

SBAW Event Planning Guide Steps

Preparation

- Start 2-3 months in advance.
- Decide on your primary audience. Will your event target the general public or specifically the media? If the media considers engaging the assistance of a PR person to alert the media at an appropriate time.
- Reach out to your municipal government to create a proclamation for Safe Boating Awareness Week. Perhaps see if they are available to not only sign a proclamation but also attend your launch event.
- Consider trying to find ways to involve those in attendance in some activity during the event. This is especially important with the media.
- Decide on the look and feel of the event along with participating organizations. (Having visual components to your event will constitute more of a draw to the media and general public. Before you contact prospective organizations to participate, have an idea of the type of thing you're looking for them to do or provide. Don't simply go in with a blank page.
- Decide on a date or alternative dates and times.
- Get the name of a suitable contact person from each participating organization as well as the venue representative.
- Develop a shortlist of potential venues. Determine if you will need to obtain a license or insurance. What fees may be levied? Consider not only the time for the event but also the set-up and tear-down. Are there any restrictions associated with the event? Is the area easily accessible for your intended audience as well as the media? If set-up has to occur the day before, will there be a need for security to ensure that nothing is taken or destroyed overnight? Once a short venue list is put together (or a venue is decided upon), do a site inspection to ensure the above questions are answered.
- Will your event need electrical power or internet connectivity?
- Determine what, if any, signage you or any of the participating organizations wish to bring and get approval from the site representative to post them.
- Consider whether there will be any need for additional washrooms or trash facilities.
- Make contact with all key partners two weeks in advance of the event to ensure that all will be ready.
- Perform a site visit a day or two in advance of the event to ensure that no last-minute items need to be dealt with.
- If any products are to be shipped to the venue, arrange to receive them in advance of the event to ensure their arrival.

Execution

- Arrange for the site representative to meet on location in advance of the set-up to provide any specific guidance and to run interference should any last-minute challenges arise.
- Carry out the event being respectful of the venue and surrounding areas. Be mindful that excessive noise levels may disturb those in the immediate area.
- Make sure to end the event at or before the agreed-upon time.

Activity Ideas

Having a few activities for the media or public to view or participate in will help demonstrate the boating safety message that you are promoting. Here are a few suggestions that you can use or build on to create your own activities for your event:

- "Drunk Goggles" Obstacle Course
Set up a basic obstacle course (cones, hurdles, walk-the-line, or "steer the boat" stations) and have participants try it while wearing "Drunk Goggles." These goggles simulate various BAC levels, drug impairment, and sleep deprivation. Goggles can be purchased online or borrowed from your local MADD chapter. Include signage or facilitators to explain the dangers of impaired boating.
- In-Water Demonstrations
Coordinate with certified instructors to show proper paddling techniques, how to right/re-enter a kayak or canoe after capsizing, and why lifejacket wear is critical. Use a megaphone or PA system so attendees can hear commentary from the shore.
- Patrol Boat Tours or Rides
Invite your local Marine Enforcement unit (OPP, RCMP, Coast Guard, etc.) to bring patrol boats for static tours or short rides. Provide talking points or signage about enforcement roles, required boating equipment, and lifejacket regulations.
- Cold Water Immersion Demonstration
A powerful visual: have a trained instructor enter cold water wearing a lifejacket to demonstrate the gasp reflex and the importance of wearing one before you fall in. If a live demo isn't feasible, show a video version and discuss cold shock, swim failure, and hypothermia.
 - You can also create a hands-on, onshore version of this demo: Set up a container or insulated tank filled with ice water and have participants immerse one hand for 30–60 seconds. Then, challenge them to pick up coins or small objects from the bottom of the tank using only that hand. This helps demonstrate the loss of dexterity and fine motor skills caused by cold water. Follow up with a short explanation about how this impacts someone trying to swim, put on a lifejacket, or climb back into a boat after falling in.
- Boating Safety Equipment Display
Set up a table with a range of boating safety gear—lifejackets/PFDs, throw bags, whistles, waterproof flashlights, flares, paddle floats, etc. Invite a local retailer, marina, or safety organization to bring product samples. Include take-home checklists or "What's in Your Boat?" guides.

- **Lifejacket Try-On Station / Fit Clinic**
Have a fitting station where people can try different types of lifejackets and learn about proper fit for all ages and body types. Offer tips on choosing the right one for different water activities.
- **VR Safety Experience**
If available, use virtual reality to simulate falling off a SUP or fishing boat to show the dangers of not wearing a lifejacket. Partner with organizations already using VR or promote your own VR tools if applicable.
- **Photo Booth / Pledge Wall**
Set up a “Wear It!” photo booth with props (captain’s hats, lifejackets, oars) and a backdrop. Invite people to take the Safe Boating Pledge and write their names on a large poster or banner.
- **Media Stunts or Demonstrations**
Plan a media-friendly demonstration like a mock rescue or a surprise dunk tank challenge for a local celebrity or official to emphasize lifejacket use.

Tear Down

- Tear down completely, leaving the venue as you found it. Keep vehicles on roadways or sidewalks so as not to destroy the grounds and be sure not to block any traffic in the area.
- Contact the venue representative when the teardown is complete and thank them for their assistance.

Key Messages Short Articles – Safe Boating Awareness Week

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WEAR IT! – CASE 1

“It happened so quickly. One minute you’re having the time of your life, the next minute you’re fighting for it.”



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That was Dave Kimpinski’s comment after nearly drowning in a boating accident. Dave and his young son, Curtis, were pulling Dave’s niece Amanda on an inflatable tube with their small outboard-powered boat.

They hit a large wake from another boat and Dave leaned across to prevent his son Curtis from falling in but instead went overboard himself.

Dave wasn’t a swimmer, and he wasn’t wearing a lifejacket. The boat started to make lazy circles while Curtis cried out for his dad.

Amanda saw her uncle struggling to stay afloat and left the tube and began to swim after him.

Fortunately, Amanda was prepared for the water and was wearing a lifejacket. She reached her uncle and Dave grabbed on to her.

Curtis, meanwhile, pulled the safety lanyard on the motor just like he’d seen his dad do and the boat stopped moving.

Amanda’s lifejacket kept both of them afloat and they were able to get back to their boat and climb aboard.

Dave was lucky! He was lucky that his little boy managed to stop their boat, but he was even luckier that Amanda was wearing a lifejacket and was able to help him. Because of his near tragedy, Dave Kimpinski will tell you he is a much wiser, safer boater today.

None of us can predict when a potential disaster might strike. Dave Kimpinski knows that firsthand. A fun day of tubing nearly turned deadly because he decided not to wear a lifejacket.

For years, the Canadian Safe Boating Council has been urging boaters to take the necessary precautions and always wear a lifejacket on the water. It’s not good enough simply to have them in the boat. They only work when you wear them!

WEAR IT! – CASE 2

Reg Buxton and his family decided one summer to take a different kind of family vacation.

They chartered a trawler-styled boat to explore British Columbia's Inside Channel. The waters of the Inside Channel are extremely deep and extremely cold, even in summer.

Reg and his wife had the good sense to equip each of their three kids with lifejackets and make them wear them all the time.

Things were going smoothly; everyone was having fun. The kids were down below playing while Reg and his wife were at the helm enjoying the afternoon scenery.

Sometime later, two of the Buxton children joined their mom and dad on deck.

Suddenly, Reg noticed their youngest, David, was not with them. In a panic, they searched the boat for little David, to no avail. He was gone.

Reg called the Coast Guard who told him to circle back and retrace his route while they scrambled for help.

Reg and his family eventually came upon David at the same time another boat did.

"We could see something red bobbing in the water," Reg said later.

Young David Buxton was saved by his lifejacket. It not only kept him floating in the frigid Pacific waters, but its bright colour alerted rescuers and helped in spotting him.

One can only ask what would have happened if David hadn't been wearing a brightly coloured lifejacket?

For years, the Canadian Safe Boating Council has been urging boaters to take the necessary precautions and always wear a lifejacket while on the water.

Often, boaters will proudly tell boating safety officials that they always have their lifejackets on board their boats, just like the law demands.

The CSBC applauds this but reminds those boaters that a lifejacket isn't intended to save the life of the boat. It's meant to save the life of the human being on the boat!

So, if you fall in the water without your lifejacket on your body, that fine sense of pride in having lifejackets on board won't help keep you afloat.

The CSBC urges you that when you go boating this season, don't just carry your lifejacket aboard your boat, Wear It!



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IF YOU DRINK, DON'T BOAT

When the Canadian Safe Boating Council speaks to Canadian boaters each year about the dangers of drinking and boating, there is no gentle way to do it.

The motto on the road is "If you drink, don't drive". It's the same on the water. And so are the laws.

First and foremost, a boat is a vessel in the same way a car is a vehicle under the Highway Traffic Acts in all provinces and territories in this country. If you are convicted in Canada of driving a vehicle under the influence, you lose your license. In many parts of Canada, the same thing applies if you are under the influence in a boat. And you might lose your car driver's license too.

Canadian studies show that, in nearly 40% of boating deaths, alcohol was detected or suspected and 23% of victims were above the legal limit.

The effects of sunshine and a boat's rocking motion increase the effects of alcohol, and, for a boater, a simple ride can turn into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

Psychologists know that human nature has a way of rationalizing. "It can't possibly happen to me" is often the thought. Whether that means "I'll never be caught" or "I'll never be killed" doesn't matter.

Neither of those things will happen if boaters ``Don't Cruise With Booze``. Afterward, you can have a few drinks on the shore and then stay put.

It's that simple - If you drink, don't drive.

TAKE A BOATING SKILLS COURSE



As of September 2009, every operator of a motorized vessel must have a Pleasure Craft Operator Card (PCOC). The federal government instituted this requirement as a means to instill in boaters a basic knowledge of safe boating practices.

However, keep in mind that the PCOC is just a legal minimum and currently isn't a requirement for operators of non-motorized craft such as smaller sailboats, canoes, kayaks, paddleboats, sailboards, etc.

There is a wealth of courses available for every type of boat and activity. These include sailboat racing, various levels of cruising, canoeing, kayaking, marine radio operation, chart reading, and many more. They are offered by institutions like the Canadian Power and Sail Squadrons, the Canadian Yachting Association, and various canoe and kayak clubs. The increased knowledge that these courses provide not only increases the safety factor; they also ramp up the fun factor! Taking a course is also a way to chase away those off-season blues.

The Canadian Safe Boating Council urges you to peruse the course offerings of the above organizations in your area to see exactly what they have to offer. It might just add a new level of excitement to your on-water adventures.



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BE PREPARED

It's a beautiful day; the sun is shining, and you've just launched your boat for the start of another season on the water. And the thoughts of that tough winter just past are quickly forgotten. Everyone's on board, and excited about the day ahead, so off you go.

The day unfolds as you had hoped it would until a problem leaves you dead in the water.

It could be that you've run out of gas, or you've had a mechanical breakdown of some kind. What to do? Likely what you did not do is check your boat thoroughly before heading out. And unfortunately, you are not alone.

Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard says: "75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down, run aground or have just run out of gas which is far and away the most common call to the Coast Guard."

Mechanical failures can strike any boater, at any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat. Stuff happens!

But many calls for help are predictable and preventable. Have a proper checklist for your boat and follow it before you head out every time. (Pre-departure checklists are also available on the internet.) Make sure that your boat is mechanically sound and that you have enough gas for your intended voyage with some in reserve. And file a float plan or itinerary to help Search and Rescue find you in the event of a real emergency. (These, too, are available on the internet.)

A few simple steps will save you the embarrassment of making an unnecessary call for help and diverting search and rescue resources from areas where their expertise may really be needed!

Review your checklist BEFORE your leave – Be Prepared.



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CHILLING FACTS OF COLD WATER – SAMPLE 1

Hypothermia. Say it aloud and it's even an unpleasant sounding word.

But it has a simple meaning. It's when the core temperature of your body drops too abnormally low. If it continues for too long, your heart can stop.

Many Canadian boaters are aware of hypothermia, but most are not aware that it is the 'final stage' your body reaches after being in cold water. Many people die during the first few minutes of immersion in cold water well before they become hypothermic, they simply drown due to the immediate, involuntary, and often deadly effects of cold water. If you accidentally tumble into cold water, the initial cold shock will trigger a gasp response and, if you are underwater, you can inhale up to a liter of water. If you are on the surface, your heart rate can skyrocket; your breathing will be uncontrolled and increase as much 600 to 1000 percent. You can expect panic to set in as well. For most, this initial shock will last about a minute and then the breathing will slowly come back under control.

Depending on the water temperature, over the next ten minutes or so you will experience Cold Incapacitation. As your body struggles to preserve its core temperature your limbs will become numb and your ability to self-rescue or even simply continue to swim will become impaired. In cold water without a lifejacket, you will eventually become so incapacitated that you can no longer stay afloat.

If you are wearing a lifejacket and have not been able to rescue yourself, you can expect to be conscious for about an hour and it will still be some time before you succumb to hypothermia. This is true even in the coldest water and will give rescuers plenty of additional time to find and rescue you.

The Canadian Safe Boating Council urges you to take a couple simple preventative measures to avoid becoming hypothermic and/or drowning in cold water. Wear your lifejacket. It guarantees that you will float, especially in those first critical minutes when just trying to catch your breath and figure out how to rescue yourself. Also consider wearing thermal protective clothing that will slow the onset of hypothermia should you fall into cold water.



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CHILLING FACTS OF COLD WATER –SAMPLE 2

We used to think that hypothermia was something that we all needed to know about cold water immersion. However, research has shown that few people who fall into cold water actually reach a hypothermic state. They die long before.

What you need to know is a simple series of numbers... 1 – 10 – 1. It is the second most important thing to remember to survive an accidental fall into cold water. If you fall into cold water:

- 1 You have 1 minute to get your breathing under control. The initial cold shock will have you gasping for air, breathing uncontrollably and probably panicking. Keeping afloat and breathing will be very difficult but concentrate on just getting your breathing under control and you can expect gasping to pass in about 1 minute
- 10 During the first 10 minutes you will experience Cold Incapacitation as your body shunts blood to its core in an attempt to preserve core temperature. This causes a loss of muscle coordination in your limbs and quickly makes it impossible for you to self-rescue or even stay afloat.
- 1 After Cold Incapacitation, hypothermia will finally start to set in, but you can expect that will take about 1 hour to become unconscious and still longer before you succumb to hypothermia.

Remember those numbers! 1 – 10 – 1; the second most important thing to know and understand if you accidentally fall into cold water. And you already know the first! Wear your lifejacket before you accidentally end up in cold water or you will likely drown before the count even starts.

SBAW General Articles

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VICTORIA DAY LONG WEEKEND, LET'S GET ON THE WATER – CAREFULLY!

Ah, long weekends. There are only four during the summer, so each one is cherished by Canadians, but this one coming up carries special significance for boaters and cottagers. (There are few things we Canadians cherish more than our long weekends. One such long weekend carries special significance for boaters and cottagers.) It's the May 24th Victoria Day long weekend, which is considered by most as the unofficial start of summer! It's the weekend when the "Honey Do" List takes a back seat to opening up the cottage, launching the boat, and hauling out the water toys.

Historically, though, this weekend has also been one that generates more than its fair share of boating-related incidents and fatalities. It's for this reason that Safe Boating Awareness Week happens annually around the May long weekend. The goal is to remind those who ply our Canadian waterways to boat safely and responsibly, now at the beginning of boating season.

Several factors together constitute a dangerous mix when on the water at any time, but especially during long weekends, when the sheer number of boats on the lake often outnumber those of a normal weekend by a factor of 10! Even on relatively calm days, the converging wakes generated by the increased traffic from sport boats to large cruisers can easily capsize smaller fishing boats, canoes, and kayaks.

While air temperatures over the Victoria Day long weekend can often be quite balmy, boaters need to remember that the temperature of the water has only risen a handful of degrees since the ice receded. The cold shock can be deadly should someone fall overboard, or their boat capsizes and sinks. A good idea to guard against this possibility is to either wear or pack thermal protective clothing to slow the onset of hypothermia until help arrives. This, of course, is in addition to wearing a PFD, which will also provide some thermal protection. Having the means to call for help, should it be required, either by marine radio or cell phone (service dependent), is a must.

Make sure to have sufficient personal floatation devices (PFDs) on board for everyone. Check them for proper fit as well as for broken zippers or buckles, split seams, or excessive wear. Should any of these be apparent, the PFD must be replaced.

However, the greatest contributor to tragedies on long holiday weekends can be the celebratory consumption of alcohol that accompanies the euphoria of leaving the rat race behind, even for a few days. Alcohol accounts for approximately 40% of all boating-related incidents and fatalities.

Boating sober is an especially important message that boaters need to heed. Alcohol, recreational drugs, or prescription narcotics should never be consumed either in advance or while boating.

It's not difficult to have an enjoyable and safe start to your summer. By behaving responsibly on the water, ensuring you have the proper safety equipment aboard and limiting your alcohol consumption to after you arrive back at the dock, you can truly enjoy this upcoming holiday weekend.

To learn more, visit www.csbc.ca for great tips on how to have a safe season on the water.



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DON'T GET STRANDED

Ensure that you and your boat are prepared for a day on the water.

It's a beautiful day; the sun is shining, and you've just launched your boat for the start of another season on the water. And the thoughts of that tough winter just past are quickly forgotten. Everyone's on board, excited about the day ahead, so off you go.

The day unfolds as you had hoped it would...until a problem leaves your boat dead in the water.

It could be that you've run out of gas, or you've had a mechanical breakdown of some kind. What to do? Likely, what you did not do is check your boat thoroughly before heading out. And unfortunately, you are not alone.

www.csbc.ca was created by the Canadian Safe Boating Council to remind Canadians during Safe Boating Awareness Week, which starts the Victoria Day weekend and throughout the entire boating season, to review their safe boating checklist before heading out onto the water.

Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard says: "75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down, run aground or have just run out of gas which is far and away the most common call to the Coast Guard, and these are all situations that are entirely preventable by the boat operator."

Mechanical failures can strike any boater, any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat. Stuff happens!

But many calls for help are predictable and preventable. Have a proper checklist for your boat and follow it before you head out, each and every time. Make sure that your boat is mechanically sound and that you have enough gas for your intended voyage with some in reserve. And file a sail plan or itinerary to help Search and Rescue find you in the event of a real emergency. A few simple steps will save you the embarrassment of making an unnecessary call for help and diverting search and rescue resources from areas where they might be needed more.

Review your checklist BEFORE you leave – Be Prepared! Whether you use a power boat, sailboat, personal watercraft, canoe, kayak, or fishing boat, find more information on a variety of boating safety tips by visiting www.csbc.ca.



LIFEJACKETS & LUCKY FISHING HATS

On designated days within the National Fishing Week in July, thousands of Canadians will take advantage of their ability to legally fish without a license. While this opportunity has been a catalyst for many of us to catch the fishing bug, angling has been part of our Canadian heritage for countless generations.

So popular has this activity become that well over 50% of the boats sold in Canada are used at least in part for fishing. By far, the most popular boats for this activity are small open powerboats under 6 meters in length. Coincidentally, between 2009 & 2013, boats of this type were involved in 26% of the boating-related fatalities, according to the Lifesaving Society's 2016 Drowning Report.

Contrary to popular opinion, simply having a lifejacket aboard the boat alone isn't necessarily going to be enough to prevent a catastrophic outcome. In approximately 80% of boating-related fatalities, victims weren't wearing their lifejackets. Oftentimes, a wave or wake from another boat can not only knock a boater into the water but also carry their boat away, leaving them in the middle of a lake without any floatation, and they drown.

In this day and age, there really isn't any excuse not to wear a lifejacket. Manufacturers have designed purpose-built units that not only provide comfort and allow ease of casting but also have pockets and clips to keep tackle, tools, and other necessities at arm's reach. They're even available in a camouflage pattern!

Inflatable lifejackets, too, provide a great option for anglers. They are cool, comfortable, allow for full arm motion, and are completely adjustable. They can be deployed either manually or automatically and come in both vest and fanny pack models. The only conditions associated with inflatable lifejacket wear are that they must be worn to be legal and aren't legal when the wearer is engaged in an activity where they could be knocked unconscious. Also, the wearer must be 16 years of age or older.

No matter what type or style of lifejacket an angler chooses, they should be treated like their lucky fishing hat in that they only work when they're worn. The Canadian Safe Boating Council understands that we've gotten our families hooked on fishing. We just want to get everyone hooked on lifejackets as well!

Canadian Safe Boating Council



Boat Sober

When it comes to the message to boat sober, there is no gentle way to do it. Boating impaired through alcohol, recreational drugs, or prescription narcotics can have tragic results.

Canadian studies have long shown that, in nearly 40% of boating deaths, alcohol was detected or suspected, and 23% of victims were above the legal limit. With the legalization of recreational marijuana and impairment with prescription narcotics, the fear is that incident and fatality statistics could grow significantly.

The effects of sunshine and a boat's rocking motion increase the effects of alcohol and drugs, which, for a boater, can turn a simple boat ride into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

Psychologists know that human nature has a way of rationalizing. "It can't possibly happen to me" is often the thought. Whether that means "I'll never be caught" or "I'll never be killed" doesn't matter.

Neither of those things will happen if boaters stick to just boating on the water. Afterward, you can have a few drinks on shore and then stay put.

It's that simple – Don't consume alcohol or drugs either before or while boating.

For more information, visit www.csbc.ca.



Cold Water Can Kill

Wearing a Lifejacket and Thermal Protection could save your life.

It's finally Spring. The days are getting longer, the air carries a sweet fragrance, and the ice has receded from the lakes. It's a time when millions of Canadians finally get back to their favourite pastime and head out on the water in their boats.

Smartboater.ca was created by the Canadian Safe Boating Council (CSBC) in partnership with the National Search and Rescue Secretariat to remind Canadians to take a few extra precautions to guard against the dangers of a fall into Cold Water.

Many people think that a fall into the water is no big deal. They can climb back onto the dock or swim the short distance to shore, or they can right their overturned boat and get back in. If the boat can't be righted, they can put on their lifejacket and hold onto the boat until help arrives. The reality is that when dealing with cold water, those goals often can't be reached.

It's hard to imagine what happens should you unexpectedly find yourself in cold water. Dr. Gordon Giesbrecht, Professor of Thermophysiology at the University of Manitoba, has experienced first-hand the effects of cold water. He developed what he calls the 1-10-1 Principle to help you understand how your body will react. You will have One minute to get your breathing under control, as there is an initial gasp response followed by extreme hyperventilation. Ten minutes of meaningful movement before the muscles in your extremities lose their effectiveness, and up to one hour before you lose consciousness due to hypothermia. If you're not wearing a lifejacket and survive the initial shock and gasp, you have very little time before your arms and legs begin to stop functioning, preventing you from staying afloat.

Studies have shown that our bodies lose heat approximately 25 times faster in water than in air of the same temperature. If you are wearing thermal protection such as a neoprene wetsuit, paddling dry suit, or a floater coat/suit, it will help keep you warmer for a greater length of time.

Should your boat capsize, and you find yourself in the water, try to reduce the rate of heat loss by climbing onto the overturned hull or any other floating object, such as a cooler. If none are immediately available, remain as motionless as possible to allow your skin to warm a thin layer of water around your body. Thrashing in the water not only disturbs this layer of warmer water but also accelerates heat loss. If you are alone, tuck your legs and fold your arms across your chest in the HELP (Heat Escape Lessening Position) to protect your vital organs. If you are with others, huddle together, interlacing your arms and legs and pressing your torsos together to preserve body heat.

One of the big questions is whether to stay with the boat or swim to shore. You should only consider swimming for shore if you are wearing a lifejacket, your chances for rescue are very

slim, and the distance to shore is manageable. (Be aware that the effort involved in swimming will increase heat loss and adversely affect muscle movement.)

Keeping these considerations in mind and taking proactive steps to protect against the dangers of a fall into Cold Water will go far towards making your boating activities safer and more enjoyable. Remember too that, in Canada, many of our larger bodies of water remain cold throughout the summer.

Whether you use a power boat, sailboat, personal watercraft, canoe, kayak, or fishing boat, find more information on a variety of boating safety tips by visiting www.csbc.ca

Editorial Messages – Safe Boating Awareness Week

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SAFETY EQUIPMENT REQUIREMENTS



Introduction

Safe, responsible operation is a key ingredient for enjoyable boating. The right safety equipment provides peace of mind, and if something goes wrong, it may save a life. There may be additional items you will want to take depending on your vessel, type of activities, and environment. Go prepared. Make sure your equipment is easily accessible and can be operated by everyone on board. Remember, ensuring that all equipment is in good working order isn't just common sense, it's the law.

Who Needs to Comply?

Safety equipment requirements apply to all pleasure craft.

Examples of Pleasure Craft

- Powerboats
- Personal watercraft (PWC)
- Canoes and kayaks
- Sailboats or sailboards
- Airboats
- Hovercraft (Air cushion vehicles, ACV)

These minimum safety equipment requirements do not apply to beach and pool toys that measure less than 2 m in length and that are not designed to be fitted with a motor. Note that operating an outboard motor-driven surfboard in any Canadian waters is strictly prohibited.

If you are renting a boat and will be operating it for recreational purposes, these carriage requirements also apply to you. If you are using your vessel for commercial purposes or are carrying passengers for remuneration, you should consult Transport Canada to check which regulations apply.

Equipment Requirements

The Small Vessel Regulations set out the minimum safety equipment required on board a recreational boat according to vessel length. In some examples, the minimum safety equipment is displayed for the vessel type to assist the reader. However, the minimum equipment should only be referred to as a guide, and a prudent boater will add to the list depending on the type of boating being done and where they are boating.

To determine the length of your vessel, refer to your manufacturer's product information or measure it yourself - from the forward end of the foremost outside surface of the hull shell to the after end of the aftermost outside surface of the hull shell. If you plan to be out for more than a few hours, although not required by law, there are a number of items that you should take with you:

- spare clothing in a watertight bag (weather can change dramatically in just a few hours, and not having the proper clothing for the conditions can lead to conditions that can be serious threats to your health, such as heatstroke and hypothermia).

- drinking water and high-energy snacks (water is the most important element here as lack of it can lead to fatigue and dehydration in a fairly short time).

TIP: Would you recognize the signs and symptoms of hypothermia, heat exhaustion, an allergic reaction to insect venom or food items? Do you know how to stem bleeding, perform rescue breathing, and treat shock? – If you answered no to any of these questions, take a first aid course as soon as possible. Knowing how to provide this immediate, temporary assistance can make the difference between permanent injury and full recovery, or even life and death. Know before you go!

Tool Kits and Spare Parts

You may need to make repairs while out on the water. Take along a tool kit, spare parts (for example, fuses, bulbs, a spare propeller, nuts and bolts, penetrating oil to free up stuck fasteners, duct tape, spark plugs), and tools and materials to temporarily stop hull leaks.

Now that you have the tools available, do you know what to do with them? Take along the owner's manual and any other guidebook you might need.

First Aid Kit

When boating, you are likely to be some distance from medical assistance, and such assistance may be difficult to find when you are in unfamiliar surroundings. Take a first aid kit along with you. Store it in a dry place and replace used and outdated contents regularly.

An Example:

Minimum Required Safety Equipment for a Powered Pleasure Craft Not Over 6 Metres in Length

Personal Protection Equipment

1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
2. One buoyant heaving line of not less than 15 m in length

Boat Safety Equipment

3. One manual propelling device OR an anchor with not less than 15 m of cable, rope, or chain in any combination.
4. One Class 5BC fire extinguisher, if the pleasure craft is equipped with an inboard engine, a fixed fuel tank of any size, or a fuel-burning cooking, heating, or refrigerating appliance.
5. One bailer or one manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel.

A bailer or manual water pump is not required for any multi-hull vessel that has subdivided multiple-sealed hull construction.

Distress Equipment

6. A watertight flashlight or 3 Canadian-approved flares of Type A, B, C, or D, only 1 can be type D.

Navigation Equipment

7. A sound-signaling device or a sound-signaling appliance
8. Navigation lights that meet the applicable standards set out in the Collision Regulations if the pleasure craft is operated after sunset and before sunrise or in periods of restricted visibility.

INFORMED BOATERS ARE SAFER BOATERS



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

Boating is a great activity, whether you take to the water to paddle, sail, fish, or cruise. Whatever your passion may be, the Canadian Safe Boating Council advises that learning how to boat safely will increase your enjoyment of boating.

As a boater, you are legally responsible for equipping yourself and your boat, operating your vessel safely, and ensuring the safety of your passengers. You are responsible for knowing the laws and regulations that govern the safe operation of vessels on Canadian waterways. One of the best ways to learn the basics of safe boating is to take a course and write an accredited test.

KEEPING A WEATHER EYE OUT



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

As a boater, you have fond memories of warm sunny days on the water, enjoying the time and activity with family and friends. Fair skies and fair winds are the desire of every boater, but we all know that weather changes and water conditions never remain constant.

Boaters must assess the weather and make a decision before heading out on the water and know how to interpret weather changes while on the water. Sudden weather changes can occur without warning in many parts of the country. Sudden changes in wind can be particularly dangerous since they can cause a rapid buildup of high waves. Many small pleasure craft are not designed to handle any great amount of wind and waves and can be easily swamped or capsized. So, when the forecast is poor, plan to stay ashore. If you are already on the water and the weather appears to be changing and degrading, head to shore as directly and as quickly as is safe.

There are a number of ways that you can obtain local forecasts for your local waters. First, start by making personal observations of the sky and wind conditions. These observations can be backed up with local forecasts from your newspaper, radio, or television news. If you have access to cable or satellite television, specialty weather channels provide detailed forecasts. In many areas across the country, media outlets provide special marine weather forecasts for boaters in their markets. The Internet is also an excellent source of detailed weather forecasts and provides you with weather maps and satellite and radar images. Two of the most popular websites are www.weather.gc.ca (Environment Canada) and www.theweathernetwork.com.

One of the best sources of marine weather, whether on shore or aboard, is your marine VHF radio. Current weather conditions, forecasts, and warnings are broadcast on channels 21B, 25B, and 83B on the Atlantic Coast and Great Lakes. On the West Coast, weather forecasts are broadcast on channel 21B and WX1, and 2, WX3, and 4 are US government weather service. Environment Canada provides their Weather Radio service in Vancouver, Toronto, and Montreal. While on the water, it is critical to “keep a weather eye” out. Frequently monitor cloud patterns and sky conditions. If the sky looks dark, the cloud conditions are changing rapidly, or there is a shift in the wind, you can expect a change in the weather. The best idea is to stay sensitive to the little changes to make sure that you react in time before big changes hit. Summer thunderstorms can strike quickly and quite unexpectedly. Winds and waves associated with thunderstorms can increase suddenly and drastically, creating severe local wind and wave conditions. By being vigilant and listening for static on an AM radio band or observing birds heading for shelter, you may be forewarned of a severe weather change.

When changing and deteriorating weather occurs while out on the water, you should take immediate action and head for shore and safety. Having a marine chart on board will allow you to find a bay, cove, or other sheltered location to weather out a storm or wind and wave conditions beyond your boat’s capability.

Should you find yourself caught in bad weather out on the water, if you don't have them on already, ensure that everyone dons a PFD, slow down, and proceed with caution. Approach the waves bow-on at a 45-degree angle and keep your passengers and load low in the boat to avoid capsizing.

The key to weather is checking it before you head out and keeping an eye on it while on the water. If you feel that there is any risk, don't go. It's every boater's responsibility to "keep a weather eye" and to Boat Safe – Return Safe. Enjoy your time on the water and "have many happy returns."

Environment Canada

Uses some specific specialized terminology in marine weather forecasts to provide boaters with information on the expected conditions:

LIGHT WINDS are less than 15 knots (28 km/h) with wave heights up to 1.5 metres.

MODERATE WINDS are in the range of 15 to 19 knots (28 to 35 km/h) with waves of 1 to 3 metres.

STRONG WINDS or small craft warnings are used to report winds of 20 to 33 knots (37 to 61 km/h) with wave heights of 3 to 6 metres.

GALE WARNINGS are issued when sustained wind speeds are 34 to 47 knots (63 to 87 km/h) and may have waves reaching 6 to 9 metres in height.

STORM WARNINGS have continuous wind speeds of 48 to 63 knots (89 to 117 km/h) and wave

RED, RIGHT WHAT?



“Red, Right Returning.” Do you know what this simple memory-triggering device means? You should, because understanding the Canadian Aids to Navigation and how to identify them on the water is just one of the essential skills for safe boating. ‘Red Right Returning’ refers to keeping the starboard or red navigational aid on the starboard or right-hand side of your vessel when returning to a harbour or traveling in an upstream direction.

Learning the “rules of the road” for boating will teach you what to do when you encounter another vessel in daylight or at night. You will gain an understanding of the navigation aids and the meaning of buoys, day beacons, and other aids, which will help you avoid hazards in and on the water.

As a boater, you are legally responsible for operating your boat safely, and that means knowing the rules of the water. To do this means you must know and comply with the Canadian laws and regulations that apply to all vessels on Canada’s waterways. These laws, regulations, and guidelines are contained in the Collision Regulations, the Canada Shipping Act, the Boating Restriction Regulations, and the Charts and Nautical Publications Regulations. All of these regulations and acts have been implemented to ensure that all of us enjoy ourselves on the water, in a safe and understandable environment.

The Collision Regulations set out the rules for safe navigation and preventing collisions on the high seas and inland waterways. The regulations include the International Regulations and Canadian modifications, which set out the rules for speed, navigation, right-of-way, and maintaining a watch. Will you know which vessel is the give-way vessel when two boats approach? Knowing which boat is the stand-on vessel, and which vessel must give way in all situations on the water, is not only courteous but safe. There are no lines on the water establishing lanes and traffic flows, so it is your responsibility to know what to do to navigate safely.

The Canada Shipping Act, which incorporates international conventions, establishes a set of rules and regulations that govern our behavior on the waters. One of the most cited regulations in the act calls for the operators of every pleasure craft to lend assistance to every person who is in danger or peril on the water if they can do so without serious danger to their own vessel or persons on board. Specific operating restrictions are addressed by the Boating Restriction Regulations. These regulations impose speed limits, shoreline speed zones, horsepower limits, and other restrictions on specific Canadian waterways.

Charts and Nautical Publications Regulations require the operators of all vessels to carry the most current charts, documents, and publications for the area that they are navigating. While exemptions exist under certain conditions, boating without the marine chart for your body of water means you could end up more than just lost, you could find yourself and your vessel in distress due to collision with an underwater hazard. Charts

are more than just road maps. They provide you with valuable information about the waters, navigational aids, and hazards, and should be considered essential on your boat.

So where do you go for the relevant information? For general boating safety information, visit the Office of Boating Safety online at <https://tc.canada.ca/en/marine-transportation/marine-safety/boating-safety>. To obtain information on nautical charts, current tables, Sailing Directions, The Canadian Aids to Navigation System, Radio Aids to Marine Navigation, and a List of Lights, Buoys, and Fog Signals, visit www.charts.gc.ca or call the Canadian Hydrographic Service at (613) 998-4931. It's every boater's responsibility to know the "rules of the road" and to Boat Safe – Return Safe. Enjoy your time on the water and "have many happy returns."

Safe boating is everybody's responsibility, and the best way to become a safe and confident boater is to take an accredited course. To learn more about the courses offered in Canada, where you can take them, and how to get your Pleasure Craft Operators Card, visit <https://tc.canada.ca/en/marine-transportation/marine-safety/boating-safety> and remember.....Boat Safe – Return Safe. Enjoy your time on the water and "have many happy returns."

LIFEJACKETS 101



Lifejackets have been saving lives for hundreds of years, with the first recorded history of use by Norwegian mariners who used simple blocks of wood. The forerunner of the modern lifejacket was invented by Captain Ward of England. In 1854, he created a cork vest designed to be worn by lifeboat crews for both weather protection and buoyancy. This early style of lifejacket can be seen in the movie *The Titanic*. It was a useful survival tool, but eventually gave way to those made of Kapok. Kapok was a softer alternative to cork, which was good news to navy mariners who often wore their lifejackets whenever aboard, including even when they were sleeping.

Now, no one is suggesting that you wear your lifejacket when you sleep aboard, but the message that the Canadian Safe Boating Council (CSBC) has been delivering for years; “Boat Safe, Boat Smart – Wear It”, “It’s Your Life....Preserve It” and “When Within Reach Might Not Be Close Enough” are certainly relevant for most other times we are aboard, especially in smaller open boats. The question is, why do we continue to ignore those messages, putting ourselves, our loved ones, and our friends at risk?

Interestingly, CSBC and Smart Risk’s research demonstrates that most of us insist that our children wear their lifejackets. However, the willingness to wear a lifejacket drops from 85 percent for children under 5 to a low of 37 percent by the time they reach their teen years and continues to decline significantly after the teen years. So, what’s the result of all this complacency and unwillingness to wear a lifejacket?

Across Canada, 89 percent of recreational boaters who drown every year were not wearing a lifejacket. Most of these drownings occur in small open power boats, accounting for 60 percent of these preventable deaths. A majority of these victims were males between the ages of 19 and 35, out for a day of fishing. An average of 140 unnecessary drownings occur every year.

Many boaters who drown believe they are good swimmers, so they feel that having a lifejacket on board and within easy reach is good enough. But what good is a lifejacket that is stored under a seat or under the bow going to be when the unexpected happens? Most drownings happen unexpectedly when small boats capsize, or someone falls overboard. The lifejacket that you leave behind is not much use, especially in cold water.

Speaking of cold water, in Canada, many boaters like to extend their boating season as long as they can, when water temperatures, particularly at the beginning and end of the season, can be very chilly. There are also parts of this country where water temperatures remain cold all year round. Hypothermia is a condition most boaters have heard about and can lead to many problems, such as disorientation and rapid incapacitation, but the real shocker is found in the new research on sudden cold water immersion.

Death from sudden cold water immersion happens very, very quickly. Research by Dr. Michael Tipton, a leading expert in cold water immersion, has shown that the “gasp reflex” from sudden immersion has led to more deaths than previously known. The reaction causes a sudden uncontrollable gasp, followed by 1-3 minutes of hyperventilation. The initial gasp can cause you to inhale up to 2 litres of water, causing drowning. This volume of water will cause an individual not wearing a lifejacket to sink and not reappear. If the first gasp of water is not fatal, hyperventilation will lead to the rapid onset of severe hypothermia and death.

So, if the “gasp reflex” doesn’t get you initially, you still face the second effect of cold water immersion, cold incapacitation. In cold water, your extremities will numb quickly, progressing to make it more difficult to swim, and eventually, if you are not wearing a lifejacket, swim failure and drowning is imminent. If you are wearing a lifejacket, the third effect of cold water immersion is hypothermia, and it can occur in water as warm as 20 degrees.

With all that information, the message should be clear. Having your lifejacket on before you end up in the water will greatly increase your chance of survival. So why don’t we? Some of the common reasons for not wearing a lifejacket are: “they’re uncomfortable,” and “they look stupid.” Well, those reasons just don’t fly anymore. Things have changed, and there is a new generation of lifejackets in town. Whether they are specialized lifejackets for specific on-water activities or the new inflatable lifejackets, they are much more comfortable than the old standard ones and certainly put those old objections to rest.

There are many new, improved (and approved by Transport Canada) lifejackets, and all are designed to be lightweight and comfortable. There is a wide range of styles and colours, and all are designed for the type of boating you do and the conditions you face. Whether it be paddling, sailing, fishing, water sports, or riding personal watercraft, there is a lifejacket suited for it.

The most recent face on the waterfront is the inflatables; the most comfortable, lightweight lifejackets you can buy, and are available in vest or pouch styles. Inflatable jackets come standard with manual inflation, but a few models are available with automatic inflation, which instantly inflates the lifejacket when you hit the water. To meet Canadian Small Vessel Regulations, inflatable lifejackets must be worn at all times when aboard and underway and may not be worn by a person under the age of 16 or weighing less than 36.3 kilograms.

When choosing a lifejacket, follow these simple guidelines: Choose one that is suitable for the activity you are involved in and check the label to make sure that it is Canadian-approved and is of the correct size. Finally, make sure it fits snugly.

If you don't wear it, it won't work.

PROOF OF OPERATOR COMPETENCY

Current federal legislation requires operators of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times. Similarly, non-residents of Canada, in boats registered outside of Canada, need to be able to provide proof of competency if they remain in Canada longer than 45 consecutive days.



Proof of competency can take any one of 3 forms:

1. Proof of having successfully completed a boating safety course in Canada prior to April 1, 1999.
2. A pleasure craft operator card is issued following the successful completion of a Transport Canada-accredited test.
3. A completed rental boat safety checklist (for power-driven rental boats). This is only good for the rental period.

Non-resident boaters in Canada for greater than 45 consecutive days or are operating a Canadian-registered vessel must be able to provide proof of competency. This may be in the form of an operator card or similar proof of competency issued in the operator's state or country of residence. Such proof of competency must be kept with the operator at all times.

Even though an operator may have proof of competency, they are still subject to the Age and Horsepower restrictions. Age-horsepower restrictions prohibit operators under the age of 16 years from operating craft above the specified horsepower limits. This applies to the operation of pleasure craft fitted with a motor and used for recreational purposes. If an operator is accompanied and directly supervised in the pleasure craft by a person 16 years and older, the age-horsepower restrictions do not apply. These restrictions also prohibit persons under 16 years from operating personal watercraft regardless of whether they are accompanied by an adult.

The table below summarizes how these restrictions apply.

AGE-HORSEPOWER RESTRICTIONS

How this applies to operators of pleasure craft fitted with a motor and used for recreational purposes	Power restrictions
Under 12 years of age, and not directly supervised**	Can operate a vessel with no more than 10 hp (7.5 KW)
Between 12 years of age and under 16 years of age, and not directly supervised**	Can operate a vessel with no more than 40 hp (30 KW)
Under 16 years of age	Not allowed to operate a PWC***
16 years of age and over	No power restrictions

* These requirements apply in areas outside the Northwest and Nunavut Territories at this time.

** Directly supervised means: accompanied and directly supervised by a person 16 years of age or older.

*** Personal Watercraft

THE OPERATOR CARD IS GOOD FOR LIFE

How Do I Get A Card?

Boaters can obtain their card after receiving a mark of at least 75% on a Transport Canada-accredited test. Boaters have the option of taking this test without first completing a course. Accredited tests are offered by Coast Guard-accredited course providers.



How Do I Find An Accredited Course Provider Near Me?

The Office of Boating Safety provides an up-to-date listing of accredited course providers on its website.

Why take a boating safety course?

- To improve the safety of all boaters and the boating environment.
- To get your Pleasure Craft Operator Card as required by the regulation.
- To learn about your responsibility.
- To make your boating experience enjoyable for everyone.

What Is Covered During A Course?

The course covers a full range of basic boating information, such as:

- minimum safety equipment requirements required on board your boat.
- the Canadian Buoy system.
- how to share waterways.
- a review of all pertinent regulations; and
- how to respond in an emergency situation.

What Are My Options?

- Take the course in class, by correspondence, or through the internet.
- Purchase a training manual from an accredited training organization, study on your own, and then take the test.
- If you already know the rules, you may wish to challenge the test, although Transport Canada highly recommends taking an accredited course.

Key Messages Longer Articles – Safe Boating Awareness Week

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WEAR IT!

A WISER BOATER TODAY

“It happens so quickly. One minute you’re having the time of your life, the next minute you’re fighting for it”.



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

That was Dave Kimpinski’s comment after nearly drowning in a boating accident. Dave and his young son, Curtis, were pulling Dave’s niece Amanda on an inflatable tube in their small outboard-powered boat.

Suddenly, Dave saw the large wake from another boat right in front of them. He leaned across to prevent his son Curtis from falling in but instead went overboard himself. Dave wasn’t wearing a lifejacket. His boat started to make lazy circles while Curtis cried out for his dad.

Amanda saw her uncle struggling to stay afloat and began to swim after him. Fortunately, Amanda was prepared for the water and was wearing a lifejacket. She reached her uncle, and Dave grabbed onto her.

Curtis, meanwhile, pulled the safety lanyard on the motor just like he’d seen his dad do, and the boat stopped moving.

Amanda and Dave were able to get back to their boat and climb aboard. Dave was lucky. He was lucky that Amanda was wearing a lifejacket and was able to help him. He was lucky that his little boy managed to stop their boat.

Because of his near tragedy, Dave Kimpinski will tell you he is a much wiser, safer boater today.

Our loved ones are precious, and unfortunately, none of us can predict when a potential disaster might strike. Dave Kimpinski knows that firsthand. A fun day of tubing nearly turned deadly because he decided not to wear a lifejacket.

Today’s lifejackets look nothing like the lifejackets and vests of even 10 years ago. Think of the first cell phones - how bulky and awkward they were. Think of today’s mobile phones: sleek, slim, lightweight.

That’s what lifejackets and personal flotation devices are like today. Materials are lighter, stronger, and more comfortable to wear. And the new, approved inflatable life vests and personal flotation devices lie flat around your shoulders like a collar.

For years, the Canadian Safe Boating Council has been urging boaters to take the necessary precautions and always wear a lifejacket on the water.

Many times, boaters will proudly tell boating safety officials that they always have their lifejackets on board their boats, just as the law demands.

The Canadian Safe Boating Council (CSBC) applauds this but reminds those boaters that a lifejacket isn't intended to save the life of the boat. It's meant to save the life of the human being on the boat!

So, if you fall into the water without your lifejacket on your body, that fine sense of pride in having lifejackets on board won't help keep you floating.

A few years ago, the CSBC conducted an experiment. The Council selected roughly half a dozen volunteers, both young and old, and asked them to jump into a swimming pool and, once in the water, attempt to get into a lifejacket.

All the participants said afterwards how difficult it was to perform that seemingly simple task. Few of them managed to select lifejackets that were the right size when they were in the pool.

Rob Hall, one of the volunteers, summed it up best when he remarked, "I think it's way too tough to put on a lifejacket in the water, to have to put it on after your boat's flipped over".

And if it was tough for volunteers in a swimming pool, imagine how difficult it would be in a real-life situation in a lake, river, or ocean with individuals overcome by panic, fear, and cold water.

LIFEJACKETS AND PFDS MAKE HAPPY ENDINGS!

Reg Buxton and his family decided one summer to take a different kind of family vacation.

They chartered a trawler-styled boat to explore British Columbia's Inside Channel. The waters of the Inside Channel are extremely deep and extremely cold, even in summer. Reg and his wife had the good sense to equip each of their three kids with lifejackets and make them wear them all the time.

Things were going smoothly; everyone was having fun. The kids were down below playing while Reg and his wife were at the helm enjoying the afternoon scenery. Sometime later, two of the Buxton children joined their mom and dad on deck. Suddenly, Reg noticed their youngest, David, was not with them. In a panic, they searched the boat for little David, to no avail. He was gone.

Reg called the Coast Guard, who told him to circle back and retrace his route while they scrambled for help.

Reg and his family came upon David at the same time another boat did.

"They could see something red bobbing in the water", Reg said later.

David Buxton was saved by his lifejacket. It kept him floating and its bright colour alerted rescuers.

What would have happened if David hadn't been wearing a brightly coloured lifejacket?

LIFEJACKETS AND PFDS – THEY'RE FOR EVERYONE!

Brendan d'Arcy ventured out with his son, Ciaran, in their small boat. Ciaran wore his lifejacket, but Brendan chose not to wear one.

A careless boater tossed the d'Arcy's out of their own vessel and into the water.

Brendan's initial thought was to get as far away from the spinning props of his motor as possible. He swam some 20 yards away from the boat and found Ciaran.

By his own admission, Brendan is not a good swimmer. He tried to swim back to his boat in order to bring it back and rescue his son. But Brendan began sinking as he tried to get back to his vessel.

He wouldn't be here today if another vessel hadn't noticed Ciaran.

"They spotted his life vest before they spotted him", Brendan said.

As Ciaran was pulled to safety, so too was Brendan, who likely would have drowned otherwise.

"The first thing I do when I go out on the water is put my lifejacket on. And it stays on until I'm back on land", proclaims Brendan today.

These are not fictional accounts designed to scare Canadian boaters into wearing lifejackets. These are real-life stories from boaters who survived and lived because of a lifejacket.

None of these Canadians could possibly have imagined such deadly scenarios occurring to them. After all, what are the chances?

Well, thankfully, the chances are small but not impossibly small. As long as there is one chance in a million, why take that chance when it involves your life? You won't get a second chance, will you?

Make a smart choice. WEAR IT!

IF YOU DRINK, DON'T BOAT



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

There's a windsurfing launch site in Collingwood, Ontario. Just next to it is a large inukshuk. That inukshuk was built to honour the memory of Pete Crompton.

Pete was an amazing guy, by all accounts. He was a member of Ontario's ski team. He was a scratch golfer. And he was a stellar windsurfer. Windsurfing was his passion. He loved the water, and he loved speeding across it, propelled by a stiff breeze in his sail. If he had lived past his 27th year, there's no end to what he could have achieved in his life. But Pete didn't live to see 28. He was killed in a boating accident in 2003, struck while sitting in the stern of a friend's boat on Lake Joseph. The driver of the other boat was charged with 8 different offences, but chief among them was "impaired operation of a vessel causing death".

When the Canadian Safe Boating Council speaks to Canadian boaters each year about the dangers of drinking and boating, there is no gentle way to do it. Mixing drinking and boating is dangerous. It can lead to deaths like Pete Crompton's. Every death on the water is avoidable, but that's especially true with alcohol.

The motto on the road is "If you drink, don't drive". It's the same on the water. And so are the laws.

Legally, there are only very few instances when you can drink on a boat in most provinces in Canada. Specifically, it is legal to drink if the boat is tied up at the dock or anchored for the night - in other words, you're not going to drive it anywhere - and if the boat is equipped like a residence, complete with sleeping accommodations, a galley, and a head. Many people don't realize this. They assume a boat is a floating version of their cottage, a mobile bar. It isn't.

First and foremost, a boat is a vessel in the same way a car is a vehicle under the Highway Traffic Act in all provinces and territories in this country. If you are convicted in Canada of driving a vehicle under the influence, you lose your driver's license. In many parts of Canada, the same thing applies if you are found guilty of impaired boating or boating while above the legal limit. Not only will you lose the privilege of operating a boat, but you might also lose your driver's license as well. It is important to keep in mind that impaired driving and impaired boating can include the consumption of cannabis and other drugs.

The Canadian Safe Boating Council completed a survey that confirmed some longstanding bad habits among boaters. The study focused on drownings involving boats in Canada and demonstrated that, in nearly 40% of the deaths, alcohol was detected or suspected, and 23% of victims were above the legal limit. The effects of sunshine and a boat's rocking motion increase the effects of alcohol, and for a boater, a simple ride can turn into a dangerous dunking. A big wave, a quick change in the boat's direction, or a 'tippy canoe' can result in someone in the water.

However, Pete Crompton's death was different. He was hit and killed by an impaired operator; a driver so intoxicated he couldn't avoid slamming into another vessel on open water. When he died, Pete became not just a statistic, but a life cut short, its promise never fully realized.

Fortunately, his death was not in vain, despite how senseless it was. Pete's father, Ken, lobbied for changes to the drinking laws in Ontario that now reach out to include boat operators.

Psychologists know that human nature has a way of rationalizing. "It can't possibly happen to me" is often the thought. Whether that means "I'll never be caught" or "I'll never be killed" doesn't matter.

Neither of those things will happen if boaters stick to just boating on the water. Have a few drinks on the shore and then stay put.

It's that simple - If you drink, don't drive.

TAKE A BOATING SKILLS COURSE



Since September 2009, every operator of a motorized vessel must have a Pleasure Craft Operator Card (PCOC).

The federal government instituted this requirement as a means to instill in boaters a basic knowledge of safe boating practices.

However, keep in mind that the PCOC is just a legal minimum and currently isn't a requirement for operators of non-motorized craft such as smaller sailboats, canoes, kayaks, paddleboats, sailboards, etc.

Nearly 16 million people are boating in Canadian waters every year, and that number is increasing. But there are also boating fatalities and boating accidents every year that are preventable.

Before the PCOC program, no boating course was required to operate a vessel in Canadian waters. Those boaters who undertook a course did so voluntarily through organizations like the Canadian Power and Sail Squadrons.

But is the PCOC enough? Does it give a boater today sufficient skills to handle a pleasure craft safely in all kinds of water, weather, and operating conditions?

Scott Miller, a coordinator with Maritime Search and Rescue at the Canadian Coast Guard, says the pleasure craft operator's card is "the bare minimum regarding education for boating".

"It's on long weekends that we get what we call 'the scary crowd'", says Miller. These boaters will often encounter situations that they've never been in before, he said. And they'll come up woefully short on skills and knowledge.

Miller says the Canadian Coast Guard strongly recommends that boaters take a proper boating course that provides training in things like boat handling, navigation, charting, and other highly relevant, highly useful topics.

There is an all-too-common misconception that boats are pretty much like cars: you just get in, turn the key, accelerate, and steer. That is where the similarity ends.

Emerson Fittipaldi, a former world champion race car driver, once told an interviewer that he had considered becoming a boat racer when he was much younger. "But the track kept changing with every lap", he joked.

What he meant was the surface of the water would grow rougher and rougher as boats churned up the course. And it doesn't just happen on a racecourse. It happens each time that the weather changes, a result of local tide effects, and everywhere there is moving water, like in rivers.

What else changes from land to water? For starters, how about something simple like steering your boat? Many new boaters and even some who have had a bit more 'sea time' agree that a boat just doesn't steer like their car. (Cars steer from the front while boats steer from the rear.) Without experience, it is much more unpredictable and throws some wind, waves, or current into the mix, and often a boat seems like it has a mind of its own.

Dealing with emergencies is another. In Canada, there are a few 'CAA's' of the water. It's just the boat operator and having to sort out the problem.

Signs are different as well. There are no traffic lights, but there are "traffic" signals. You need to be able to understand those signals in order to respond properly.

The Pleasure Craft Operator's Card course covers many of the varied and numerous aids to navigation a boater can and will encounter, but it doesn't teach a boater how to plot a course on a chart.

Why bother knowing that with all the modern technology available today, like Global Position System devices? Even operating a GPS needs instruction, and sometimes they fail to work. A battery dies or an electrical fault occurs on board. Stuff does happen! Being able to pull out a paper chart, a pencil, and a parallel rule and plot a course to safety is a priceless skill. It's also a skill you won't get through the PCOC.

Think of the Operator's Card much like the simple driver's exam in Canada. Some basic maneuvers and situations are covered, and a new driver is on the road.

Come the first snowfall, and that new driver could very well be a dangerous driver because he or she was never tested on slippery roads, asked to correct a skid, or demonstrate braking on an icy surface.

Yet every winter, those very scenarios occur almost daily.

The same water-based scenarios occur daily during boating season in Canada.

The Canadian Safe Boating Council wants every boater to be as safe as possible on the water, and we take the position that safety comes with knowledge. The more knowledge you have, the safer you and your family are.

The PCOC is a great first step, but don't stop there. Organizations like the Canadian Power and Sail Squadrons (www.cps-ecp.ca), Sail Canada(www.sailing.ca), and many canoe and kayak associations offer land-based, in-depth boating courses all the time. Give them a call or check them out on the internet. You'll be pleasantly surprised at what they have to offer.

The more knowledge you have, the more enjoyable boating becomes.

BE PREPARED



It's a beautiful day; the sun is shining, and you've just launched your boat for the start of another season on the water. And the thoughts of the past winter are quickly forgotten. Everyone's on board, and excited about the day ahead, so off you go. The day unfolds as you had hoped it would until a problem leaves you dead in the water.

It could be that you've run out of gas, or you've had a mechanical breakdown of some kind. What to do?

The real question should always be "What should I do before I leave the dock?" And the answer is "review your checklist."

Many boaters would quickly call up the Canadian Coast Guard for help. "I'm out of gas. Can you rescue me?" "We've been anchored, and now my engine won't start. Can you rescue me?"

The perception that is all too common among boaters in Canada is that the Coast Guard not only saves lives but assists boaters who are stranded. The Coast Guard, in other words, is a water-based version of the Canadian Automobile Association. Scott Miller, a Maritime Search and Rescue Coordinator with the Canadian Coast Guard, says this is a real problem for his people.

Yes, he says, the Coast Guard will come to someone's aid if they're having mechanical problems or have run out of gas. But only if there is imminent danger to them or their vessel.

In other words, if your tanks have simply run dry but the weather is fine and your vessel isn't drifting towards rocks or any other kind of danger, then, Miller says, the Coast Guard won't come directly.

"We issue a marine assistance radio broadcast, and if a towing company or a vessel of opportunity answers it, then we won't be towing".

Miller says there's a very good reason for this. 75 to 80% of calls for help to the Coast Guard are non-distress calls; the most common ones deal with boats that have broken down or run aground or have just run out of gas - far and away the most common call to the Coast Guard.

Running aground is the next most common issue, Miller says. "What we often hear from the boater is 'that rock wasn't here last year'. We see an awful lot of boaters who have no charts or, if they do, they don't know how to read them or they don't know how to work their GPS. We've even seen some boaters trying to navigate with road maps!" Mechanical failures can strike any boater at any time. That's just part of boating. And it's not necessarily an indication that the boater has simply failed to properly look after the boat.

But Miller says the Coast Guard often finds that a portion of those who break down do so repeatedly.

“And when we investigate, we find the boat is in total disarray down below”, he said. The most common calls for help to the Coast Guard are all based on situations that are entirely preventable by the boat owner.

In the past, the Coast Guard responded to all these calls. But their resources for dealing with real emergencies were constantly being stretched thin.

The U.S. Coast Guard made it official years ago that they will no longer conduct tows, except in life-threatening or dangerous situations. That has spawned several towing operations to spring up in the United States. So American boaters are forced to call and pay for a private tow if they run out of gas or break down and are not in any immediate danger.

Can we expect the Canadian Coast Guard to adopt a similar policy?

“Presently, the policy with the Canadian Coast Guard is to defer towing vessels that are not in distress or in non-potential distress situations to commercial tow operators, which means if you are the skipper of that vessel, you’d best be prepared to pay for the tow. Now let’s say you are a responsible owner, as most owners in Canada are. You have maintained your vessel, and it has plenty of fuel on board for your trip. You’ve even filed a Float Plan describing in detail where you are going and when you expect to arrive, and you have left it with a responsible individual for safekeeping. Excellent. Just make sure that any contact number you put on that Float Plan is a number where someone can be reached 24 hours a day, seven days a week.

“Don’t put your office number down”, says Miller. If the Coast Guard calls and the phone isn’t answered, a contact number isn’t very good.

And, at the journey’s end, he says, let everyone know that you are where you should be, and everything is fine.

Perhaps your best way to be prepared every time is to review your checklist BEFORE you leave the dock - fuel, battery, charts, weather, instruments, safety equipment, lifejackets on, etc. You could start making that list now if you don’t already have one, or you can get one from the internet.

It’s all simple common sense, isn’t it? Preventative medicine. And it can go a long way to ensuring that every time you venture out on your boat, it will be a safe and enjoyable round trip.

CHILLING FACTS OF COLD WATER



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

What is Hypothermia?

You don't need to be in cold Alaskan waters to experience what happens in Cold Water. Most lakes in Canada are dangerously cold for at least part of the year, and many for the entire year. As a result, boaters in Canada are aware of the condition known as hypothermia. It's when the core of your body has an abnormally low body temperature from immersion in cold water, and eventually, your heart stops.

But hypothermia is the final stage your body reaches after being in cold water. Many people die in the first few minutes of immersion in cold water, and they are not hypothermic; they simply drown due to the immediate and sometimes deadly effects of cold water.

What happens in Cold Water?

Statistically speaking, nearly 99 percent of drownings in Canada occur in water that is colder than 20 degrees Celsius. That doesn't seem very cold, but it's cold enough, and the numbers don't lie. And when the water gets down to 15 degrees Celsius or colder, that is when the real problems start to occur.

So, what happens to your body if you accidentally tumble into cold water?

First, you will encounter Cold Shock and gasp involuntarily when your body hits the cold water. If your face is underwater, that single gasp can fill your lungs with about a liter of water. If you're wearing a lifejacket and floating on the surface when you take that first big gasp, expect that over the next minute or so your heart rate will skyrocket, your breathing can increase as much as 600 percent, and panic can set in.

As long as you are safely floating with a lifejacket, after the first minute or so, your breathing will settle down. Depending on the water temperature, over the next ten minutes or so, you will experience Cold Incapacitation. As your body struggles to preserve its core temperature, your limbs will become numb, and your ability to self-rescue or even simply continue to swim will become impaired. In cold water, without a lifejacket, you will sink.

If you do have a lifejacket on and have not been able to rescue yourself, even in the coldest water, you can expect to be conscious for about an hour, and it will still be some time before you succumb to hypothermia. This will give rescuers additional time to find and rescue you.

THE COLD FACTS

A simple preventative measure that anyone can take to avoid drowning in cold water is to wear your lifejacket. It can save your life, no matter what the water temperature is. The lifejacket guarantees that you will float, even if you inhale a lungful of cold water. But it won't work if you're not wearing it and putting it on in the water might not be an option, especially in cold water when you are gasping and struggling just to stay on the surface.

The Canadian Safe Boating Council conducted an experiment to see how easy it was for someone to get into a lifejacket or floater coat once they were in the water. In short, it wasn't easy at all. And the subjects involved were in a swimming pool, calmly trying to put them on.

Another great preventative measure is to dress appropriately by wearing, or at least having on board, thermal protective clothing appropriate for the activity and conditions.

Thermal protective clothing will slow the onset of hypothermia, allowing more time for rescue.

NOT YOUR GRANDPA'S LIFEJACKET

Today's lifejackets are modern marvels. Inflatables can be worn in a belt pack around your waist or a streamlined collar shape, so comfortable you will feel like you don't even have one on. Inherently buoyant jackets come in a variety of styles and colours matched to whatever your style of boating is, and all are designed to be worn while you are on the water. A floater coat can help preserve vital body heat in open air and in cold water as it keeps you floating, and there are also full-length survival suits that can protect you against the worst of the elements.

When your body is in cold water, heat loss is the greatest threat as the minutes tick by, and wearing a lifejacket means you don't have to exert yourself trying to stay afloat. More exertion is a sure way to lose heat, lessening your survival chances and rescue time.

Many boaters will spend thousands, even hundreds of thousands of dollars on a recreational vessel and then spend the minimum on lifejackets. Whatever your boating style, whenever you boat, think about the water temperature and have the proper equipment, be it a lifejacket, a floater coat, or a survival suit if that's what it takes.

Make the Smart Choice

Wear it on your boat at all times. It's so simple.

A 'FLARE' FOR RESCUE



At 12:45 AM, April 15, 1912, the first of eight rockets shot into the sky over the Atlantic Ocean. These distress flares were from the RMS Titanic and were her last attempt to summon help for the stricken ship. Aboard the Leyland Liner, the Californian, lying not too far from the stricken Titanic, crew members witnessed the flares and stars but failed to recognize them for what they were. The use of flares was fairly new in 1912, and that is the primary reason for the lack of immediate response. Thankfully, times have changed, and emergency signaling devices are commonplace aboard commercial and recreational vessels.

But if you were out on the water, would you recognize the signs from a vessel in distress? And more importantly, do you have all of the required safety equipment on board, and do you and your crew know how to use it?

While you may not know it, all pleasure craft operating on Canadian waterways must carry the specified safety equipment for their size and type of vessel, as set out in Small Vessel Regulations. It's the law. Regardless of the boating activity you enjoy, from power boating and riding personal watercraft, to canoeing, kayaking, sailing, or sailboarding, you must have the minimum required safety equipment on board. The right safety equipment may be the only thing between you and a tragedy, should things go wrong on the water.

The Small Vessel Regulations set out the specific requirements for sailboards, paddleboats, watercycles, canoes, kayaks, rowboats, rowing shells, and unpowered and powered pleasure craft under 6 metres. PWCs and all pleasure craft over 6 metres in length are also included. As your recreational vessel's size increases, so do the requirements for additional equipment.

So, let's look at the requirements for a typical 7 metre pleasure craft.

The first thing up is Personal Protection Equipment. The law requires that you have one Canadian-approved lifejacket or personal floatation device (PFD) of an appropriate size for every person on board. Pay special attention to your children's lifejackets. These should be selected by size and weight and have collars to keep their heads up in the water, a handle on the collar to lift them, and a safety crotch strap so the lifejacket does not slide up over their head. For those older than 16 years, who are the correct weight and engaged in certain boating applications, you might also wish to look into the new lines of inflatable PFDs. These devices are lightweight, comfortable, and cool in the summer's heat, but must be worn while underway to qualify as an approved PFD.

The next key piece of your Personal Protection Equipment is a buoyant heaving line or an approved lifebuoy or ring. Both of these devices must have a line attached of at least 15 metres in length, providing for a good throwing distance to rescue someone who has found themselves in the water and in trouble. These pieces of equipment should be kept where they can be retrieved for instant use. To rescue someone from the water, every

vessel with a freeboard (the distance from the water to the gunwale or edge of the boat) that is greater than 0.5 metres must also have a re-boarding device or ladder.

Boat Safety Equipment is next on the list of mandatory safety equipment. For our sample 7 metre craft, you must carry a manual propelling device or an anchor with not less than 15 metres of rope, chain, or cable. Should you find yourself with a mechanical failure or out of wind, you must be able to paddle or row yourself to safety, or anchor to avoid drifting into danger.

To keep your boat safe, you must also carry a bailing device. A bailer made from a bleach bottle or a manual pump meets the requirements for this size of boat. One key thing to remember is that the outlet hose on the manual pump must be long enough to reach from the bilge and over the side of the boat.

For our sample 7 metre power vessel, the law requires one class 5BC fire extinguisher. If your boat is equipped with a fuel-burning cooking, heating, or refrigerating device, a second 5BC fire extinguisher is required. Remember to have your fire extinguishers inspected regularly.

To summon aid in case of emergency, specific Distress Equipment is required. Your boat must have a watertight flashlight for signaling and a minimum of 6 Canadian-approved Type A, B, C, or D flares (no more than 2 Type D flares). There are a number of exemptions, so it is important to refer to the Canadian Safe Boating Guide or the Small Vessel Regulations for specifics. Keep the flares in a waterproof container to protect them from the damp and remember that they expire four (4) years after the date of manufacture.

The last requirement is to equip your boat with the specified Navigation Equipment for your size and type. You must have a sound signaling device, consisting of a whistle or air horn and navigation lights that meet the applicable standards set out in the Collision Regulations.

Remember, this is a list of the minimum safety equipment required by law. It is a great idea to outfit your boat with extra safety that meets your type of boating and takes into consideration where you boat. Store all of your equipment in an easily accessible location and make sure all of your passengers know where the equipment is and how to use it.

Training in the use of safety equipment is important, especially when it comes to flares. The Canadian Power and Sail Squadrons, in co-operation with Orion and Transport Canada, have developed a hands-on course in the proper use of signaling flares. They can be contacted at 1-888-277-2628 or www.cps-ecp.ca and click on 'courses'.

To learn more about safety equipment and determine the required equipment for your type and size of vessel, you can visit the Office of Boating Safety website at <https://tc.canada.ca/en/marine-transportation/marine-safety/boating-safety> and remember, Boat Safe – Return Safe. Enjoy your time on the water and “have many happy returns.”

PSA's for the Radio

Alcohol

Alcohol and boating don't mix. Almost half of all boating fatalities are alcohol related. Learn how you can avoid becoming a statistic at csbc.ca. Brought to you by the Canadian Safe Boating Council.

PFD Wear

Cold water can kill. A lifejacket can increase your chances of survival, but only if you wear one. Learn more about great designs for wearable lifejackets at csbc.ca. Brought to you by the Canadian Safe Boating Council.

Boating Safety Tips

Pressing the start button on your boating season. The Canadian Safe Boating Council reminds you to check all your safety equipment, especially your lifejacket, and load fresh batteries in all your electronics. Visit csbc.ca for more



FOR IMMEDIATE RELEASE

Date: May 15, 2025

Embark Safely: Canadian Safe Boating Council Launches Annual Safe Boating Awareness Week Canada-wide: May 17 to May 23, 2025

As summer approaches, the Canadian Safe Boating Council (CSBC) sets sail with its annual Safe Boating Awareness Week, advocating for safe and responsible boating practices across Canada.

Canada's love of boating is stronger than ever, with over 16 million Canadians taking to the waterways for recreational enjoyment. The pandemic turbocharged this passion, with a surge in new boaters with estimates as high as a 40% increase.¹ A rise in boating-related incidents has also been noted, signaling a need for heightened safety awareness and education.

To steer boaters towards safety, the CSBC, and its partners, underscore five boating safety messages:

- 1. Wear Your lifejacket**
- 2. Boat Sober**
- 3. Be prepared, You and Your Vessel**
- 4. Take a Boating Course**
- 5. Be Cold Water Safe**

These messages aim to mitigate common boating-related incidents and ensure a safe journey on the water.

Throughout Safe Boating Awareness Week, the CSBC collaborates with boating and water safety groups, relying on Canadian media to amplify these critical safety messages.

“Safe boating isn't just a week-long focus - it's a year-round commitment. Whether it's a leisurely cruise or a thrilling adventure, always wear your lifejacket and ensure everyone on board does too.” – Peter Heard, Vice Chair, Canadian Safe Boating Council

“Sailing is a pleasure and a privilege. Make sure you are trained, have all required safety equipment on board, respect other users on the water, and protect the environment.” - Josée Côté, Directrice Générale/General Manager, Nautisme Québec

“When people think about driving impaired, they think about a car on the road. But operating a boat while impaired is just as dangerous and illegal.” – Tanya Hansen Pratt, National President, MADD Canada

“We know that time spent outdoors is good for us, both physically and mentally. Outdoor activity continues to thrive, especially in paddling, and it is important for new and seasoned paddlers to be safe while enjoying their time on the water.” - Michelle McShane, Executive Director, Paddle Canada

Go to www.csbc.ca/en/safe-boating-awareness-week to access videos from CSBC partners that can be downloaded by media or shared on social media.

Safe Boating Awareness Week is promoted by the Canadian Safe Boating Council (CSBC), a registered charity, with support from its members, partners and Transport Canada's Office of Boating Safety.

For additional information on boating safety, visit CSBC.ca or BetterBoater.ca.

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For interviews contact:

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English

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Paddle Canada – Executive Director Michelle McShane: michelle@paddlecanada.com 1-888-252-6292 ext. 2

Lifesaving Society – Senior Communications Officer, Stephanie Bakalar: stephanieb@lifeguarding.com
416-490-8844 x 436

1. More than Summer Fun: Americans' Increased Passion for Boating Creates \$230 Billion Wave of U.S. Economic Impact
<https://www.nmma.org/press/article/24334#:~:text=The%202023%20NMMA%20study%20reveals,2018%20to%20812%2C000%20in%202023.>



Canadian Safe Boating Council
Conseil canadien de la sécurité nautique

Boat Sober this Summer

May 15, 2025 -- Toronto, ON, -- *Safe Boating Awareness Week* will take place across Canada from **May 17th to May 23rd, 2025**. Safe Boating Awareness Week, managed by the CSBC (Canadian Safe Boating Council) and its partners, has been created to promote safe and responsible boating practices to the estimated 16 million recreational boaters across Canada.

Although boating-related fatalities have trended downwards in past years, there continues to be an average of over 100 boating-related deaths annually in Canadian waters. With Canadians preparing to launch their boats after a long winter slumber, the goal of Safe Boating Awareness Week is to continue to reduce fatalities by ensuring that boaters who head out in any type of vessel have the knowledge and equipment to help them have a safe day on the water.

The timing of the week, starting on the Victoria Day long weekend, is perfectly aligned with the unofficial start of summer and a time when many boating fatalities occur.

The CSBC and its partners will be promoting 5 key messages, all directed towards the most common boating-related accidents. They include:

- 1. Wear a Lifejacket**
- 2. Boat Sober**
- 3. Take a Boating Course**
- 4. Be Prepared – Both You and Your Vessel**
- 5. Be Aware of the Risks of Cold Water Immersion**

To help the media in communicating safe boating messages, short stories to be used as discrete articles and short audio and video PSAs are available. They are easy to download and free of charge on the www.csbc.ca website. Broadcast quality is also available upon request.

Boat Sober Focus

The legalization of cannabis is causing concern for boating safety advocate groups, enforcement agencies and first responders alike. Alcohol has been proven to be a contributing factor in approximately 40% of all boating fatalities across Canada. The legalization of recreational cannabis has the potential to significantly increase this statistic. In response to this, at each of our launches, there will be media conferences put on by local and regional police to discuss and emphasize the importance of not consuming ANY alcohol or drugs either before or while boating.

The Safe Boating Awareness Week initiative is promoted by the Canadian Safe Boating Council (CSBC), a registered charity, with support from its members, partners and Transport Canada Office of Boating Safety.

For additional information on both the event and boating safety information, please visit www.csbc.ca.

Social Media: Facebook: @csbcboatingtips Twitter: @csbc_bt_tips Instagram: csbc_boatingtips

For interviews contact:

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