

STANDARD DAYBEACONS



Port hand
(May display an odd number)
When proceeding upstream, the port-hand daybeacon must be kept on the vessel's port (left) side.



Port bifurcation/junction
Marks a point where the channel divides and may be passed on either side. If the preferred channel (right) is desired, the daybeacon must be kept on the vessel's port (left) side.

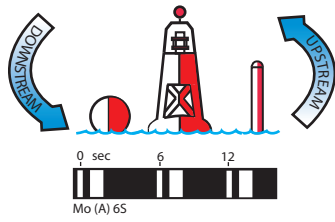


Starboard hand
When proceeding upstream, the starboard-hand daybeacon must be kept on the vessel's starboard (right) side.



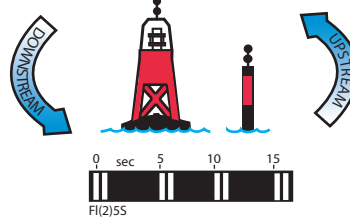
Starboard bifurcation/junction
Marks a point where the channel divides and may be passed on either side. If the preferred channel (left) is desired, the daybeacon must be kept to the vessel's starboard (right) side.

LATERAL BUOYS



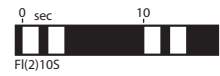
FAIRWAY
Indicates safe water used to mark landfalls, channel entrances, or channel centres. May be passed on either side but should be kept to the port (left) when proceeding in either direction.

or



ISOLATED DANGER
Moored on or above an isolated danger which has navigable water all around it. Consult the chart for information concerning the danger (dimensions, depth, etc.). May be used to mark natural dangers such as small shoals or obstructions such as wrecks.

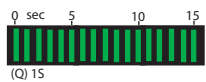
or



PORT HAND

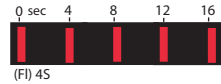


or

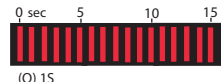


Marks the port (left) side of a channel or the location of a danger which must be kept on the vessel's port (left) side when proceeding upstream.

STARBOARD HAND

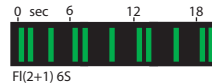
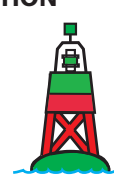


or

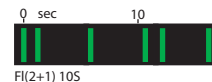


Marks the starboard (right) side of a channel or the location of a danger which must be kept on the vessel's starboard (right) side when proceeding upstream.

PORT BIFURCATION

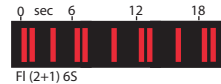


or

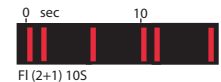


Marks the point where a channel divides when proceeding upstream. When the preferred (main) channel is desired, keep the buoy on the vessel's port (left) side.

STARBOARD BIFURCATION

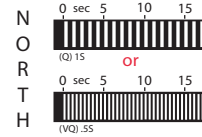
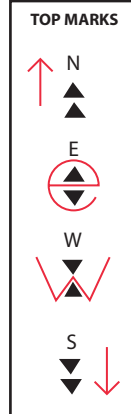
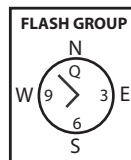
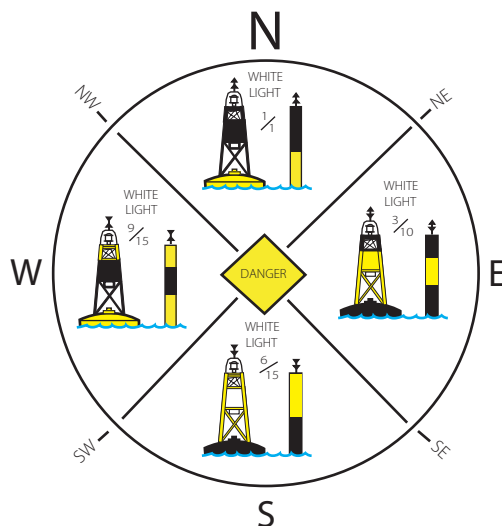


or

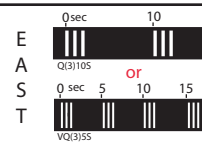


Marks the point where a channel divides when proceeding upstream. When the preferred (main) channel is desired, the buoy should be kept on the vessel's starboard (right) side.

CARDINAL BUOYS



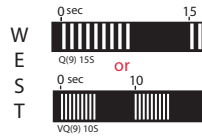
Indicates that the safest water exists to the north.



Indicates that the safest water exists to the east.



Indicates that the safest water exists to the south.



Indicates that the safest water exists to the west.

Note: "Up Stream" in practice means proceeding in a northwesterly direction along the B.C. coast or with the flow of the flood tide into a bay or inlet.

RANGES

A range consists of two or more fixed navigation marks situated some distance apart at different elevations (sometimes lit). Provides a leading line for navigators. When both marks are in line, the observer is on the recommended track. (See the chart for the portion of channel serviced by the range.)

The shape and colours of the daymarks and the colours and characters of lights are advertised in the "List of Lights".

ON RANGE LINE



For more information on fixed aids, see www.ccg-gcc.gc.ca/eng/CCG/ATN_Atn_Section3#fixed_aids.
For the List of Lights, see www.notmar.gc.ca/go.php?doc=eng/services/list/pacific-coast-2007.

SECTOR LIGHTS

A sector light consists of a single light whose total luminous beam is divided into sectors of different colours to provide a warning or a leading line to mariners.

When proceeding upstream, a sector light with a combination of red, white, and green sectors is interpreted as follows: the red sector indicates the starboard (right) limit, the white sector indicates the recommended course, and the green sector indicates the port (left) limit. When proceeding downstream, the positions of the red and green sectors are reversed.

For sector colours and boundaries see "List of Lights" and marine charts.

CALLING FOR HELP

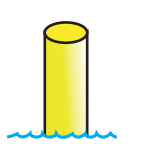
(Marine VHF radio)

"Mayday, Mayday, Mayday" — Immediate danger for persons or ship (e.g. boat taking on water and danger of sinking or capsizing)

"PanPan, PanPan, PanPan" — Urgent message concerning safety of a person or ship (e.g. motor quit and unable to get back to shore)

- Give vessel name and call sign
- State position of vessel
- Describe nature of emergency/problem and type of assistance needed
- Include description of vessel and number of people on board
- Repeat message until you receive an answer

SPECIAL BUOYS



CAUTIONARY



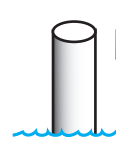
Marks dangers such as firing ranges, underwater pipelines, race courses, seaplane bases, and areas where no through channel exists.



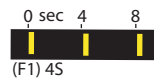
HAZARD



Marks random hazards such as shoals and rocks. (See information displayed in orange diamond.)



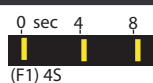
SWIMMING



Marks perimeter of swimming areas. (May not be charted.)



ANCHORAGE



Marks perimeter of designated anchorage areas. (See chart for water depth.)



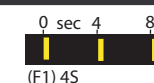
KEEP OUT



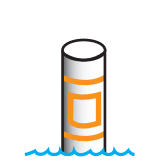
Marks areas in which boats are prohibited.



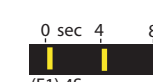
DIVING



Marks area where SCUBA diving or other diving is in progress. (Not normally charted.)



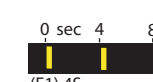
INFORMATION



Displays information such as locality, marina, campsite, etc. (See information displayed in orange square.)



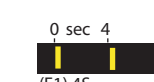
CONTROL



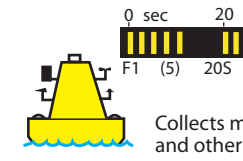
Indicates speed limits, wash restrictions, etc. (Obey restrictions illustrated in orange circle.)



MOORING



Moors or secures vessels. (Be aware: A vessel may be secured to a mooring buoy.)



SCIENTIFIC (ODAS)



Collects meteorological and other scientific data.

HYPOTHERMIA

These patients require urgent medical aid — call for help

- Occurs in most survivors extracted from cold water (below 68°F) — can be fatal
- When in doubt, treat for hypothermia
- Get help — use radio mayday call
- Ignore protests like "I'm OK"

1. Signs & symptoms

- Shivering, but may stop in advanced cases
- Confusion, slurred speech, or clumsiness
- Muscular rigidity
- Semiconscious to unconscious

2. In water

- Keep head and neck out of water
- Use 'Help' or 'Huddle' positions (see below)
- When in doubt about reaching safety, remain still and don't swim!



HELP



HUDDLE

3. Out of Water

- Gently remove wet clothing and wrap in warm blankets
- Ensure an open airway, breathing, and pulse (see CPR)
- Move patient (handle gently) to a warm environment (turn up heat)
- Nothing to eat or drink — provide oxygen, if available
- No direct heat, hot packs, or massage to limbs (no warm baths or hot showers)
- Reassess airway, breathing, and pulse frequently

CPR

Place patient face up on a hard surface

1. Determine unresponsiveness
2. Call for help
3. Open airway using head-tilt/chin-lift or jaw-thrust manoeuvre
4. Check for breathing — look, listen, and feel for breathing for 10 seconds
5. If no breathing, use a pocket mask and give two slow rescue breaths (2 seconds per breath)
6. Check pulse for 10 seconds and for visible signs of circulation
7. If no pulse, begin CPR
 - a. Landmark on the lower part of the sternum above the notch where the ribs join
 - b. Push straight down 1.5 to 2 inches (compression)
 - c. Perform 15 compressions (in 9 seconds) followed by 2 slow rescue breaths (2 seconds per breath)
 - d. Repeat 15 compression - 2 breath cycle
 - e. Recheck for pulse and breathing after approximately one minute (4 cycles)
 - f. If no pulse, continue until help arrives

MARINE WEATHER

Light winds: less than 12 knots

Moderate winds: 12–19 knots (small-craft warning)

Strong winds: 20–33 knots (small-craft warning)

Gale force warning: 34–47 knots

Storm force warning: 48–63 knots

Marine weather forecasts

(604) 666-3655 or (250) 363-6492

www.weatheroffice.gc.ca/marine/index_e.html

www.nws.noaa.gov

www.lau.chs-shc.gc.ca

Tides, currents, and water levels

www.lau.chs-shc.gc.ca

On the water:
Work safe
Boat safe
Fish safe
Be safe

WORK SAFE BC

WORKING TO MAKE A DIFFERENCE
worksafebc.com

If you have questions about workplace safety, call WorkSafeBC's Prevention Information line at 604 276-3100, or toll-free in B.C. at 1 888 621-SAFE (7233).