



Operational and Emergency Procedures

2013 Reference Guide

Vessel Name:

Owner/representative
authorized/designated person:

Captain:

Crew members:

Emergency exercises should be done:

- **Before the start of each fishing season**
- **Upon a change of crew**
- **At regular intervals to ensure that the crew is familiar with the emergency procedures (ideally every month)**



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FISHING SAFETY

Responsibility of the owner and the captain according to the “Canada Shipping Act” and “Marine Personnel Regulations”

As the owner or captain, you play a critical role in your fishing vessel’s safe operation. When you engage in commercial fishing operations, the law holds you **responsible for the security** of everyone on board.

The vessel’s owner and captain must:

- **Establish safe operating procedures** according to the **operational circumstances** and the **emergency situations**;
- Ensure that the **crew are familiar with the vessel and receive the training** required (on the vessel) to competently perform their tasks;
- Ensure that **each crew member**:
 - becomes **familiar** with the following:
 - the working and navigation equipment
 - the vessel's operating procedures
 - the tasks assigned to them
 - can effectively perform the tasks assigned to them when performing duties vital to safety, prevention or the mitigation of pollution
- Maintain an up-to-date **training and orientation registry**.

The training given on the vessel may be provided by the captain or a crew member who knows the vessel well.

FISHING VESSELS SAFETY CONTACT INFORMATION

Environmental Emergencies 1-866-283-2333

Canadian Coast Guard VHF Radio channel 16 or * 16 on your cell

Commission de la santé et de la sécurité au travail du Québec CSST: 1 866-302-CSST (2778)
www.csst.qc.ca

Transport Canada, Marine Safety and Security, Quebec Region, TCMS: 1 888-649-6292 www.tc.gc.ca

- CTC- Est-du-Québec, Rimouski: 1 800-427-4417, CTC-Gaspé: 418-368-2444, CTC îles de la Madeleine: 418 986-3785, CTC- Côte-Nord, Sept-Îles: 1 877-303-3435

Comité permanent sur la sécurité des bateaux de pêche du Québec: 1 800-427-4417
www.epaq.qc.ca/index.php/cpsbp

Transportation Safety Board of Canada TSB: 1 800-387-3557
www.bst-tsb.gc.ca

SECURITAS-TSB (confidential safety reporting program): 1 800-567-6865 securitas@bst-tsb.gc.ca

Fisheries and Oceans Canada, Quebec Region: 418 648-2239 www.dfo-mpo.gc.ca

Bureau d'accréditation des pêcheurs et aides pêcheurs du Québec (BAPAP): 418 385-4000
www.bapap.qc.ca

The Canadian Council of Professional Fish Harvesters (CCPFH): 613 235-3474 www.ccph-ccpp.org

SAFETY POLICY

Purpose

This policy is intended to help personnel members fulfill their roles on the vessel with respect to safety, efficiency and pollution prevention;

(Vessel Name)

Policy

Personnel members shall receive instructions on how to perform their duties and receive orientation training before their first voyage. They shall also participate in discussions and safety awareness sessions during regularly held training exercises. Training will be provided by the captain and recorded in this document on page 32.

The personnel shall act professionally and treat others with respect.

The vessel and its equipment shall meet or exceed the regulatory requirements. This performance will be maintained through planned periodic inspections and by implementing the necessary repairs.

The personnel members shall take the necessary steps to solve any problems they identify. If they cannot solve a problem, they will immediately notify the captain successively until the owner is notified.

The captain is responsible for operating the vessel safely. Only the captain is responsible for determining whether the ship can sail safely.

The owner is ultimately responsible for ensuring the vessel's seaworthiness.

Date and initials of each crew member

Initials:	Initials:
Date:	Date:

Initials:	Initials:
Date:	Date:

Initials:	Initials:
Date:	Date:

REFUELLING

Purpose

- Minimize the risks of explosion and pollution.

Responsibility

- The captain is responsible for ensuring that this procedure is applied.

Procedure

Step	Refuelling
1.	Check whether the necessary firefighting equipment is in place at the refueling station.
2.	Close all the hatches and openings to prevent fumes from entering the hull and bilge.
3.	Do not smoke.
4.	Close the scuppers (port of discharge) and place a bucket under the vent pipe and overflow to recover any overflow discharge. Prepare absorbent material or oil spill clean-up equipment.
5.	Fill up the tank with fuel, keep a tight hand on the handle at all times – without using other means to hold the handle in this position.
6.	Keep the filling nozzle against the fuel inlet tube at all times during filling to prevent contacts from causing static sparks.
7.	Carefully monitor the filling speed to avoid an overflow spill. Keep one hand near the reservoir valve opening to feel air coming out. When the tank is almost full, the flow of the air coming out increases perceptibly.
8.	Raise the filling hose to empty the remaining contents in the tank.
9.	Carefully clean the surfaces with an absorbent cloth to remove any spilled fuel.
10.	Properly dispose of absorbent rags, sawdust or other items that were used to clean up fuel.

INSPECTIONS THAT MUST BE DONE PRIOR TO DEPARTURE

Purpose

- Conduct inspections to improve the safety of the voyage.

Responsibility

- The captain must ensure that this procedure is applied.

Procedure

Step	Inspections that must be done prior to departure
1.	Compare current weather conditions with the forecasts? Are the forecasts accurate? Will the expected weather conditions allow the vessel to reach its destination without getting caught in bad weather?
2.	Turn on the navigation lights and check the vessel for the following: <ul style="list-style-type: none">• life rafts, lifejackets and other rescue equipment are in place;• navigation lights are in good working condition;• bilge pumps are in good working condition;• liquids are at the right level – oil, battery, coolant;• first aid kit, tools and spare parts are where they should be.
3.	Turn on the VHF radio and make a test transmission to verify that it is functioning properly (on vessels where a VHF radio is mandatory, the radio watch must begin 15 minutes before departure and be maintained until mooring/docking). The time of the radio check must be recorded in the radio communications register.
4.	Confirm that the nautical charts, with all applicable corrections indicated, of the navigation area and the sound-signalling device are accessible.
5.	Visually inspect the life rafts and their attachments.
6.	Confirm that the battery charge indicator displays a normal reading.
7.	Check that the fire extinguishers and other firefighting equipment are in place.
8.	Check that the compass and other navigational equipment are in good working condition.

Step	Inspections that must be done prior to departure
9.	Confirm that all crew members are present.
10.	Confirm that there is a sufficient number of properly sized life jackets for everyone on board, including children.



ORIENTATION TO THE VESSEL FOR NEW CREW MEMBERS

Demonstrate the ship's provisions

Discuss the safety of the ship and the survival equipment.

- **Survival suit:** importance, location, how to put it on
- **life raft:** importance, location, function, deployment, what not to do
- **EPIRB:** Importance, location, function, deployment, what not to do
- **VHF:** Importance, location, operation, use
- **GPS and navigation instrument:** function, how to find the location
- **Flare:** Importance, location, function, use, what not to do
- **Fire Extinguishers:** location, function, use, what not to do
- **Other equipment:** man overboard recovery system, first aid kit,
- **Main motor:** on / off, steering mechanism selection
- **Water inlet:** how to close it
- **Alarm:** the location, what each one means
- **Evacuation:** emergency exit
- **Hazardous Locations:** hatches, winches, machines, lines, slippery surfaces
- **Hypothermia:** recognition and treatment
- **Drugs and alcohol:** policy

Emergency assignments (muster) - specific duties of each crew member

- Abandon ship (page 21)
- Fire (page 17)
- Retrieving a man overboard (page 16)
- Reducing leaks (page 20)
- Launching a life raft (page 24)
- How to put on immersion suits and portable PFD (page 23)
- Making distress calls (page 27)
- Using visual distress signals (page 28)

DO YOU KNOW THE VALIDITY PERIOD OF YOUR RESCUE EQUIPMENT?

Enter the model, date of inspection, manufacturing or commissioning, validity and expiry

Equipment

Description	Model	Last inspection	Validity	Expiry
Life raft			1 year	
Hydrostatic raft release			2 and 4 years	
EPIRB battery			5 years	
Hydrostatic EPIRB release			2 years	
Immersion suit			1 year	
Immersion suit light			4 years	
Hazard lights			4 years	
Flares			4 years	
Buoy light			1 and 4 years	

Flashlights			1 year	
Fire extinguishers			1 year	
Fire extinguishers			1 year	
Fire extinguishers			1 year	
Fixed fire extinguishing system			1 or 4 years	
Flashlight battery			1 year	



SAFETY CHECK LIST

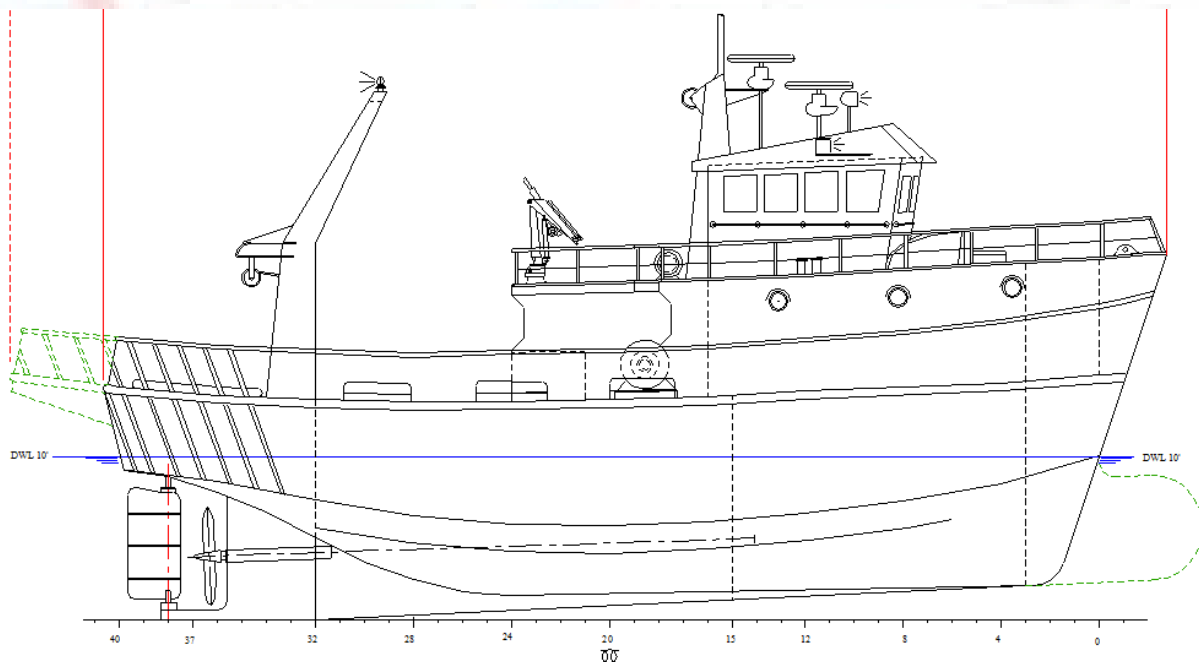
Inspection date: _____

Equipment	Daily inspection	Before the start of each voyage	Each: _____ (Motor hrs)	Monthly
Main and auxiliary motor	<input type="checkbox"/> Fluid levels <input type="checkbox"/> Leakage on the motor <input type="checkbox"/> Hydraulic leak <input type="checkbox"/> Bilge pump	<input type="checkbox"/> Stuffing box <input type="checkbox"/> Hydraulic belt - hose <input type="checkbox"/> Motor alarm	<input type="checkbox"/> Change motor oil <input type="checkbox"/> Change diesel filter <input type="checkbox"/> Change engine filter	<input type="checkbox"/> Sea water inlet filter <input type="checkbox"/> Emergency electrical system <input type="checkbox"/> Emergency fuel shut-off
Navigation & Electronics	<input type="checkbox"/> Navigation light, foghorn	<input type="checkbox"/> VHF and Electronics Testing <input type="checkbox"/> Rudder		<input type="checkbox"/> Emergency battery testing <input type="checkbox"/> Testing radio voltage
Alarm	<input type="checkbox"/> Check motor alarm <input type="checkbox"/> Check the water level	<input type="checkbox"/> Check all alarms	<input type="checkbox"/> Check the water level alarm	
Firefighting		<input type="checkbox"/> Visual inspection of hoses and extinguishers		<input type="checkbox"/> Inspection of fire extinguishers <input type="checkbox"/> Remove, turn over and shake extinguisher
Rescue		<input type="checkbox"/> Life jacket <input type="checkbox"/> Life buoy		
Safety equipment		<input type="checkbox"/> Tethers <input type="checkbox"/> Equipment and gear		<input type="checkbox"/> Anchor <input type="checkbox"/> Distress signals <input type="checkbox"/> First aid kit

INDICATE WHERE THE RESCUE EQUIPMENT IS LOCATED ON YOUR VESSEL

The crew members and guests need to know the location of lifesaving equipment and indicate it on a diagram of the vessel.

1. Raft
2. Hydrostatic release
3. Immersion suits
4. Life jackets
5. Radio beacon
6. Hazard lights
7. Emergency shut-off
8. Buoy with rope
9. Buoy with light
10. First aid kit
11. Fire extinguishers
12. Scale/recovery means for person overboard (sling, net, etc.).
13. _____
14. _____



RECOVERY OF A PERSON WHO HAS FALLEN OVERBOARD

Purpose

- Maneuver without losing sight of the person who has fallen overboard.
- Retrieve the person as safely and quickly as possible.

Responsibility

- Spotter – Maintain visual contact with the person who fell overboard and assist them.
- Captain – Move the vessel towards the person as safely and quickly as the situation allows.

Procedure

Step	Man overboard
1.	Anyone who witnesses another person fall overboard must loudly shout "MAN OVERBOARD" while pointing in that person's direction.
2.	The spotters must continue to point in the direction of the person who has fallen overboard until the ship has approached that person. <i>It is essential that spotters never take their eyes off the person who has fallen overboard and that they continue to point in their direction throughout the recovery maneuver.</i>
3.	Throw nearby objects which could be used to help the person to float in the water.
4.	Captain – Keep the stern (and propeller) away from the overboard person by veering to the side on which they fell and move in the direction indicated by the spotters.
5.	Alert the other ships in the area so they can help and avoid endangering the person who fell overboard.
6.	Move slowly against the wind with the motor's propulsion and then slowly approached the person who has fallen overboard.
7.	Stop the motor (pull the kill cord) once the person has been grasped.
8.	If there are high swells, use the heaving line or a lifebuoy to retrieve the person to avoid the vessel hitting them.
9.	Bring the victim on board.
10.	Fill out an incident report form.

FIRE

Purpose

- To prevent the fire from spreading and to extinguish it while preparing to abandon ship

Responsibility

- Captain – maneuver the vessel, notify the authorities and determine whether to abandon ship.
- Crew – assess the fire, confine and fight the fire while preparing to potentially abandon the vessel.

Procedure

Step	Firefighting
1.	Anyone who sees a fire must shout “FIRE IN THE [LOCATION]” (indicating the location). The other crew members who are not at the helm must bring fire extinguishers or fire hoses to the location of the fire.
2.	Captain – If the vessel is at port: call the local fire department (telephone no.). If the vessel is <i>en route</i> : the vessel’s position and the on board situation must be reported to the Coast Guard after it has been evaluated.
3.	Determine the extent of the fire, if it requires special treatment, e.g. an electrical fire, and describe the situation to the captain or have the another person describe the situation to them.
4.	While the fire is being evaluated, other crew members can: <ul style="list-style-type: none">• close the windows and vents to stop the inflow of air;• prepare the fire extinguishers, fire hoses, and first aid kit; and• prepare rescue equipment in case the vessel must be abandoned.
5.	If the fire is small enough that it can be fought without any danger of the crew getting trapped, put out the fire. DO NOT attempt to control a fire when: <ul style="list-style-type: none">• it produces a lot of smoke;• it is near flammable or combustible materials;• it requires more than one fire extinguisher to fight it;• it might trap you in the room.

Step	Firefighting
6.	<p>Stand at least six feet from the fire with the EXIT behind you.</p> <p>Know how to use a fire extinguisher:</p> <ul style="list-style-type: none"> • pull the pin. • aim at the BASE of the flames. • squeeze the trigger. • sweep the hose from side to side. <p>Spray the extinguishing agent over the fire's entire area, beginning with the flames nearest to you and continuing until it is extinguished.</p> <p>If a fire hose is available, use it unless the fire is an electrical, grease or oil fire.</p>
7.	<p>If the fire is successfully extinguished, ask someone to advise the captain while you monitor the area to ensure the fire does not restart.</p>
8.	<p>If your fire extinguisher runs out or if the fire is too big, leave the area and close the door. Turn on the fixed fire extinguishing system (CO2 or Halon).</p>
9.	<p>Captain – Monitor the situation while maneuvering the ship to prevent the wind from aggravating the fire (keep the fire downwind)</p> <p>Determine whether the risk of the fire spreading or causing an explosion warrants abandoning the vessel.</p>
10.	<p>The Coast Guard must be informed of all developments.</p>
11.	<p>An incident report must be filled out.</p>

POLLUTION RESPONSE

Purpose

- Minimize the volume of spilled pollutant, prevent pollutants from spilling into the water or if they do, to confine them so as to prevent them from spreading.

Responsibility

- Spotters – Act to limit the volume of the spilled pollutant and to clean it up.
- Captain
 - Alert the authorities to get help and specialized equipment, if necessary.
 - File pollution reports with Transport Canada Marine Safety (TCMS).

Procedure

Step	Pollution Response
1.	Intervene immediately when a pollutant spill occurs and isolate the overflow to stop the spill.
2.	Notify the Captain.
3.	Use the materials available – for confining the spilled pollutant and preventing it from entering the water.
4.	Make sure to meet with the authorities and assist to the emergency response vessel.
5.	Report the incident to Transport Canada Marine Safety (insert the number of the closest Marine Communications and Traffic Services centre – MCTS).
6.	Notify the company.

FLOODING (Leaks)

Purpose

- Determine the risk to the ship and take the necessary measures.

Responsibility

- The captain and/or designated crew member(s) designated

Procedure

Step	Taking on water
1.	Shout "WATER IN THE [location]."
2.	Start the pump as quickly as possible.
3.	Find the opening that the water is coming in through.
4.	If there is a risk to the vessel, describe the situation and the vessel's position to the Coast Guard and the surrounding vessels.
5.	Take steps to reduce or completely stop the leak. Consider grounding if there is no way to control the flooding.
6.	If there is a danger that the vessel could become unstable, prepare to abandon ship.
7.	Keep the Coast Guard informed of the situation.
8.	Complete an incident report form

ABANDON SHIP

Purpose

- To prepare for and implement a vessel evacuation, when necessary, in an orderly manner.

Responsibility

- The captain must ensure this procedure is carried out.

Procedure

Step	Abandon ship
1.	Notify the crew to prepare to abandon ship.
2.	Notify the Coast Guard that you are preparing to abandon ship.
3.	The crew must meet on the main deck, dressed warmly, and put on life jackets or survival suits.
4.	The crew must check that everyone on board is present at the wheelhouse.
5.	The crew prepares to launch the lifeboat and ensures that the first aid kit, blankets, food, and emergency position beacon (EPIRB) are ready to be placed on board the lifeboat.
6.	The evacuation procedure must be reviewed with the crew.
7.	Review the symptoms of cold shock and how to protect oneself against it.
8.	If the situation deteriorates, the abandon ship order must be given.
9.	Life rafts must be launched and inflated; their painter must be attached to the ship.
10.	Every lifeboat must be held close to the ship by a rope, as long as this can be done safely.
11.	The lifeboats must be detached from the vessel and the sea anchor deployed if the vessel appears ready to sink or capsize or if remaining near the vessel presents other dangers.

HOW TO CONDUCT EFFECTIVE EXERCISES?

1. Understand the desired results of the exercises

The crew will be trained, ready and able to respond effectively to an emergency

2. Know what you want to communicate

Techniques and exercises that cover a variety of scenarios and encourage teamwork

3. Be convinced that training exercises improve the safety of the entire crew

Share true stories and experiences that emphasize this conviction

4. Take an inventory of the available resources

Document the quantity, quality and location of the rescue equipment

5. Discuss the different types of exercises and their role in an emergency with the crew

Document these discussions on your muster list

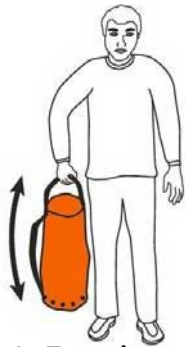
6. Set a good example, listen as well as talk

Explain, make connections, educate and correct

Get feedback from the crew

Congratulate good performance and positively discuss mistakes. Comment and discuss alternative scenarios for the next exercises

HOW TO PUT ON AN IMMERSION SUIT



1. Turn the carrying bag upside down. Hold the handle on the bottom of the bag. Kick down to force the suit out



2. Put the suit on as you would any kind of suit. Fasten the ankle straps. Bring the hood over your head.

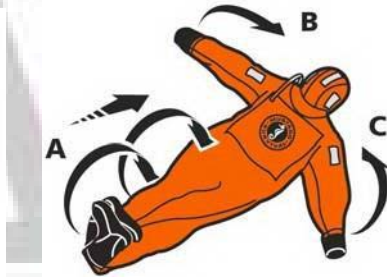


3. With the hood in place, tilt your head back. Close the zipper

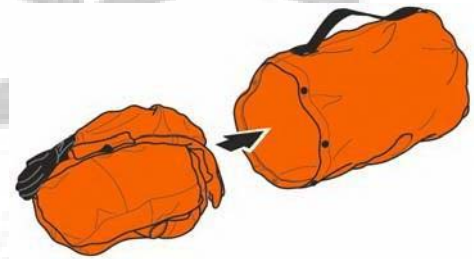
HOW TO STORE AN IMMERSION SUIT



1. Place the suit on a flat surface. Lower the front zipper.



2. Starting at the feet, roll the legs toward the waist. Cross the sleeves over the chest and roll up the whole suit.



3. Place the rolled suit in the bag.

CLEANING INSTRUCTIONS

1. Rinse with fresh water after each use.
2. Let suit drip dry before repacking.
3. Lubricate the zipper using a wax stick.
4. Repack the suit leaving the zipper open.

LAUNCHING AN INFLATABLE RAFT

- Remember that the life raft may not always be stored in the best location to launch it. Look for a place where the raft can be easily boarded and will not become tangled in rigging (the working deck is a good location for boarding).
- Launch the raft downwind, in the shelter of the ship.
- After the launch, pull the painter until the raft inflates (there could be as much as 100 feet or 30 meters of painter line).
- Wait until the raft, including the tent, is fully inflated before boarding. Boarding too soon could hinder the raft's inflation. If for any reason you need to cut the painter, a safety knife is provided for this purpose at the raft's entrance.
- Activate the radio beacon and attach it to the outside of the raft.
- Ensure that all crew members are aboard the raft.
- The first survivors to board the raft must help others board.



RIGHTING PROCEDURE (if the raft inflates upside down).



LAUNCHING A RIGID RAFT “OVATEK”



- Ensure that there is nobody below and that the **painter is attached to a fixed point** on the vessel to prevent the life raft from blowing away.
- Throw the rigid life raft overboard. **Ensure that no one is on board** when launching the raft as the impact may cause injuries.
- The fishermen in need of the raft **must either jump into the water** and climb into the raft or pull the raft along side of the distressed vessel and climb directly into it.
- The fishermen must **board head first** and alternately place themselves on **each side of the raft** to maintain stability.
- Once all the fishermen are on board, distance the raft from the vessel in distress and **cut the painter line** with the knife located near the front hatch.
- Deploy the sea anchor to keep the front of the raft facing the waves and **reduce drift** caused by wind.



INSTALLING AND OPERATING A HYDROSTATIC RELEASE



MARKING INSTRUCTIONS

Marking must be performed by a distributor. The expiration date is **two years from the month of installation.**



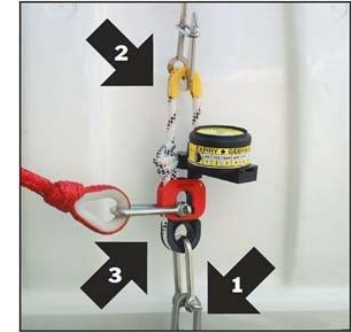
1. Use a shackle to **secure the release** to a fixed point on the deck or on the raft's cradle.



2. **Attach the life raft lashing** to the upper yellow thimble and secure the raft.

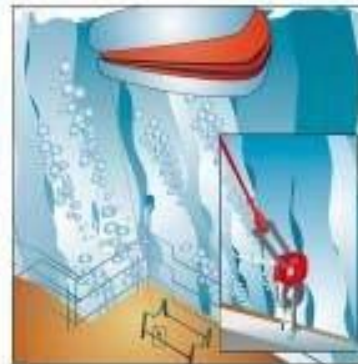


3. **Connect the raft's painter line to the red weak link connector**



The release must be **properly marked** to be approved. It must be changed after **two years** of service. The system must be **installed in the right direction** to function properly.

If the ship sinks, to a **maximum depth of 4 m**, the water pressure activates a sharp blade that cuts the raft's tether strap, releasing the raft. **The red weak link connector breaks**, releasing the raft so survivors can board.



MAKING DISTRESS CALLS



Transports Canada / Transport Canada

PROCÉDURES DE SÉCURITÉ ET DE DÉTRESSE RADIOTÉLÉPHONIQUES

À AFFICHER À CÔTÉ DU RADIOTÉLÉPHONE

Nom du navire

Numéro ISMM

AVANT DE PARTIR

- » Avez-vous laissé un plan de navigation à une personne responsable à terre?
- » Avez-vous tenu compte pour votre voyage des prévisions météorologiques, des dangers de la navigation et du carburant dont vous avez besoin?
- » Avez-vous vérifié si votre équipement radio fonctionne correctement?
- » Avez-vous chargé et vérifié les batteries qui alimentent l'équipement radio utilisé pour les communications d'urgence?
- » Si vous êtes équipé d'un appareil VHF-ASN (appel sélectif numérique), avez-vous un numéro ISMM* valide et avez-vous branché votre radio sur votre GPS?
- » Si vous êtes équipé d'une RLS, l'avez-vous enregistrée* dans le Système canadien d'enregistrement de balises?
- » Avez-vous des signaux de détresse visuels appropriés à bord? (fusées éclairantes, signal lumineux, etc.)

AVERTISSEMENT RAPIDE - SAR

Transports Canada recommande fortement de signaler immédiatement toute situation susceptible de présenter un danger pour la vie des personnes. On ne rattrape jamais le temps perdu dans les premiers stades d'un incident de détresse potentiel et ces minutes précieuses peuvent faire toute la différence. Voir l'exemple de Message d'URGENCE (PAN PAN).

PROCÉDURE DE TRANSMISSION DES MESSAGES DE DÉTRESSE

À utiliser seulement en cas de **danger grave et imminent** si une **AIDE IMMÉDIATE est nécessaire.**

1. Transmettre une alerte de détresse ASN
2. Émettre le message de détresse sur le C16 - VHF
3. Activer la RLS

1. Transmettre un signal d'alarme ASN

Vous assurer que la radio est allumée

Appuyer sur le bouton rouge de "détresse" pendant 5 secondes.

2. Envoyer le message de détresse sur le C16 - VHF

Passer au C16 - VHF et émettre l'appel et le message de détresse.

MAYDAY MAYDAY MAYDAY

ICI _____ (Nom du navire répété 3 fois)

MAYDAY suivi du nom du navire et du numéro ISMM

POSITION _____

NATURE DE LA DÉTRESSE _____

AIDE REQUISE _____

NOMBRE DE PERSONNES À BORD _____

Si vous vous trouvez en dehors de la couverture VHF, transmette le message de détresse sur la fréquence **2182 kHz** ou utiliser un autre moyen de communication approprié.

3. Activer la RLS

Activez la RLS (ou RLP) en suivant les instructions qui se trouvent sur le boîtier de la balise. Prenez la RLS avec vous dans l'embarcation de sauvetage. Maintenez la RLS en position verticale avec l'antenne vers le haut.

Signaux de détresse, d'urgence et de sécurité

MAYDAY Indique qu'un moyen de transport ou une personne se trouve sous la menace d'un danger grave et imminent et demande une aide immédiate.

MAYDAY RELAY Indique que la station appelante relaie un message de détresse pour le compte d'un moyen de transport ou d'une personne se trouvant sous la menace d'un danger grave et imminent.

PAN PAN Indique que la station appelante à un message très urgent à transmettre relatif à la sécurité d'une unité mobile ou d'une personne.

SÉCURITÉ Indique que la station appelante à un message important relatif à la sécurité de la navigation ou un avis météorologique important à transmettre.

Annulation d'une fausse alerte de détresse sur VHF-ASN

Émettre sur C16 - VHF :

À toutes les stations, À toutes les stations, À toutes les stations, Ici _____ (nom du navire) Numéro ISMM _____, position _____ Nord, _____ Ouest, Annuler mon appel de détresse du (date et heure). Ici _____ (nom du navire) Numéro ISMM _____ Terminé.

Code d'épellation

A	Alfa	I	India	Q	Quebec	Y	Yankoe
B	Bravo	J	Juliet	R	Romeo	Z	Zulu
C	Charlie	K	Kilo	S	Sierra		
D	Delta	L	Lima	T	Tango		
E	Echo	M	Mike	U	Uniform		
F	Foxtrot	N	November	V	Victor		
G	Golf	O	Oscar	W	Whiskey		
H	Hotel	P	Papa	X	X-Ray		

EXEMPLE DE MESSAGE DE DÉTRESSE (MAYDAY)

Appuyer sur le bouton de détresse, puis prononcer le message de détresse « MAYDAY, MAYDAY, MAYDAY, Ici (NOM DU NAVIRE RÉPÉTÉ 3 FOIS) MAYDAY, NOM DU NAVIRE, NUMÉRO ISMM 316999999, position 49° 04.6' Nord 123° 18.8' Ouest. Le navire prend l'eau et menace de chavirer, J'ai besoin d'une aide immédiate, 4 personnes à bord, Nous montons dans l'embarcation de sauvetage, Terminé. »

EXEMPLE DE MESSAGE D'URGENCE (PAN PAN)

« PAN PAN, PAN PAN, PAN PAN, Radio Garde côtière St. John's, Radio Garde côtière St. John's, Radio Garde côtière St. John's, Ici (NOM DU NAVIRE RÉPÉTÉ 3 FOIS).

NUMÉRO ISMM 316999999, 5 milles à l'est du Cap Bonavista, 5 personnes à bord, Le navire a pris l'eau dans le coqueron arrière, nous essayons de pomper l'excédent, Terminé ».



MARITIME DISTRESS SIGNALS

Radio

Radiotéléphonie
Signal : Mayday
Indiquez nom et
position du navire
Fréquence :
156,8 Mhz-
Canal 16
2 182 Khz
VHF-ASN

406 MHz
d'alarme
Radiobalise de
localisation des
sinistres

Pavillons de code

N
sur
C

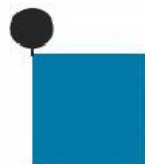


Toile de détresse



Boule

au-dessous ou
en-dessous d'un
carré



Signaux sonores

Son continu d'une
corne de brume,



Feux

Type A :
Fusée à
parachute



Type B :
Fusée à étoiles
multiples



Type C :
Feu à main



Type D :
Feu flottant ou à
main produisant
une fumée orange



Lampe de poche



Signaux des bras

Évitez d'utiliser ce
signal près d'un
hélicoptère (autre
signification)



Flammes sur le navire

(telles qu'on peut



MONTHLY EMERGENCY EXERCISE (LIFE RAFT AND FIRE)

ALL PERSONNEL ON BOARD MUST RECEIVE A SAFETY REMINDER THAT INCLUDES THE CONTENT MENTIONED IN THE FOLLOWING AND A REVIEW OF THE VESSEL SAFETY INSTRUCTION MANUAL.

Exercises performed	Date	Date	Date	Date	Date	Date	Date	Date
1. Abandon ship (page 21)								
2. Firefighting in different locations (Page 17)								
3. Man overboard (Page 16)								
4. Reducing leaks (Page 20)								
5. Launching a lifeboat (Page 24)								
6. Putting on survival suits and lifejackets (Page 23)								
7. Distress call (Page 27)								
8. General alarm practice (Page 30)								
9. Testing the EPIRB								

MUSTER LIST

VESSEL:

GENERAL ALARM: More than 6 short blasts of the siren followed by a prolonged blast

	<u>MAN OVERBOARD</u> (page 16)	<u>FIRE ON BOARD</u> (page 17)	<u>LEAK</u> (page 20)	<u>DISTRESS CALL</u> (page 26)	<u>ABANDON SHIP</u> (page 21)
POSITION/ NOME	Task	Task	Task	Task	Task
<u>CAPTAIN</u>					
<u>MECHANIC</u>					
<u>DECKHAND</u>					
<u>COOK</u>					

POSITION/ NAME	Task	Task	Task	Task	Task

TRAINING, ORIENTATION, AND EXERCISE REGISTER

Now that you have determined specific emergency procedures for your vessel, you must maintain a register. Write the date, the names of the crew members who participated and **check off the exercises that were carried out**.

Date	Name of crew member	Orientation (page 11)	Man overboard (page 16)	Fire (page 17)	Damage (page 20)	Abandon ship (page 21)	Distress call (page 27)