

First Issue:

Safe Boating Practices for Kipabiskau Lake Users

Kipabiskau Lake is a well used waterway in Saskatchewan's northeast and home to a variety of boat operators:

1. **Canoeists, Kayakers, and Non-Motorized operators**
2. **Fishermen;**
3. **Leisure and Touring operators;**
4. **Family Fun towboat operators;**
5. **Recreational Water Sports towboat operators; and**
6. **Competitive Water Sports operators**

As with any well used amenity, there are a number of risks and safety concerns among the various users, which are resultant of various activities on the water. To further enhance the safety of boating operation for you and other's using the lake, the Kipabiskau Water Sports Club would like to provide some information for all users of Kipabiskau Regional Park on desired Boating Etiquette and Safety while using the lake for summer recreation activities.

Identifying conflicts between user groups before they occur is known to increase safety levels for all users. Kipabiskau Water Sports Club, in partnership with the Kipabiskau Regional Park Board Authority, hopes that by including information on Safe Boating Etiquette and Safety in the monthly news letter, these conflicts will dissolve and all user groups will learn to enjoy the lake cooperatively. By educating one another of the different user groups and their respective needs, everyone will enjoy their experience while on the water.

The following information can be used for reference in owning and operating boats and other vessels on Kipabiskau Lake and other watercourses.

Who Needs Proof of Competency?

Anyone who operates a motorized pleasure craft must now carry proof of competency on board. This includes all types of motorized boats, no matter their size or horsepower.

If you don't have proof of competency and you plan to operate a motorized pleasure craft, you must obtain a **Pleasure Craft Operator Card** by passing an accredited test. Transport Canada recommends taking a boating safety course as the best way to prepare for the test. Taking a course, while not required, is a small investment that has a big payoff: it will help you to be more aware of safe boating practices, prevention measures, and practical ways to reduce risks. The course itself covers a full range of basic boating information such as:

1. the minimum safety equipment required on board your boat;
2. the Canadian buoyage system;
3. how to share waterways;
4. a review of all pertinent regulations; and
5. how to respond in an emergency situation.

There are other options, too, such as home study, online courses and tests, and challenge testing. Boating safety course and test services are available only through accredited private-sector course providers (a list of accredited providers appears on our website at www.boatingsafety.gc.ca).

Carry Your Documents!

Make sure you have your proof of competency with you before you head out on the water. You'll also need to carry your personal identification, such as a photo ID. If your motor is 7.5 kW (10 hp) or more, you will also need to carry the Pleasure Craft Licence on board.

Pleasure Craft Licences

A pleasure craft licence is a document containing a unique licence number for a pleasure craft. The pleasure craft licence number must be displayed on both sides of the bow. You can get a free licence that is valid for 10 years by applying to Transport Canada. If your boat is mostly operated or kept in Canada and is powered by one or more motors adding up to 7.5 kW (10 hp) or more, it must be licensed, unless it is registered. You will also need to license dinghies or tenders you carry aboard or tow behind a larger boat. You must keep a copy of the licence on board.

Remember:

A pleasure craft licence does not prove ownership and Transport Canada cannot confirm ownership of a licensed pleasure craft.

Don't Cruise with Booze

Mixing alcohol and boating is far more dangerous than you may think. Under normal conditions, sun, wind, the motion of the boat and even just being tired can dull your senses. Alcohol makes things even worse, slowing your hand-eye coordination and clouding your good judgment.

Don't cruise with booze! You might harm yourself or others. You are responsible for the safety of your guests and for not putting other waterway users in danger. You must always be prepared and alert.

Drinking and driving (whether on land or water) is against the law and the consequences, even for a first offence, can last a lifetime.

Be Aware and Polite

Never "buzz", try to spray swimmers, or cut in front of or try to jump the wake of other vessels. **Some of the worst boating incidents happen when speed or distance is misjudged.**

Reduce Engine Noise

Every boat equipped with a motor other than a stock (unmodified) outboard engine must have a muffler and use it while operating within five nautical miles (9.26 km) of shore. This

does not apply to you if your boat was built before January 1, 1960, or if you are in an official competition or in formal training or final preparation for an official competition.

Operate at a Safe Speed

You may have to stop or turn suddenly to avoid a collision, so operate at a safe speed. A safe speed depends on:

- your ability to see ahead — slow is the only safe speed in fog, mist, rain and darkness;
- current, wind, and water conditions;
- how quickly your boat can change direction;
- how many and what types of vessels are near you; and
- the presence of navigational hazards such as rocks and tree stumps.

Be very careful when boating where visibility is poor, such as entering or exiting a fog bank. A boat's wake can damage other vessels, docks and the shoreline. It can also be a risk for swimmers, divers and people on small boats that might capsize. Be aware of how your boat's wake might affect others when choosing your speed. It is important to note that you will be responsible for any damages or harm you cause.

Youth Must Follow Age and Horsepower Restrictions

Youth under 16 years of age may not operate boats with motors over certain horsepower limits unless someone 16 years of age or older is in the boat and directly supervising them.

Youth under 16 years of age may not operate a personal watercraft (PWC) under any circumstances.

Are you old enough to operate a motorized boat?

AGE	HORSEPOWER RESTRICTIONS
Under 12 years of age with no direct supervision	May operate a boat with up to 7.5 kW (10 hp)
Ages 12 to under 16 with no direct supervision	May operate a boat with up to 30 kW (40 hp)
Under 16 years of age, regardless of supervision	May not operate a PWC
16 years of age or older	No horsepower restrictions

End of First Issue

Second Issue

Compliance Notices

Compliance Notices are the manufacturer's or importer's confirmation that the vessel is built in accordance with the construction requirements of the *Small Vessel Regulations*. Before attaching a Compliance Notice to a vessel, a manufacturer or importer must produce

a Declaration of Conformity for the vessel. The *Small Vessel Regulations* require, with a few exceptions, that all pleasure craft of less than 24 metres that are or can be fitted with a motor have a Compliance Notice affixed to them in a location visible from the helm. Compliance notices for pleasure craft up to 6 m (19'8") also have information on recommended maximum safe limits. These recommended maximum safe limits will tell you:

- what outboard motor sizes are safe?
- how many people can be on board? and
- how much weight the boat can hold?

Remember that this information applies only in good weather. The number of people who can be carried safely depends on the type of boat, where people and equipment are carried, and weather and water conditions. Operators must know and respect their boat's limits.

Remember:

A Canadian Compliance Notice indicates that the boat met the construction requirements at the time it was built, so changes to the boat over time may mean that the Compliance Notice is no longer valid. Once you own the boat, you must make sure that it is up to standard when you operate it on the water — so get all the facts before you buy.

Safe Fuelling

Leaking or spilled fuel not only harms the marine environment but is also a fire hazard. Follow these steps when fuelling — it's the Safe thing to do and it's the law:

1. Moor your boat securely to prevent spills.
2. Shut off all engines.
3. Send guests ashore.
4. Put out all open flames.
5. Do not smoke.
6. Turn off electrical switches and power supplies.
7. Do not use electrical devices such as portable radios, walkie-talkies or cellular telephones.
8. Close all windows, portholes, hatches and cabin doors.
9. Remove portable tanks from the vessel before refuelling them.
10. Ground the nozzle against the filler pipe.
11. Know how much fuel your tank can hold and do not overfill it — you have a duty to prevent fuel leaks and spills into your boat's hull and the water.
12. Wipe up spills and dispose of the used cloth or towel in an approved container.
13. Run the engine compartment blower for at least four minutes immediately after fuel-up and before starting the gasoline engine.
14. Check for vapours from the engine compartment before starting up the engine.
Follow the safety instructions provided by fuel suppliers, as well as your boat's engine and system user manuals.

Carbon Monoxide Awareness

Carbon monoxide (CO) is a deadly gas you can't see, smell or taste. CO can come from anything that burns a carbon-based fuel (gasoline, propane, charcoal, oil, etc.) so it can be created by engines, gas generators, cooking ranges, heaters and the like. CO acts a lot like air. It doesn't rise or fall but spreads evenly throughout an enclosed space. CO comes in through your lungs and cuts off the oxygen supply to your body, causing death in minutes. Be alert! Symptoms include headaches, nausea and fatigue — but you might think you are just seasick or have the flu. Don't ignore the symptoms; Operators of boats with platforms at the rear should be very conscious of the risks associated with CO as those using the platform are more susceptible to the hazards of inhaling CO. Don't take the risk. Shut the engine off to mitigate any risk of passengers inhaling CO gas.

Warning to Swimmers:

CO is not just a risk to boaters. You, too, can be overcome by breathing CO and drown in just minutes! Areas of high risk are under swim platforms and between the pontoons of houseboats.

Loading Your Boat

Overloading your boat with people, equipment or both is dangerous. Your boat's safety on the water depends on how much you put on the boat and where you put it. Too much weight will make your boat unstable and allow small waves to come on board. It will also reduce the amount your boat can roll before its sides dip under water. The higher the weight carried on board, the more your boat is likely to roll, making it harder for it to stabilize.

As the boat operator, you should follow the recommended maximum safe limits on the Transport Canada Compliance Notice. But remember, these limits apply only in good weather and they assume the weight is evenly distributed on board, so you should use your judgment when conditions are less than perfect. Keep the load as low as possible and secure equipment to keep it from shifting and making your boat unstable.

If your boat is over 6 m (19'8"), its Compliance Notice will not have any recommended limits. However, these boats can also become unstable if overloaded. You should refer to your boat's manufacturer for guidance and use your judgment when loading and operating the boat.

Minimum Safety Equipment Requirements

BOAT TYPE AND LENGTH	PERSONAL LIFESAVING APPLIANCES	VESSEL SAFETY EQUIPMENT (See Note 1, page 28)	VISUAL SIGNALS (See Note 2, page 28)	NAVIGATION EQUIPMENT	FIRE-FIGHTING EQUIPMENT
PADDLEBOATS, WATERCYCLES, SEALED-HULL AND SIT-ON-TOP KAYAKS <i>Equipment listed in 2, 3, 4, 5 and 6 is not required if everyone on board is wearing a lifejacket or PFD.</i>	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long 3.*One (1) reboarding device	4. One (1) bailer or manual bilge pump OR Bilge-pumping arrangements	<i>If boat is over 6 m:</i> 5. One (1) watertight flashlight 6. Six (6) flares of Type A, B or C	7. One (1) sound-signalling device or appliance 8. **Navigation lights 9. ***One (1) magnetic compass 10. One (1) radar reflector (See Note 3, p. 28)	None
CANOE, KAYAKS, ROWBOATS, RACING SHELLS AND OTHER HUMAN-POWERED BOATS	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long 3. *One (1) reboarding device	4. One (1) bailer or manual bilge pump OR Bilge-pumping arrangements	<i>If boat is over 6 m:</i> 5. One (1) watertight flashlight 6. Six (6) flares of Type A, B or C	7. One (1) sound-signalling device or appliance 8. **Navigation lights 9. ***One (1) magnetic compass 10. One (1) radar reflector (See Note 3, p. 28)	None
SAILBOARDS AND KITEBOARDS <i>Equipment listed in 2, 3, 4 and 5 is not required if operator is wearing a lifejacket or PFD. Lifejacket or PFD must NOT be fitted with an automatic inflator.</i>	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long 3. *One (1) reboarding device	4. One (1) manual propelling device OR One (1) anchor and at least 15 m (49'3") of cable, rope or chain in any combination 5. One (1) bailer or manual bilge pump	None	6. One (1) sound-signalling device or appliance 7. **Navigation lights 8. ***One (1) magnetic compass 9. One (1) radar reflector (See Note 3, p. 28)	None
PERSONAL WATERCRAFT (PWC) <i>Equipment listed in 2, 3, 4, 5 and 11 is not required if everyone on board is wearing a lifejacket or PFD. Lifejacket or PFD must be inherently buoyant.</i>	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long 3. *One (1) reboarding device	4. One (1) manual propelling device OR One (1) anchor and at least 15 m (49'3") of cable, rope or chain in any combination 5. One (1) bailer or manual bilge pump	6. One (1) watertight flashlight OR Three (3) flares of Type A, B or C	7. One (1) sound-signalling device or appliance 8. **Navigation lights 9. ***One (1) magnetic compass 10. One (1) radar reflector (See Note 3, p. 28)	11. One (1) 5B: C fire extinguisher
SAIL AND POWER BOATS UP TO 6 M (19'8")	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long 3. *One (1) reboarding device	4. One (1) manual propelling device OR One (1) anchor and at least 15 m (49'3") of cable, rope or chain in any combination 5. One (1) bailer or manual bilge pump	<i>If boat is equipped with a motor:</i> 6. One (1) watertight flashlight OR Three (3) flares of Type A, B or C	7. One (1) sound-signalling device or appliance 8. **Navigation lights 9. ***One (1) magnetic compass 10. One (1) radar reflector (See Note 3, p. 28)	11. One (1) 5B: C fire extinguisher if equipped with an inboard engine, a fixed fuel tank of any size, or a fuel-burning cooking, heating or refrigerating appliance
SAIL AND POWER BOATS OVER 6 M AND UP TO 9 M (19'8" – 29'6")	1. One (1) lifejacket or PFD for each person on board 2. One (1) buoyant heaving line at least 15 m (49'3") long OR One (1) lifebuoy attached to a buoyant line at least 15 m (49'3") long 3. *One (1) reboarding device	4. One (1) manual propelling device OR One (1) anchor and at least 15 m (49'3") of cable, rope or chain in any combination 5. One (1) bailer or manual bilge pump	6. One (1) watertight flashlight 7. Six (6) flares of Type A, B or C	8. One (1) sound-signalling device or appliance 9. **Navigation lights 10. ***One (1) magnetic compass 11. One (1) radar reflector (See Note 3, p. 28)	12. One (1) 5B: C fire extinguisher if equipped with a motor 13. One (1) 5B: C fire extinguisher if equipped with a fuel-burning cooking, heating or refrigerating appliance

* Only required if the vertical height that must be climbed to reboard the boat from the water is over 0.5 m (1'8").
** Only required if the boat is operated after sunset, before sunrise or in periods of restricted visibility (fog, falling snow, etc.).

***Not required if the boat is 8 m (26'3") or less and operated within sight of navigation marks.

Note 1 — Exception for Bailers and Manual Bilge Pumps

A bailer or manual bilge pump is not required for a boat that cannot hold enough water to make it capsize or a boat that has watertight compartments that are sealed and not readily accessible.

Note 2 — Exception for Flares

Flares are not required for a boat that:

- is operating on a river, canal or lake in which it can never be more than one (1) nautical mile (1.852 km) from shore; or

- has no sleeping quarters and is engaged in an official competition or in final preparation for an official competition.

End of Second Issue

Third Issue:

Operating a Personal Watercraft

Safe use of a personal watercraft (PWC) requires skill and experience. PWC operators must be at least 16 years old and have proof of competency and proof of age on board. Before you let someone borrow your PWC, you must make sure that they know how to operate it safely and responsibly. Here are some other basic tips:

- Always wear a Canadian-approved lifejacket (inflatable PFDs are not allowed) coloured red, orange or yellow to make it easy for others to see you.
- Wear thermal protection when operating in cold water (water less than 15°C).
- Read the owner's manual before setting out.
- Attach the engine shut-off line securely to your wrist or lifejacket.
- Respect speed limits and other vessel operation restrictions.
- Be cautious, courteous and respect your neighbours. Many people dislike the noise a PWC makes when it is operated for long periods of time at high speed in one place, especially when it is used to jump waves.
- Never jump the wake of any boat towing water sports participants. It is hard to predict when a participant may fall or let go and significantly increases the risks associated with water sports.
- Never operate your PWC in a manner that places others at risk.
- Be aware of the impact your PWC can have on the environment. Avoid high speeds near shore.
- Stay alert! At high speeds, it's hard to see swimmers, water skiers, divers and other PWCs in time to avoid them.
- Do not operate your PWC after dark or when visibility is poor.
- Make sure your PWC is properly licensed and marked.
- Do not start your PWC if you smell gasoline or fumes in the engine compartment. Have a qualified technician check it.
- Replace the engine cover or seat before starting.
- Only personal watercraft made to carry three or more people may be used for towing.
- Never operate your vessel in a manner that places others and their property at risk. Stay far away from swimmers, kayakers, fishermen and women, and lake users who are anchored for relaxation.
- Do not use the buoys, the slalom courses or boat courses as obstacles or turning buoys; and never attempt to spray observers on a dock.
- Never operate your PWC in close proximity to any apparatus including docks, buoys, water ski jumps, slalom courses, floating docks, and other vessels. Operation in close

proximity to these apparatus can result in the damage to your vessel, injury, and resultant conflict between lake users.

- When approaching lake users utilising water sports apparatus' (water ski jump, slalom course, wakeboard sliders, etc), please reduce the speed of your PWC so that your wake does not pose added threat to injury to water sports participants. Often water sports participants are focused on completing their high intensity manoeuvres, not the surrounding water conditions. This is especially important when in view of the water ski jump. Added water turbulence such as waves or rollers can set the participant up for an unexpected crash, resulting in serious injury. Extra caution around these apparatus and lake users will ensure that everyone gets home safely and enjoys their time spent on the water.

To learn more about operating a PWC, check out the *Safety Rules and Tips for Personal Watercraft (PWC) Use* brochure at www.boatingsafety.gc.ca.

Fishing

Are you planning a trip across the lake to spend some time fishing? It takes more than steering your boat to get from point A to point B. Here are some other things to consider:

- Always wear a Canadian-approved lifejacket coloured red, orange or yellow to make it easy for others to see you.
- Avoid overloading the boat with people and equipment. Be conscious of the information sited on your vessels compliance notice.
- Know your boat's ability to manoeuvre and its limits. This will reduce the chance of capsizing and provide added security to your passengers
- Never cruise with booze.
- Be aware of the impact your vessel can have on the environment. Avoid high speeds near shore
- Learn about weather patterns, hypothermia and cold shock. One small mistake can put you in the water and your survival could depend on you and your guests being prepared.
- Dress for boating. Some gear, such as hip waders, should never be worn in boats; this also includes sunscreen, hats, bug spray and other related necessities for the outdoors.
- Have a way to contact your loved ones to let them know if your plans change or if there is an emergency situation that has arose.
- Never fish in close proximity to any apparatus including docks, buoys, water ski jumps, slalom courses, floating docks, and other vessels. Fishing in close proximity to these apparatus can result in the damage to your vessel, loss of fishing tackle, injury, and resultant conflict between lake users.
- When approaching lake users utilising water sports apparatus' (water ski jump, slalom course, wakeboard sliders, etc), please reduce the speed of your PWC so that your wake does not pose added threat to injury to water sports participants. Often water sports participants are focused on completing their high intensity manoeuvres, not the surrounding water conditions. This is especially important when in view of the water ski jump. Added water turbulence such as waves or rollers can set the participant up for an unexpected crash, resulting in serious injury.

Extra caution around these apparatus and lake users will ensure that everyone gets home safely and enjoys their time spent on the water.

Competitive Water Sports and Recreational Towing Activities

The rules that govern waterskiing also apply to other towing activities like barefoot skiing, tubing, kneeboarding, wakeboarding, and parasailing. Here are rules to remember when towing someone with your boat:

- There must be a spotter on board the boat who can keep watch on each person being towed and communicate with the operator. Operating without a spotter is a Criminal Offence under the Criminal Code of Canada
- There must be an empty seat on your boat for each person being towed in case they need to come on board. The number of PFD's should also total the number of occupants using the vessel.
- Operators should always be conscious of their surroundings and respect other users of the lake. Being conscious of other users well being will ensure that everyone enjoys their time on the water.
- Be aware of the impact your vessel can have on the environment. Avoid high speeds near shore
- When taking part in towed water sports avoid areas occupied by fishermen, leisure and touring operators, kayaks and paddleboats, and swimmers. Everyone has the right to enjoy the water; being knowledgeable and understanding of others needs will ensure safety for everyone on the water.
- Only personal watercraft made to carry three or more people, or a tow specific PWC may be used for towing.
- If anyone being towed is not wearing a lifejacket, there must be one on board for him or her. The KWSC suggests that all participants, regardless of their level of experience, wear a life jacket while behind the boat to ensure that everyone comes home safely and has fun on the water.
- Towing is not permitted when visibility is poor. This is also true from one hour after sunset to sunrise unless adequate lighting is used by an approved operator towing an accomplished water sports participant.
- A towing boat cannot be remotely controlled.
- Operators should ensure that skiers are dropped at least 10 metres (30') from any dock or shoreline. This will ensure the skier is not injured when finishing their session on the water.
- Operators should always be conscious of their surroundings and understand the operation and performance of their vessel. The KWSC suggests that all operators who anticipate using their vessel for water sports complete an approved Tow-Boat Operators course to eliminate any uncertainties related to the operation of tow boats and towed water sports.
- When approaching lake users utilising water sports apparatus' (water ski jump, slalom course, wakeboard sliders, etc), please reduce the speed of your PWC so that your wake does not pose added threat to injury to water sports participants. Often water sports participants are focused on completing their high intensity manoeuvres, not the surrounding water conditions. This is especially important

when in view of the water ski jump. Added water turbulence such as waves or rollers can set the participant up for an unexpected crash, resulting in serious injury. Extra caution around these apparatus and lake users will ensure that everyone gets home safely and enjoys their time spent on the water.

Please note, many of these requirements do not apply to a boat that is being operated during formal training, in an official competition, or in a skill demonstration if the boat meets the safety requirements of a governing body respecting such training, competitions or demonstrations.

Kayaking

Choose a bright colour such as red, yellow or orange for your lifejacket and kayak so other boat operators can see you. Keep signalling devices within easy reach in case of emergency. If crossing the width of the lake, cross perpendicularly to ensure the shortest route of travel. Try to maintain a course that will keep you relatively close to shore. This will reduce conflicts between yourself and motorized vessels, while ensuring that you do not capsize in an area that places you at risk.