

**WELCOME TO THE
CANADIAN COAST GUARD AUXILIARY
AND
CANADIAN POWER & SAIL SQUADRONS**



**Pleasure Craft Operator Training
(PCOC)**

REGULATIONS

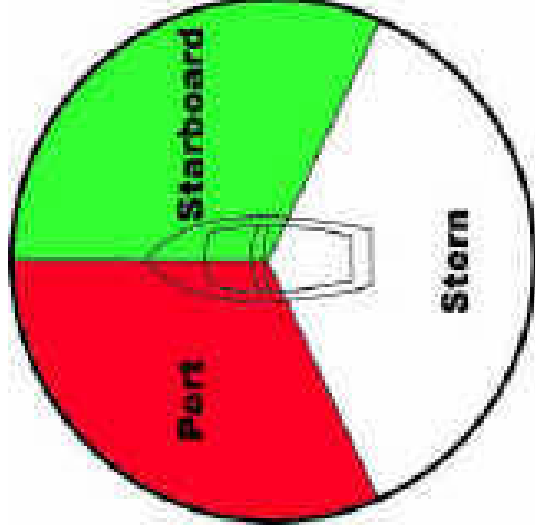
The [Competency of Operators of Pleasure Craft Regulations](#) require operators of pleasure craft fitted with a motor and used for recreational purposes to have proof of competency on board at all times. These requirements are being phased in over ten years (see table).

How this applies to operators** of pleasure craft fitted with a motor and used for recreational purposes	Date at which proof of competency required on board
All operators born after April 1, 1983	September 15, 1999
All operators of craft under 4 m in length, including personal watercraft	September 15, 2002
All operators	September 15, 2009

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



OPERATING RULES (1)

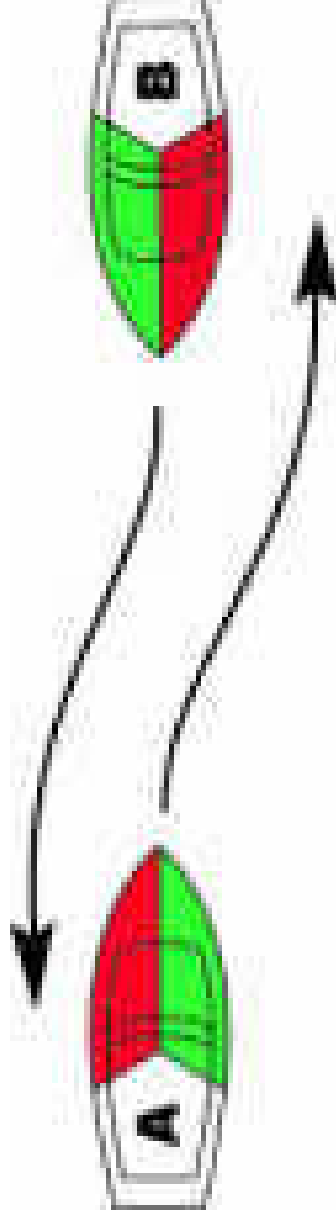


Your Danger Zone: An
Arc from ahead to 112.5°
Starboard

- Port:** If a power-driven vessel approaches within this sector, maintain your course and speed with caution.
- Starboard:** If any vessel approaches within this sector, keep out of its way (Note: This rule may not always apply if one or both vessels are sailboats.)
- Stern:** If any vessel approaches this sector, maintain your course and speed with caution



OPERATING RULES (1)



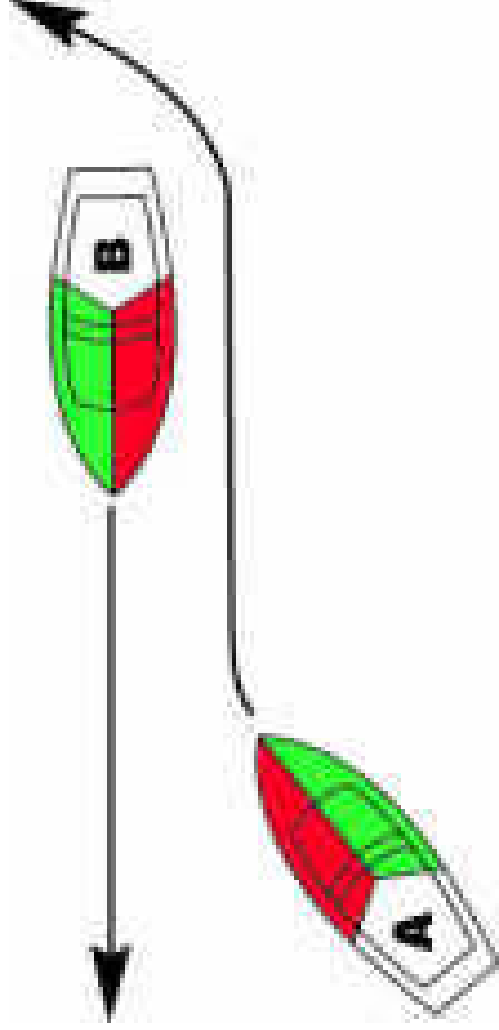
Pass Port to Port

“A” blows one blast and alters course to starboard.

“B” blows one blast and alters course to starboard.



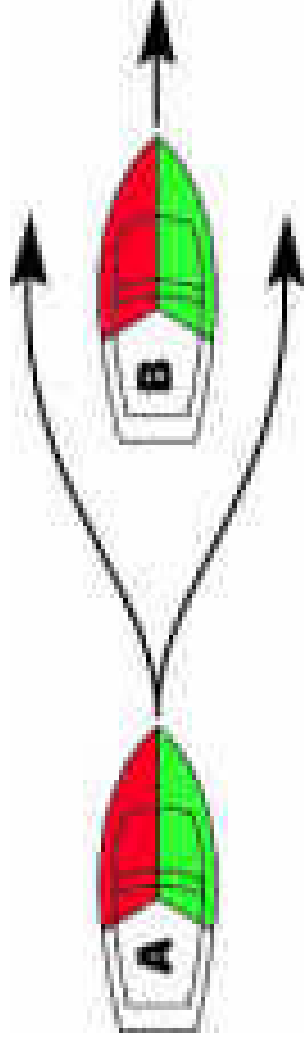
OPERATING RULES (1)



“A” keeps clear of and must avoid crossing ahead of “B”



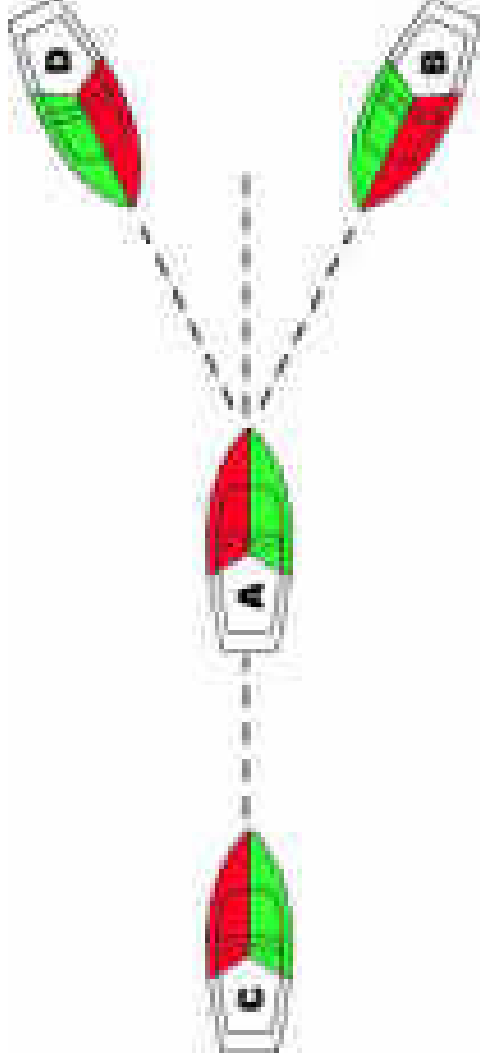
OPERATING RULES (1)



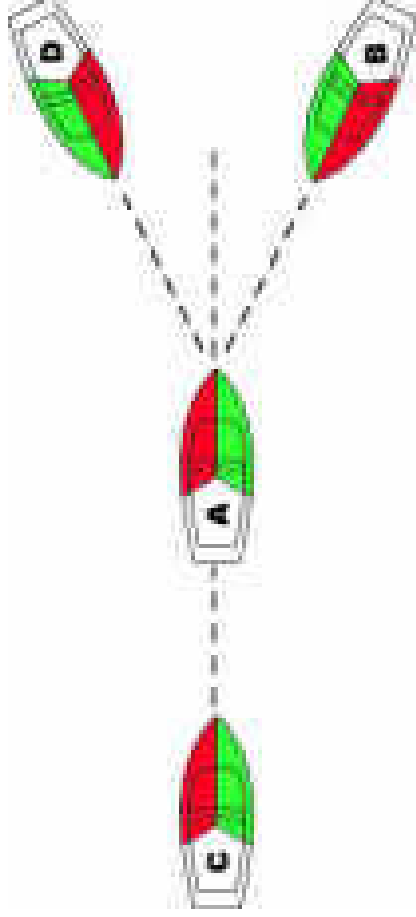
Any vessel overtaking another
must keep clear



OPERATING RULES (1)



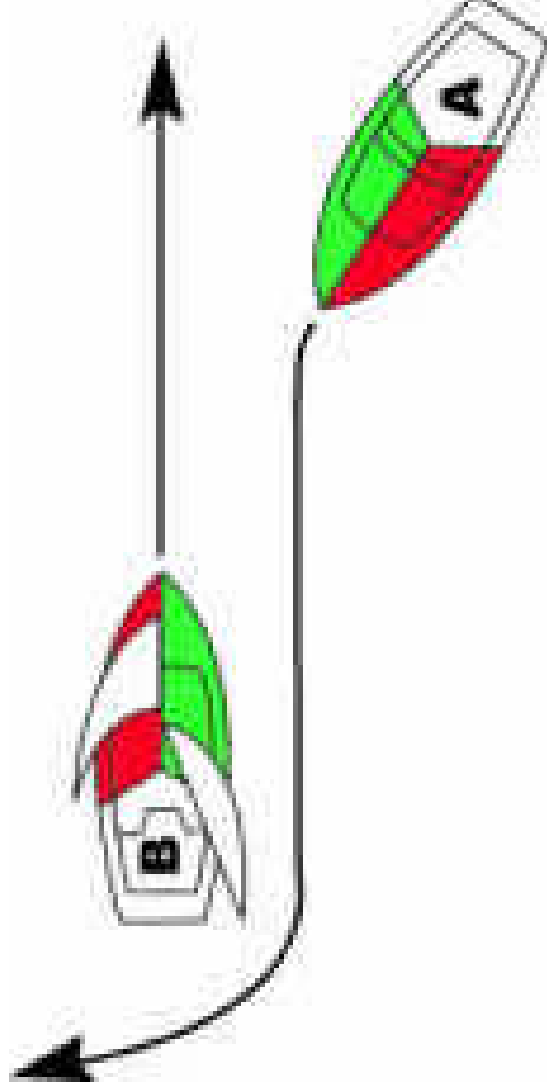
OPERATING RULES (1)



- “A” keeps clear of “B”
- “C” keeps clear of “A” and “B”
- “B” keeps clear of “D”
- “D” keeps clear of “A” and “C”



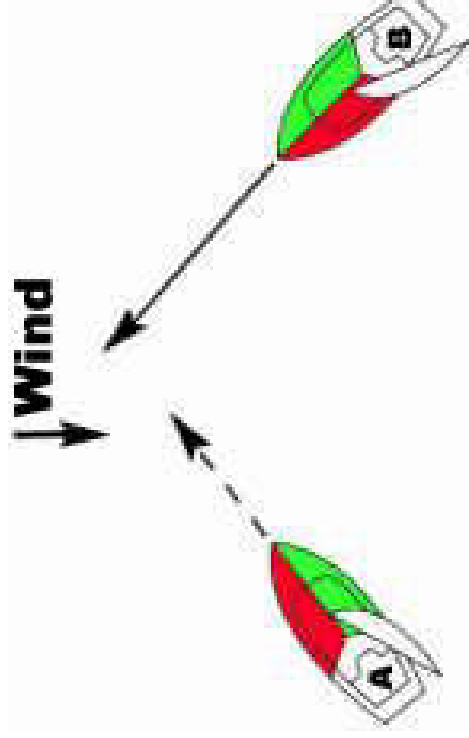
OPERATING RULES (2)



A power-driven vessel keeps clear of a sailing vessel



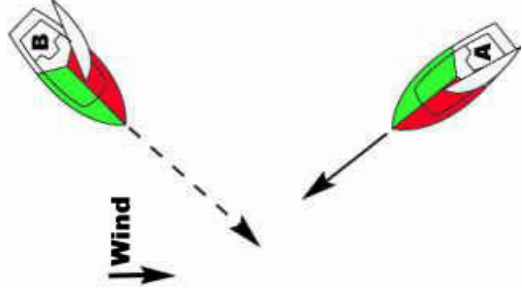
OPERATING RULES (2)



When each sailing vessel has the wind on a different side, the vessel that has the wind on its port (left) side shall keep out of the way of the other. In our illustration, A keeps clear of B. If a sailing vessel has the wind on its port side and the sailor cannot determine with certainty whether the other vessel has the wind on its port or starboard side, the first vessel must keep out of the way of the other



OPERATING RULES (2)

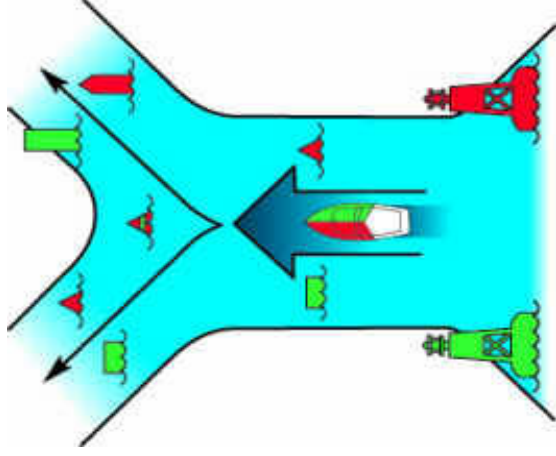


When both sailing vessels have the wind on the same side, the vessel to windward shall keep out of the way of the vessel to leeward. B keeps clear of A.

Note: The windward side is defined as the side opposite to that of which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest for-and-aft sail is carried



AIDS TO NAVIGATION (1)



Lateral Buoys

Port (green can)

Keep this buoy on your port (left) side when proceeding in the upstream direction.

Bifurcation (red and green bands)

You may pass this buoy on either side when proceeding in the upstream direction, but the main or preferred channel is indicated by the colour of the topmost band. For example: Keep this buoy on your starboard (right) side.

Port (green pillar)

Keep this buoy on your port (left) side when proceeding in the upstream direction.

Port (green spar)

Keep this buoy on your port (left) side when proceeding in the upstream direction.

Starboard (red spar)

Keep this buoy on your starboard (right) side when proceeding in the upstream direction.

Starboard (red conical)

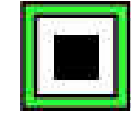
Keep this buoy on your starboard (right) side when proceeding in the upstream direction.

Starboard (red pillar)

Keep this buoy on your starboard (right) side when proceeding in the upstream direction.



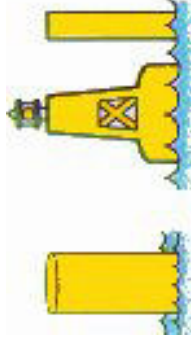
AIDS TO NAVIGATION (2)



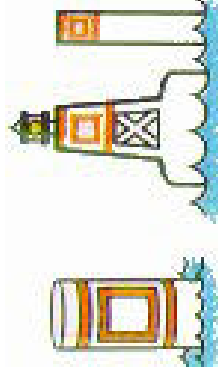
Port Hand (center black or green)
When proceeding upstream, a port hand day-beacon must be kept on the vessel's port (left) side.



Starboard hand
When proceeding upstream, a Starboard hand day-beacon must be kept on the vessel's starboard (right) side



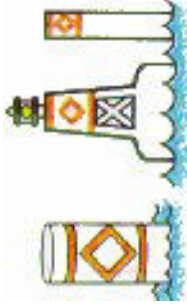
A cautionary buoy marks dangers such as firing ranges, underwater pipelines, race courses, seaplane bases and areas where no through channel exists



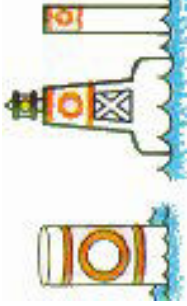
An information buoy displays information such as locality, marina, campsite, etc.; Be guided by the information illustrated with in the orange square



AIDS TO NAVIGATION (3)



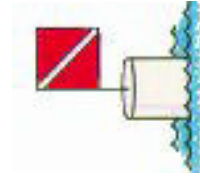
A hazard buoy marks random hazards such as shoals and rocks. Information concerning the hazard is illustrated within the orange diamond



A control buoy indicates speed limits, wash restrictions, etc.; Obey the restrictions illustrated within the orange circle



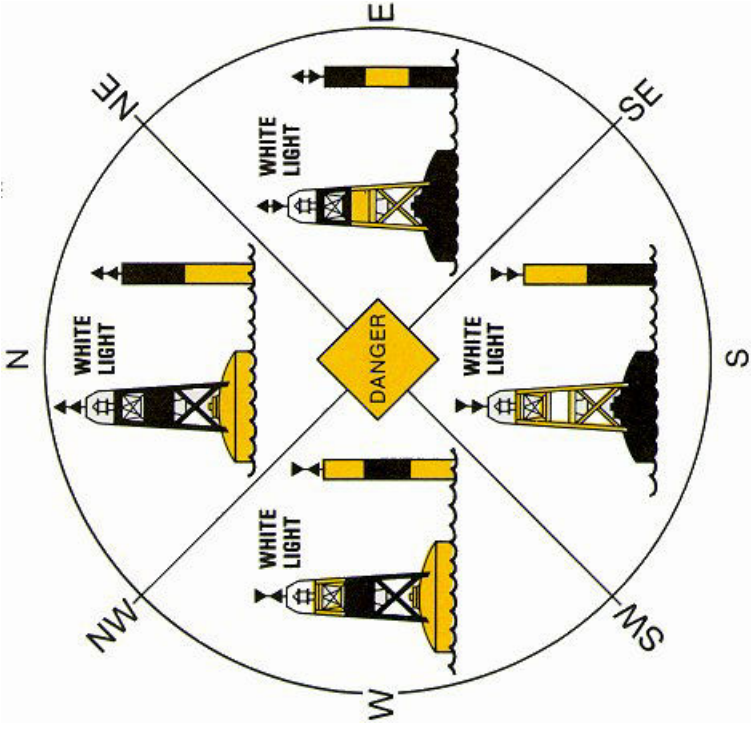
A keep out buoy marks areas in which boats are prohibited



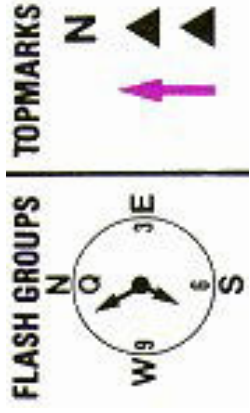
A diving buoy marks an area where scuba or other such diving activity is in progress. Not normally charted
Can also be the letter A flag (Blue and White)



AIDS TO NAVIGATION (4)



Cardinal Buoys
 A cardinal buoy indicates that the safest water exists to the direction it indicates. Ex. A north cardinal buoy indicates that the safest water exists to the north



Collision Regulations (1)

Who avoids who?

- A vessel Not under command
- A vessel Restricted in her ability to maneuver
- A vessel engaged in Fishing
- A Sailing vessel
- A Power driven vessel



Collision Regulations (1)

Who avoids who?

- A vessel **N**ot under command
- A vessel **R**estricted in her ability to maneuver
- A vessel engaged in **F**ishing
- A **S**ailing vessel
- A **P**ower driven vessel

Negative Results Frequently Spell Problems



Collision Regulations (2)

Distress Signals - International

- 18 Internationally Recognized Signals
 - 6 Shapes
 - 6 Flares / Markers
 - 5 Radio
 - 2 Sound



Collision Regulations (2)

Distress Signals – Need To Know

- **Marine Radio: Mayday-Mayday-Mayday**
- **Emergency Position Indicating Radio Beacon (EPIRB)**
- **Code Flag (N over C) (Ball over Square)**
- **Distress Cloth (Orange Square)**
- **Arm Signal**
- **Sound Signals (Continuous Horn, Gun, Whistle, explosive signal)**
- **Flares (Type A, B, C, D)**
- **Dye Marker**
- **Flashlight (S.O.S.)**



Collision Regulations (2)

Distress Signals – Flares

- Flares (Type A, B, C, D)



Collision Regulations (2)

Distress Signals – Flares

- **Flares (Type A, B, C, D)**
 - **Type A – Parachute Flare**
 - **Type B – Multi-Star**
 - **Type C – Hand-held**
 - **Type D – Orange Smoke**



Emergency Equipment (1)

Required equipment based on boat length

- Boats are classified by:
 - Not over 6 m
 - Over 6 m but not over 8 m
 - Over 8 m but not over 12 m
 - Over 12 m but not over 20 m
 - Over 20 m
- Exceptions:
 - PWC
 - Racing



Emergency Equipment (1)

Required equipment based on boat length

- Personal floatation device
- Buoyant heaving line of 15 m
- Lifebuoy
- Re-boarding device (ladder)
- Manual propelling device (paddle)
- Anchor and 30 m cable, rope or chain
- Bailer or pump (manual / power)
- Fire extinguisher (Type BC or ABC) (5 – 10 lbs)
- Watertight Flashlight
- Flares
- Sound signaling device (whistle, horn, etc.)

