port or offshore terminal within Canadian waters or the Canadian EEZ.

As of April 1995, Canadian Shipping Act amendments require that oil tankers of 150 grt, and all other vessels of 400 grt trading in Canadian waters, enter into an arrangement with a certified response organization.

Such vessels must also carry a declaration attesting to the existence of an arranged response also naming the ship's insurer and persons authorized to implement the vessel's oil pollution emergency plan and its clean up.

Under the amendments any person or ship found discharging pollutants in Canadian water faces fines of up to $250,000 (Canadian dollars) and or 6 months imprisonment. Individuals found guilty of a marine pollution related offense face fines of up to $1 million (Canadian dollars), and/or 3 years imprisonment.

Conservation of Marine Animals

The Federal Department of Fisheries and Oceans ensures the protection and conservation of marine mammals in Canadian waters. Harassing whales changes or interferes with their behavior, forces them away from their habitat at critical times in their annual reproduction and feeding cycles, and may cause them injury.

The Marine Mammal Regulations of the Fisheries Act (R.S.C., 1985, c.F.-14. Amended 1993) prohibit any form of harassment of cetaceans, including repeated attempts to pursue, disperse, or herd whales and any repeated intentional act of negligence resulting in disruption of their normal behavior. Individuals who contravene the Marine Mammal Regulations are guilty of an offense and liable to a fine not exceeding $500,000 and twenty four (24) months imprisonment (Fisheries Act sec. 78).

The following are general guidelines for dealing with marine mammals:

1. Do not hunt, chase, follow, disperse, drive, herd, or encircle whales.

2. Avoid any sudden changes of course or speed.

3. Avoid heading directly toward a whale.

4. If in an area known to be frequented by whales, be on the lookout to avoid collisions.

5. Travel parallel to whales' direction of travel.

6. The whales may come close to you; if they do, do not chase them. These animals may be calves that approach while their mothers are submerged feeding. Keep clear of the tail.

7. If you are operating a sailing vessel with an auxiliary motor, leave it in idle or turn on the echo sounder to signal your presence.

8. If it is impossible to detour around a whale or group of whales, slow down immediately and wait until you are more than 400m away before resuming speed.

Quarantine Reporting Requirements

The “Quarantine Act and Regulations” require that, with the exemption in normal circumstances of vessels engaged in coastwise traffic with the United States, the master of every vessel shall complete and furnish promptly, at the first port of arrival in Canada, a Declaration of Health in the prescribed form.

Advance radio notification to a quarantine station applies only if a condition of health irregularity occurs onboard. The master of a vessel will be guided by instructions received by radio, from the quarantine officer, in reply to a notification of irregularity onboard. Section 12 of the “Quarantine Regulations” prescribes the conditions for requirements of advance notification by radio, the essential information to be supplied in such circumstances, and the appropriate quarantine station for the area. It is quoted, as follows:

12.(1) Where, in the course of a voyage of a vessel to one of the ports referred to in subsection (3):

(a) a member of the crew or a passenger onboard the vessel has:

(i) died,

(ii) has a temperature of 38˚C or greater that persisted for two days or more or was accompanied or followed by a rash, jaundice, or glandular swelling, or

(iii) suffered from diarrhea severe enough to interfere with that person's work or normal activity,

(b) The person in charge of the vessel is, during the period:

(i) of four weeks preceding the estimated time of arrival of the vessel, or

(ii) since he last submitted a declaration of health as required by section 16 whichever is the lesser, aware of any instance of illness among the crew or passengers that he suspects is of an infectious nature and may lead to the spread of disease,

(c) the vessel has:

(ii) within sixty days of its estimated time of arrival in Canada been in a country that, in the opinion of a quarantine officer, is infected or suspected of being infected with the plague,

(d) a certificate establishing that the vessel has been de-ratted or exempted from de-ratting procedures had expired or is about to expire the person in charge of the vessel shall, by radio at least 24 hours prior to the vessel's estimated time of arrival at its port of destination and between the hours of 9:00 o'clock in the morning and 5:00 o'clock in the afternoon, notify the quarantine officer at the quarantine station designated in subsection (3) for that port of the occurrence and provide him with the information described in subsection (2).

(2) The information to be provided to the quarantine officer pursuant to subsection (1) is:

(a) the name and nationality of the vessel;

(b) the ports called at during the voyage of the vessel;

(c) the nature of the cargo onboard the vessel;

(d) the number of persons comprising the crew of the vessel;

(e) the number of passengers onboard the vessel;

(f) the port of destination of the vessel and the name of the vessel's owner or, if the owner is not in Canada, the name of the vessel's agent in Canada;

(g) the condition of all persons on board the vessel and details of any death or illness occurring during the voyage;

(h) whether the body of any person is being carried on the vessel;

(i) the estimated time of arrival of the vessel at the port of destination;

(j) the date and place of issuance of any de-ratting certificate or de-ratting exemption certificate applicable to the vessel.

(j) the date and place of issuance of any de-ratting certificate or de-ratting exemption certificate applicable to the vessel.

(3) For the purpose of subsection (1), the quarantine station for vessels bound for;

(e) a port in the Province of British Columbia, is Quarantine Station, Vancouver, British Columbia;

Bridge Regulations

These regulations may be cited as the Navigable Waters Bridges Regulations, from which regulations the following extracts have been taken:

(b)(1) "Bridge" includes a bridge under construction; (2) "Minister" means the Minister of Transport, and (3) "moveable span" includes a lift, draw, and swing.

(c) Where a bridge consists of more than one span the Minister may prescribe the span or spans through or under which any passage for navigation is approved.

(d)(1) At every bridge of one span or where navigation through or under only one span is approved there shall be exhibited a white light on each side of the passage visible to vessels approaching the bridge from either direction.

(2) Where passages are approved for navigation through or under more than two spans of a bridge the Minister shall prescribe the lights to be exhibited.

(e) At every moveable span there shall be exhibited, and in addition to the lights prescribed by or under section (d), a light that shows red when the passage is closed and green when the passage is open and, if the span is a swing span, a white light at each end of the swing projection.

(f) The Minister may prescribe lights and other aids to navigation to be exhibited and used at any bridge in addition to those required by sections (d) and (e).

(g) The owner of every moveable span shall maintain on duty, in charge of the span at all times during the season of navigation a responsible person capable of operating the span.

(h)(1) The person in charge of a vessel passing through or under a bridge where two passages for navigation are approved shall use the passage on the vessel's starboard side.

(2) The Minister shall make special provisions governing navigation through or under any bridge where more than two passages for navigation are approved.

(i) The signal to be given by a vessel for the purpose of having a moveable span opened shall be three long blasts of a whistle or horn.

(j)(1) When the signal specified in section (i) is given by a vessel approaching a moveable span, the person in charge of the span shall open the span in time to permit the passage to the vessel or as soon thereafter as is reasonably possible.

(2) Notwithstanding subsection (1) the Minister may prohibit the opening of any moveable span during specified periods and the person in charge of the span shall not open it except under such conditions as may be prescribed by the Minister.

(3) The person in charge of a vessel shall not allow the vessel to enter a passage for navigation through or under a moveable span until the span is fully open unless the vessel can safely move under the span while it is in the closed position.

Minor Waters in British Columbia

The following sheltered waters on the coast of British Columbia are specified as minor waters:

a. Alberni Inlet and the eastern channel of Barclay Sound as far W as Bamfield Inlet.

b. Quatsino Sound and all waters connected therewith as far W as Koprino Harbor.

c. False Creek, Vancouver, E of Burrard Bridge.

d. Jervis Inlet inside a line drawn between Thunder Point and Ball Point and all waters connected therewith not seaward of Fox Island in Telescope passage, that is reported to be inclusive of the Agamemnon Channel and Pender Harbor inside a line drawn between Fearney Point and Moore Point.

Disposal of Rubbish—Canadian Waters

The Canadian Navigable Waters Protection Act provides that floating material may not be jettisoned into any navigable water. Material liable to sink to the bottom may not be deposited in depths of less than 22m in tidal waters or 14.6m in nontidal waters.

Regulations Respecting the Prevention of the Pollution by Oil from Ships of Canadian Waters and of the Sea

These Regulations may be cited as the Oil Pollution Prevention Regulations.

Interpretation

2. (1) In these Regulations:

(a) "Canadian waters" means the territorial sea of Canada and all internal waters of Canada;

(b) "diesel oil" means any diesel fuel oil that comes within the classification known as Designation D975 established by the American Society for Testing Materials;

(c) "discharge" in relation to oil or to an oily mixture means any discharge or escape howsoever caused;

(d) "heavy diesel oil" means marine diesel oil other than those distillates of which more than 50 percent by volume distills at a temperature not exceeding 340 degrees centigrade when tested by the American Society for Testing Materials, Standard Method D86/59;

(e) "Inspector" means:

(i) a Steamship Inspector appointed under the Canada Shipping Act, or

(ii) a person designated as an Inspector pursuant to section 13;

(f) "oil" means:

(i) for the purposes of Parts I, III, and IV, crude oil, fuel oil, diesel oil, lubricating oil, vegetable oil, fish and other fatty oils, and

(ii) for the purposes of Part II, crude oil, fuel oil, heavy diesel oil, and lubricating oil;

(g) "oily mixture" means a mixture with an oil content of 100 parts or more in 1,000,000 parts of the mixture;

(h) "ship" includes every description of vessel, lighter or barge used in navigation; and

(i) "tanker" means a ship in which the greater part of the cargo space is constructed or adapted for the carriage of liquid cargoes in bulk and which is not, for the time being, carrying a cargo other than oil in that part of its cargo space.

(2) For the purposes of Schedule A, "from the nearest land" means from the baseline from which the territorial sea of the territory referred to is established in accordance with the Geneva Convention on the Territorial Sea and the Contiguous Zone, 1958.

Part I

Canadian Waters

3. This Part applies to ships of every nationality while they are in Canadian waters except ships of war held by or on behalf of Her Majesty in right of any part of Her Majesty's dominions.

4. Subject to section 6, no person shall discharge oil or an oily mixture from a ship into Canadian waters.

5. Every ship shall have the scuppers plugged to prevent the discharge of oil or an oily mixture from the ship while:

(a) loading or unloading oil cargo;

(b) loading or unloading oil used as a fuel; or

(c) transferring oil within the ship.

6. (1) Section 4 does not apply to a person who:

(a) discharges oil or an oily mixture from a ship for the purpose of saving life or preventing the immediate loss of a ship;

(b) allows the discharge of oil or an oily mixture from a ship by reason of damage or unavoidable leakage, if all reasonable precautions have been taken after the occurrence of the damage or discovery of the leakage to prevent or minimize the discharge; or

(c) discharges from the bilges of a ship an oily mixture containing only lubricating oil that:

(i) has drained or leaked from machinery spaces, and

(ii) has not been used in or taken from the crankcase of a diesel engine.

(2) Where a discharge of oil or an oily mixture occurs under the circumstances set forth in paragraph (a) or (b) of subsection (1), the master of the ship from which the discharge occurs shall immediately report the matter, giving the reasons for the discharge to a Steamship Inspector or to the Chairman, Board

of Steamship Inspection, Marine Regulations Branch, Department of Transport, Ottawa.

Part III

General

10. (1) This section applies to every ship of 150 tons, gross tonnage, or over that carries oil as fuel or cargo.

(2) Every ship registered in Canada and every unregistered ship of Canadian nationality shall carry an oil record book in the form specified in Schedule B for that type of ship.

(3) Every ship that is operating in Canadian waters, other than a ship registered in Canada or an unregistered ship of Canadian nationality, shall carry either:

(a) an oil record book in the form specified in Schedule B for that type of ship,

(b) an oil record book in a form approved by the country of the ship's nationality for that type of ship; or

(c) an official log book, part of which is used as an oil record book, with entries in the form specified in Schedule B for that type of ship.

11. (1) The Master of every ship to which section 10 applies shall ensure that appropriate entries are recorded without delay in the oil record book or official log book of his ship, and that each page thereof is signed by himself and by the officer or officers in charge of the operations for which the entry is made.

(2) Entries in the oil record book or official log book of a ship shall be recorded each time that any of the following operations takes place:

(a) ballasting of and discharge of ballast from cargo tanks of a tanker;

(b) cleaning of cargo tanks of a tanker;

(c) settling in slop tanks and discharge of water from a tanker;

(d) disposal from a tanker of oil residues or oily mixtures from slop tanks or other sources;

(e) ballasting, or cleaning during voyage, of bunker fuel tanks of a ship other than a tanker;

(f) disposal from a ship other than a tanker of oil residues or oily mixtures from bunker fuel tanks or other sources; or

(g) accidental or other exceptional discharges of oil or an oily mixture from a ship.

12. Every ship registered in Canada and every unregistered ship of Canadian nationality that carries oil as fuel or cargo shall be fitted:

(a) so as to prevent any oil other than lubricating oil from leaking or draining into the bilges; or

(b) with effective means to ensure that the oil in the bilges is not discharged in contravention of these Regulations.

Part IV

Enforcement

13. For the purposes of these Regulations, the Minister of Transport may designate as an Inspector any member of:

(a) the Public Service of Canada;

(b) the Royal Canadian Mounted Police; or

(c) a provincial, municipal, or harbor police force.

14. An inspector may go on board any ship within Canadian waters and may:

(a) inspect the ship or any part thereof;

(b) require the production of the oil record book, or log book, or both;

(c) require that he be furnished with a true copy of any entry in the oil record book, or log book, or both;

(d) take samples of oil from the ship;

(e) examine the owner, Master or any member of the crew respecting any violation or suspected violation of these Regulations;

(f) investigate the circumstances relating to an alleged discharge of oil or an oily mixture from any ship within the prohibited zones referred to in Schedule A or within Canadian waters; and

(g) in the case of a ship in excess of 20,000 tons, gross tonnage, the building contract of which was placed on or after the 18th day of May, 1967, investigate the circumstances relating to an alleged discharge of oil or an oily mixture anywhere.

15. (1) No person shall obstruct or hinder an Inspector in the performance of his duties or functions under these Regulations.

(2) No person shall make a false or misleading statement either verbally or in writing to an Inspector engaged in the performance of his duties or functions under these Regulations.

(3) Every person shall give all reasonable assistance requested by an Inspector to enable the Inspector to perform his duties and functions under these Regulations.

(4) Every person who has been required by an Inspector to produce a ship's oil record book, log book, or both; or to furnish a true copy of any entry therein shall do as he is required.

16. In any prosecution under these Regulations a copy of an entry in the oil record book or log book that is certified to be a true copy thereof by the person required to keep such records, by the Master of the ship or by an Inspector, is receivable in evidence and is prima facie proof of the statement contained therein without proof of the signature or official character of the person so certifying.

17. Where oil or an oily mixture is discharged from a ship contrary to these Regulations, the owner and the Master of the ship as well as the person directly responsible for the discharge thereof is guilty of an offence and is liable on summary conviction to a fine not exceeding five thousand dollars, or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment.

18. Every person who contravenes or fails to comply with any of these Regulations is guilty of an offence and is liable on summary conviction to a fine not exceeding five thousand dollars, or to imprisonment for a term not exceeding six months, or to both such fine and imprisonment.

Rules of the Road

Special Rules and Provisions of a Local Nature

The International Regulations for Preventing Collisions at Sea, 1972 are modified in various Canadian waters by the following:

1. Canadian Regulations for the Prevention of Collisions at Sea, cited as Collision Regulations, amended by SOR/90-702 and published in 1991.
2. Inland Navigation Rules.

3. Small Vessel Regulations.
4. Boating Restriction Regulations.

Carriage of Second Masthead Light Aft

A vessel of 50m or more in length when towing or pushing another vessel should carry the second white masthead light aft prescribed in Rule 23 (a)(ii) of Schedule 1 of the Collision Regulations.

Non-displacement Craft

Non-displacement vessels including hydrofoil craft and air cushion vehicles (ACVs) may be encountered in all waters by day or night. A hydrofoil craft is capable of high speed when foilborne and can also operate as a conventional vessel with the hull fully waterborne. An ACV can be wholly or partially supported by a self-generated air cushion under the hull of the vessel. Present day ACVs are a variation of two main types.

One type has rigid keels or side walls and even when operating fully on the air cushion, proceeds with the keels or side walls remaining in the water.

The other type, when fully cushion-borne, has no rigid connection with the water. Both types are also capable of proceeding fully waterborne. When waterborne and when operating with part of the rigid structure remaining in the water. ACVs have similar characteristics to shallow draft vessels. When partially or fully cushion-borne, although no air caps may be visible, they can operate over land or water. Some may be capable of high speeds up to 80 knots and may be greatly affected by the wind.

In consequence the aspect and navigation lights of an ACV do not necessarily indicate her true direction of motion.

In an emergency all ACVs can stop extremely quickly by alighting on the water. Because of the noise of operation of some types of ACVs sound signals may not be heard from them and they may not be able to hear sound signals made by other vessels. Maneuvering capability, high speed, the possible difficulty of hearing signals from other vessels, and the fact that a nondisplacement vessel may not indicate her true direction of motion by the appearance of her navigation lights are taken into account by such a vessel in obeying the construing and appropriate steering and sailing rules.

Dracones and Vessels Towing Dracones

Dracones are sausage shaped envelopes of flexible material used for transporting oil in bulk. The dracone's buoyancy is provided by the liquid it contains and as a result is almost entirely submerged. Vessels towing dracones and dracones being towed exhibit the following lights and shapes.

By day, the vessel towing, exhibits, where it can best be seen, a black diamond shape. The dracone, or the last dracone if there is more than one in a line, tows a float also exhibiting a black diamond shape, thus indicating the extremity of the tow.

By night, the vessel towing, exhibits, in addition to normal towing lights, where it can best be seen, an all round blue light visible at a distance of at least 2 nautical miles, and the float towed by the dracone, or the last dracone, if more than one are in line, exhibits an all round white light visible at a distance of at least 2 nautical miles.

Night Signal for Vessels Requiring Health Clearance

The International Code of Signals provides that a vessel requiring HEALTH CLEARANCE may by night carry a red light over a white light in a vertical line about 1.8m apart and visible all-round the horizon.

Such lights should only be exhibited within the precincts of a port.

Marking of Fishing Gear—Pacific Waters

Fishing gear set in all waters of the Pacific coast under Canadian jurisdiction is marked, as follows:

a. A gill net operated from a commercial fishing vessel has attached to each end:
   1. By day, a buoy painted iridescent or plain orange and not less than 1.25m in circumference.
   2. By night, a lantern showing a white light.

b. A longline used in fishing is marked by a buoy attached to each end of the line.

c. A crab, shrimp, or prawn trap set singly is marked by a buoy.

Fisherman at various locations along the British Columbia coast sometimes use quick flashing lights, called “Scotty Gear,” on their net floats. Care must be used not to confuse these lights with lighted aids to navigation.

Pollution

The attention of mariners is drawn to U.S. Notice to Mariners No. 1 of each year which includes Oil Pollution Regulations. See also IMO publications "Facilities in Ports for the Reception of Oil Residues," and "Charts of Prohibited Zones."

Canadian regulations, which are strictly enforced, expressly forbid the discharge from ships of oil, oily mixtures, garbage, or pollutant substances into Canadian waters or fishing zones.

Any such discharge, or the danger of a discharge, must be reported by the quickest means available to a pollution prevention officer or steamship inspector. Contravention of the Canadian regulations is punishable by a fine of up to $100,000.00.

Search and Rescue

The Canadian Armed Forces, supported by the Canadian Coast Guard, are responsible for coordinating all Search and Rescue (SAR) activities in Canada, in Canadian waters, and on the high seas off the coasts of Canada.

The Search and Rescue operations in the Pacific area are coordinated at the Rescue Coordination Center (RCC) situated at the Canadian Forces Base Esquimalt (Victoria). Canadian Forces and Coast Guard officers maintain a continuous watch at this center. The RCC is the headquarters of a coordinated network of agencies trained to search for and aid vessels in distress. The RCC is alerted by Coast Guard Marine Communications and Traffic Service Centers immediately upon receiving a distress signal.

All Canadian Government owned ships and aircraft are available for Search and Rescue duties when required, as are all Canadian registered ships. In addition the Canadian Coast Guard operates a number of specialized vessels on the W coast of Canada whose prime mission is Search and Rescue.

Canadian Coast Guard cutters and vessels can easily be identified by their red hulls and white superstructures.

The Canada Shipping Act allows the Master of any vessel in distress to requisition any vessel or vessels which answer his distress signals to come to his assistance. Even if he has done so and the situation appears well in hand it is advisable for the Master to ensure the RCC concerned is informed and kept up to date since the RCC has at its disposal expertise and resources specialized in SAR.

A vessel which is requisitioned to proceed to the assistance of a vessel in distress is required to accept the direction of the RCC and/or the Master of the vessel in distress.

The Canada Shipping Act provides for legal penalties for refusal to give aid. The RCC may delegate its authority to the Master of a vessel on the scene who is then termed the "Coordinator Surface Search (CSS)" or "On Scene Commander (OSC)."

Patrol Vessels

Regular patrols by Canadian Coast Guard vessels specialized in Search and Rescue (SAR) are conducted in areas of concentrated fishing, commercial, recreational, and other marine activities off the Pacific Coast.

Specialized SAR craft are stationed at Tofino, Bamfield, French Creek, Port Hardy, Powell River, Campbell River, Ganges, Prince Rupert, Bull Harbor, and Vancouver. A SAR hovercraft is stationed at Vancouver International Airport (Sea Island).

During summer months the Canadian Coast Guard supplement their rescue vessels with rubber boats which can be tailored to any launching area in case of an emergency.

Air Rescue Unit

The Canadian Armed Forces maintain fixed wing aircraft and helicopters that are dedicated and equipped for SAR at Comox, B.C.

Airborne Liferaft

Canadian Forces fixed wing aircraft and helicopters are capable of dropping inflatable liferafts and survival equipment. The complete drop consists of a line 305m long with a 10-man dinghy at each end and a number of survival packages in between. This is dropped upwind to a distressed mariner; the dinghies inflate upon contact with the water.

Helicopter Evacuation

When evacuation of personnel by helicopter is planned, prepare a suitable hoisting area, preferably aft, with a minimum radius of 16m if possible. Booms, flagstaffs, stays, running rigging, antenna wires, etc., must be cleared away; secure awnings and all loose gear. At night, light the pick-up area but shade the lights so as not to blind the pilot. Allow the basket or stretcher from the helicopter to touch the deck before handling to avoid static shock. Do not secure any line from a helicopter to your vessel.

Rescue Auxiliary

The Canadian Marine Rescue Auxiliary is a volunteer organization which has been organized by the Coast Guard.

The auxiliary is comprised of experienced marine individuals to supplement the regular facilities by providing SAR services.

Distress Message

If you are in distress (you are threatened by grave and imminent danger) transmit the International Distress Call on 2182 kHz and/or 156.8 MHz, channel 16. If transmission on these frequencies is impossible, any other available frequency on which attention might be attracted should be used. Any Marine Communications and Traffic Services Center or vessel that hears a distress message will reply and initiate SAR action.

Urgency Message

The transmission of a distress message may start an extensive sea and air search which sometimes continues for days in hazardous weather. Therefore, if you are in urgent need of assistance but not in distress, transmit the urgency signal on the frequencies described above. For further details concerning distress and urgency communications, mariners should consult Radio Aids to Marine Navigation (Pacific).

Ship-to-Air-Distress Signal

Ship-to-air-distress signal for use in Canadian waters has been designed in conjunction with the Canadian Forces Search and Rescue Authorities. The signal consists of a cloth painted or impregnated with fluorescent paint showing a disc and square to represent the ball and flag of the well known visual distress signal. Evaluation tests by Canadian Forces aircraft indicate that the most suitable color combination is black symbols on a background of orange-red fluorescent paint.

The smallest useful size is a cloth 1.8 by 1.1m showing symbols which have dimensions of 46cm and are the same distance apart. Grommets or loops should be fitted at each corner to take securing lines.

As the purpose of the signal is to attract the attention of aircraft it should be secured across a hatch or cabin top. In the event of foundering it should be displayed by survival craft.

Search and rescue aircraft will recognize this signal as a distress signal and will look for it in the course of a search. Other aircraft on seeing this signal are requested to make a sighting report to the Rescue Coordination Center.

The signals are commercially available but they may be made at home or aboard ship without difficulty. A length of unbleached calico, or similar material 1.8m long, together with a can of orange-red fluorescent spray paint are the principal requirements.

This signal is voluntary equipment, but it is hoped that Masters of tugs, fishing vessels, and pleasure craft will take advantage of this opportunity to increase the effectiveness of search and rescue operations.

Aircraft Signals

The following maneuvers performed in sequence by an aircraft mean that the aircraft wished to direct a surface craft towards an aircraft or a surface craft in distress. First, the aircraft circles the surface craft at least once. Second, the aircraft crosses the projected course of the surface craft close ahead at low altitude and rocks its wings, or opens and closes the throttle or changes the propeller pitch. Due to high noise levels onboard surface craft, the rocking the wings is the

primary means of attracting attention. The above mentioned sound signals may be less effective and are regarded as alternative methods. Third, the aircraft heads in the direction in which the surface craft is to be directed. A repetition of such maneuvers has the same meaning.

The following maneuver by an aircraft means that the assistance of the surface craft to which the signal is directed is no longer required. The aircraft crosses the wake of the surface craft close astern at a low altitude and rocks its wings, or opens and closes the throttle, or changes the propeller pitch.

Radar Reflectors

Operators of disabled wooden craft that are, or may consider themselves to be, the object of a search are requested to hoist on a halyard or to otherwise place aloft any metallic object that would assist their detection by radar. All Coast Guard patrol vessels, planes, and some buoy tenders utilize this equipment and thus can continue searches in darkness and during other periods of low visibility if it can be assumed that the object of the search can be detected through the use of this aid.

Actual observations have shown that wooden hulls or other non-metallic objects are suited as radar targets according to the size, orientation, shape, and other radar reflecting qualities of the object. Their value as radar targets may be enhanced by the use of special radar reflecting devices properly oriented and placed as high above the water line as possible. The largest metallic object available should be used.

Signals

Mariners are informed that, if it is necessary for the Department of National Defense to take control of certain Canadian ports, signals will be displayed from a conspicuous position at or near the ports concerned or by an Examination or Traffic Control Vessel.

When entering a port is prohibited, by day, three red balls will be displayed vertically. By night, three flashing red lights will be displayed vertically and visible all around the horizon.

When entering a port is permitted, by night, three green lights will be displayed vertically and visible all around the horizon.

When movement of shipping from within a port or anchorage is prohibited, by day, a blue flag will be displayed.

By night, red, green, and red lights will be displayed vertically and visible all around the horizon.

The lights described above will be carried in addition to the ordinary navigation lights of Examination Vessels.

Masters of vessels are warned that should they approach the entrance to a port which is being controlled by the Department of National Defense, they should not enter a declared Dangerous Area or approach boom defenses without permission, nor should they anchor or stop in a dangerous area or prohibited anchorage unless instructed to do so.

Masters are advised therefore to communicate with any government or port authority vessel found patrolling in the area to ascertain the recommended approach route to the port.

In certain circumstances it may be necessary to take special measures to examine, or to establish the identity of, vessels desiring to enter ports, and to control their entry.

This is the function of the Examination Service, whose officers will be afloat in Examination Vessels or Traffic Control Vessels. These vessels will wear the distinguishing flags of the Examination Service. The examination service special flag consists of a red and white center with a blue border, and the national flag of Canada.

Canadian signal regulations are subject to frequent additions and changes. U.S. Notice of Mariners No. 1 for the current year should be consulted.

Submarine Operating Areas

The Canadian Maritime Command operates three submarines based at Halifax.

Mariners are warned that they may encounter these submarines anywhere off the Canadian coasts, particularly in the vicinity of the submarines home port. United States Navy submarines are also frequently encountered off the coasts of Canada, particularly in the Strait of Juan de Fuca. Submarines may be surfaced or submerged, operating independently or with surface ships and/or aircraft.

When a surface ship is operating with a submarine the surface ship will fly the International Code Group "NE2" meaning "Submarines are exercising in this vicinity, you should proceed with great caution."

Vessels should steer so as to give a wide berth to any ship flying this signal.

If, from any cause, it is necessary to approach her, vessels should proceed at slow speed until warning is given of the danger zone by flags, signal lamp, semaphore, etc. At all times, a good lookout should be kept for submarines whose presence may only be indicated by a periscope or snorkel showing above the water.

A submarine operating either independently or with a surface ship or aircraft, when at a depth too great to show her periscope, may indicate her position by releasing a "smoke candle" or a "flare."

Under certain circumstances warnings that submarines are exercising in specified areas may be issued as "CANHYDROPAC" messages on standard navigational warning broadcasts.

Time Zone

Canada has several time zones. See Chart 76, Time Zone Chart of the World.

U.S. Embassy

The U.S. Embassy is situated at 100 Wellington Street, K1P 5T1, Ottawa.

The mailing address is P.O. Box 5000, Ogdensburg, NY 13669-0430.

Consulates General are located in Calgary, Halifax, Quebec, Montreal, Toronto, and Vancouver.

Vessel Traffic Service

Reporting System

Vessel Traffic Services (VTS)

The Canadian Coast Guard has amalgamated its VTS and Coast Guard Radio Station (CGRS) programs into an organization called Marine Communications and Traffic Services (MCTS).

1. Introduction

1.1 The purpose of this is to describe to shipboard personnel the procedures to be followed for participation in those Canadian VTS systems which utilize VHF communication networks. Participation in VTS systems is mandatory. Procedures have been developed in accordance with the Vessel Traffic Services Zones Regulations.

1.2 An amendment to the Vessel Traffic Services Zones Regulations now requires a report from vessels of 500 grt or greater, 24 hours prior to entering a VTS Zone.

Note.—Reporting requirements for vessels entering the waters of western Canada are given the section titled WESTREG—Western Canada Traffic Zone, described later.

2. Application

2.1 The provisions of this Notice apply to:

(a) every ship 20m or more in length.

(b) every ship engaged in towing or pushing any vessel or object, other than fishing gear, where:

(i) the combined length of the ship and any vessel or object towed or pushed by the ship is 45m or more.

(ii) the length of the vessel or object being towed or pushed by the ship is 20m or more in length.

2.2 The provisions of this Notice do not apply in respect of:

(a) a ship engaged in towing or pushing any vessel or object within a log booming ground.

(b) a pleasure yacht that is less than 30m in length.

(c) a fishing vessel that is less than 24m in length and not more than 150 gross tons.

3. Responsibility

3.1 There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this overrides the authority of the master of his responsibility for the safe navigation of his ship. The information passed on will assist in ship safety.

3.2 A Marine Traffic Regulator (MCTS) may, under specific circumstances, issue a direction to a ship. The ship shall comply with the direction.

3.3 Notwithstanding section 3.2, the master, pilot, or person in charge of the deck watch may take any action that may be required to ensure the safety of life, or any other ship.

3.4 The objective of VTS is to protect the marine environment and to improve the safety and efficiency of traffic movement, by providing the following services:

(a) A VHF Traffic Information and Advisory service, providing an exchange of relevant traffic and navigational safety information between ships and MCTS centers.

(b) A Traffic Clearance and Screening Service, processing clearance requests from vessels intending to enter, leave, or proceed within Canadian waters.

(c) A Radar Navigational Assistance service, providing navigational assistance upon request.

(d) A Space Management service, organizing ship movements in order to facilitate efficient traffic flow.

4. Communications

4.1 Radiotelephone procedures used in communicating with an MCTS center are those specified by the International Telecommunications Union in the "Manual for Use by The Maritime Mobile and Maritime Mobile Satellite Services."

4.2 The master of a ship shall ensure that before the ship enters a VTS Zone the ship's radio equipment is capable of receiving and transmitting radio communications on the VHF channel and radio frequency set out in the appropriate schedule.

4.3 A continuous listening watch shall be maintained on the channel and on the radio frequency referred to in the appropriate schedule, on radio equipment located:

At any place on board the ship, where the ship is at anchor or moored to a buoy.

In the vicinity of the ship's conning space, where the ship is underway.

4.4 The listening watch referred to in section 4.3 may be suspended if an MCTS officer directs the ship to communicate with coast stations and other ship stations on a different channel and radio frequency.

4.5 MCTS centers will be identified by the name given in the appropriate schedule. Ships will be addressed by their names.

4.6 All times given in VHF reports shall be in local time and in accordance with the 24-hour clock system. Please refer to the appropriate schedule for a description of local time.

4.7 Only communications related to traffic movement, Notices to Shipping, navigation safety calls, distress, casualty, or pollution should be made on the traffic frequency. Public correspondence will not be accepted.

4.8 Navigation safety calls on the designated VTS frequency should be kept to a minimum, consistent with the safety requirement of the situation.

4.9 Radio Equipment Malfunction.

4.9.1 In the event of a VHF radio equipment failure by ships within or intending to enter a VTS zone, the appropriate MCTS center should be advised at the earliest opportunity through a coast or ship radio station stating the malfunction of equipment and the ship's position and destination.

In such circumstances, ships may proceed without obtaining a clearance as stated in section 5.3; however, ships shall then proceed to the nearest reasonable safe port or anchorage enroute where the equipment can be repaired.

4.9.2 In circumstances where radio-communications cannot be established for reasons other than radio failure, the information should be passed, by audio or visual means, to another ship, if feasible.

Any ship receiving such information should inform the MCTS center by the most direct means. In such circumstances, ships may proceed without obtaining a clearance as stated in section 5.3.

5. Traffic Clearance

5.1 A "traffic clearance" is an authorization for a ship to proceed, subject to such conditions as may be included in the authorization. The clearance is predicated upon ship report

information and known waterway/traffic conditions. A traffic clearance does not supplant other authorizations required by legislation or bylaws.

5.2 Should any factor upon which the clearance is predicated alter to the detriment of safe navigation, the clearance may be delayed or other conditions may be attached to the clearance.

5.3 A traffic clearance is required before:

(a) entering a zone (See 1.2 and 6.2).

(b) commencing a departure maneuver (See 6.5).

(c) commencing a maneuver that may be detrimental to safe navigation (See 6.6.1).

5.4 A traffic clearance may be obtained by providing the appropriate report in accordance with procedures specified in the appropriate sections.

6. Reports

The Master of a ship shall ensure that reports are made in accordance with certain requirements.

6.1 The following information may be required:

(a) the name of the ship.

(b) the radio call sign of the ship.

(c) the position of the ship.

(d) estimated time that the ship will enter the VTS zone.

(e) the destination of the ship.

(f) estimated time the ship will arrive at its destination.

(g) whether any pollutant or dangerous goods cargo is carried on board the ship or any vessel or object being towed or pushed by the ship.

(h) the estimated time that the ship will depart the berth.

(i) the estimated time at which the ship will next arrive at a location requiring a report.

6.2 Regulations for entering a zone:

At least 15 minutes before a ship intends to enter a zone, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (d), (e), (f), and (g).

Ships in possession of a valid traffic clearance as described in Section 5 are not required to provide this report.

6.3 When a ship arrives at a Calling-In-Point (C-I-P) specified in the schedules or Notice, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.4 As soon as practicable after a ship arrives at a berth, a report shall be made to an MCTS officer specifying the information listed in 6.1(a) and (c).

6.5 "Departure maneuver" is defined as an operation during which a vessel leaves a berth and gets safely underway.

6.5.1 Immediately before commencing a departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (b), (c), (e), (f), (g), and (h).

6.5.2 Immediately after completing the departure maneuver, a report shall be made to an MCTS officer specifying the information listed in 6.1(a), (c), and (i).

6.5 Maneuvers.

6.6.1 Fifteen minutes prior to commencing any maneuver such as:

(a) a compass adjustment.

(b) the calibration and servicing of navigational aids.

(c) a sea trial.

(d) a dredging operation.

(e) the laying, picking up, and servicing of submarine cables; or any other maneuver that may be detrimental to safe navigation, a report shall be made to an MCTS officer specifying information listed in 6.1(a) and (c), plus a description of the intended maneuver.

6.6.2 As soon as practical after the maneuver is completed, a description of the maneuver just completed shall be made to an MCTS officer.

6.7 Non-routine Reports.

6.7.1 Any of the following conditions shall be immediately reported to an MCTS officer, along with information specified in 6.1(a) and (c):

(a) the occurrence on board the ship of any fire.

(b) the involvement of the ship in a collision, grounding, or striking.

(c) any defect in the ship's hull, main propulsion systems or steering systems, radars, compasses, radio equipment, anchors, or cables.

(d) any discharge or probable discharge of a pollutant from the ship into the water.

(e) revoked.

(f) another ship in apparent difficulty.

(g) any obstruction to navigation.

(h) any aid to navigation that is functioning improperly, damaged, off-position, or missing.

(i) the presence of any pollutant in the water.

(j) the presence of a ship that may impede the movement of other ships.

(k) any ice and weather conditions that are detrimental to safe navigation.

Items (g), (h), and (i) are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

7. Variations

7.1 Ferries and other vessels on a regularly scheduled voyage may be exempted from making routine reports.

Variations to reporting procedures will be granted only where alternate arrangements to provide essential information are made and where the equivalent procedure or practice is the same as that required in the regulations. Variations may be obtained by submitting a written request to the appropriate Regional Director, Canadian Coast Guard.

7.2 In circumstances other than those covered in 7.1, variation from time to time may be granted by a Marine Traffic Regulator where the procedure or practice requested is as safe as that required in the regulations.

WESTREG—Western Canada Traffic Zone

In accordance with the Cooperative Vessel Traffic System Agreement between Canada and the United States the following Offshore Advance Reporting requirements apply for all west coast Canadian destinations.

VTS Offshore Advance Report.—Twenty-four hours prior to entering the territorial waters of the west coast of Canada all vessels 500 gross tons or greater, including tugs and tows, report all of the following information, by the owner, master, agent or person in charge of a vessel to CVTS OFFSHORE in the format below via any of the following methods:

1. Via INMARSAT telex 04352586 CGTC VAS VCR.
2. Via any Canadian Coast MCTS Center free of charge.
3. Directly to CVTS Offshore by fax: (604) 666-8453.

Designator	Required Information
ALPHA	Vessel name, call sign, flag, and IMO International Number (Lloyds Register No.). If vessel does not have an assigned IMO International Number, use the Official Number of the vessel.
BRAVO	Current date and time (UTC).
CHARLIE	Current position.
ECHO	True course.
FOXTROT	Speed in knots.
GOLF	Name of port or place of departure.
HOTEL	ETA to Buoy J at the entrance to Juan de Fuca Strait, if applicable.
INDIA	Destination and ETA to port of destination.
MIKE	ISM, if applicable, and if any issued to the vessel: 1. What is the name of the Issuing Authority? 2. ISM Safety Management Certificate (a) What is the date of issue? (b) What is the date of expiration? 3. ISM Document of Compliance: (a) What is the date of issue? (b) What is the date of expiration?
NOVEMBER	Vessel MMSI number.
OSCAR	Maximum present static draft.
PAPA	1. If bound for a Canadian port, dangerous or pollutant cargo by name, UN Number, or IMDG Code Number, if applicable. 2. If bound for a U.S. port, name and UN Number or IMDG Code Number of certain dangerous cargoes as defined in 33 CFR 160.203. (The vessel must also report the items required in 33 CFR 160.211 (a)(l) through (a)(16) and (b) when applicable). 3. If a tank vessel, indicate whether loaded.
QUEBEC	Any defects; deficiencies in hull, steering gear, propulsion machinery, navigation equipment, anchors or cables, or required radio communications equipment; incomplete complement of officers and crew as required by flag state; or any other hazardous conditions.
ROMEO	Have you tested your steering and propulsion (both ahead and astern) as required by regulation? YES or NO.
SIERRA	On scene weather, if severe.
TANGO	Agent name, owner name, and name of operator or person in charge of vessel.
UNIFORM	Vessel gross tonnage. **For approaches to Juan de Fuca Strait:** Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO. Made the required notification and reports to Canada/United States as applicable? YES or NO. Notification/Reports required by: United States—U. S. Coast Guard-fax:: (301) 261-4319. Canada—Destination port: Vancouver—fax: (604) 665-9099. Fraser—fax: (604) 524-1127. Nanaimo—fax: (250) 753-4899.

Designator	Required Information
WHISKEY	**For approaches to the Prince Rupert Traffic Zone and the northern ports of British Columbia:** Ballast water—If in ballast, has your vessel: 1. Conducted open ocean ballast exchange at least 200 nautical miles offshore since your last port of call? YES or NO. 2. A Ballast Water Management Plan? YES or NO.
XRAY	If bound for a Canadian port, expiration date of: 1. International Oil Pollution Prevention Certificate, or Certificate of Compliance. 2. International Noxious Liquid Substance Certificate, or Certificate of Compliance. 3. Certificate of Fitness (Chemical tanker). 4. International Convention on Civil Liability for Oil Pollution Damage Certificate of Insurance. 5. Indicate if a shipboard oil pollution emergency plan is on board. 6. Indicate if oil spill response arrangements are in effect with a designated spill response organization for your port of destination. 7. ISM Safety Management Certificate and ISM Document of Compliance. If bound for a U.S. port: 1. Indicate intention to transfer fuel and/or lube oil; if yes, specify type and amount. 2. Indicate name of Washington State spill contingency plan. 3. Classification society of vessel. 4. Name and phone number of a 24-hour point of contact for vessel-related concerns. 5. If required by 33 CFR 160.207 to meet International Safety Management Code (ISM) indicate Document of Compliance issue date, Safety Management Certificate issue date, and Issuing Organization (class or flag).

For voyages less than 24 hours in duration, a report must be submitted prior to departure. A report must also be submitted if any ETA changes by more than 6 hours.

Item HOTEL, ETA to Buoy J at the entrance to Juan de Fuca Strait, does not have to be reported for vessels not using Juan de Fuca Strait.

The Advance Report is a cooperative measure by the Canadian and United States Coast Guards to reduce the reporting burden on ships calling on collective ports. This one report will satisfy the Canadian VTS Offshore reporting requirements, the U.S. Notice of Arrival Report, and the State of Washington Advance Notice of Entry Report.

West Coast Local VTS Zones

For West Coast Local VTS Zones for Canada, see the appropriate NIMA Sailing Directions (Enroute) and Canadian Sailing Directions.

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