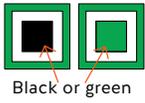


Marine Quick Reference Guide

Standard daybeacons



Port hand
When heading upstream, must be on the vessel's port (left) side.



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

Upstream

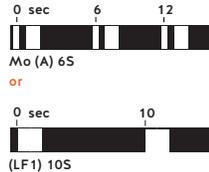
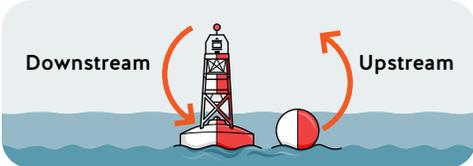


Starboard hand
When heading upstream, must be on the vessel's starboard (right) side.



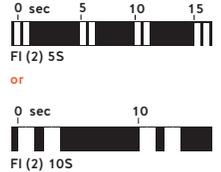
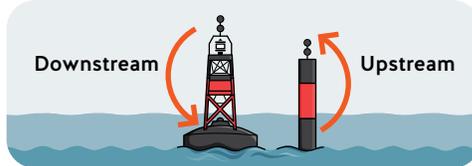
Starboard bifurcation/junction
Marks a point where the channel divides and may be passed on either side. For the preferred channel (left), the daybeacon should be kept on the vessel's starboard (right) side.

Fairway



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

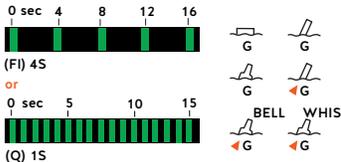
Isolated danger



Moored on or above an isolated danger that has navigable water all around it. Consult the chart for information about the danger (submersions, depth, etc.). May be used to mark dangers such as small shoals or wrecks.

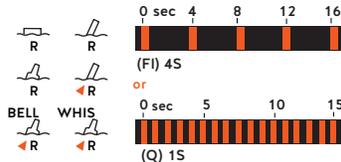
Lateral buoys

Port Hand



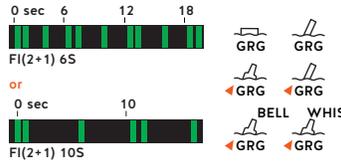
Marks the port (left) side of a channel or the location of a danger that must be kept on the vessel's port (left) side when heading upstream.

Starboard Hand



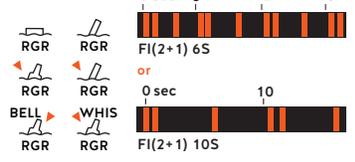
Marks the starboard (right) side of a channel or the location of a danger that must be kept on the vessel's starboard (right) side when heading upstream.

Port Bifurcation



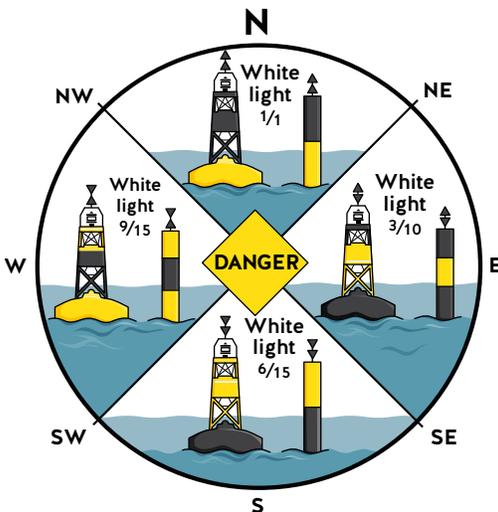
Marks the point where a channel divides when heading upstream. For the preferred (main) channel, keep the buoy on the vessel's port (left) side.

Starboard Bifurcation

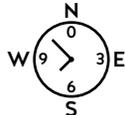


Marks the point where a channel divides when heading upstream. For the preferred (main) channel, keep the buoy on the vessel's starboard (right) side.

Cardinal buoys



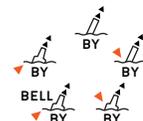
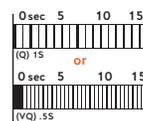
Flash groups



Top marks

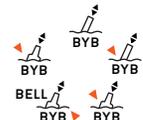


North



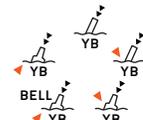
Indicates that the safest water is to the north.

East



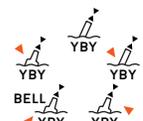
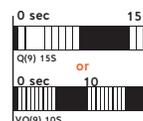
Indicates that the safest water is to the east.

South



Indicates that the safest water is to the south.

West

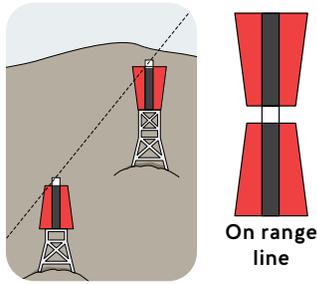


Indicates that the safest water is to the west.

Note: "Upstream" means heading in a northwesterly direction along the B.C. coast or with the flow of the flood tide into a bay or inlet.

Ranges

Ranges are pairs of fixed navigation markers a distance apart at different elevations (sometimes lit). Provides a leading line for navigators. When the marks are in line, the observer is on the recommended track. (See chart for the portion of channel serviced by the range.)



Sector lights

Beam is divided into different coloured sectors, each of which provides a warning or a leading line to mariners. (For sector colours and boundaries, see "List of Lights" on marine charts.)

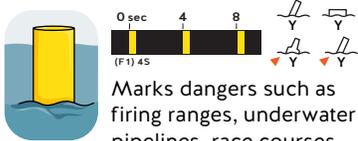


Flashing lights

Colour	# flashes/ "x" seconds	Type of buoy
● (red)	1/4 2 + 1/6	Stbd hand Stbd bifurcation
● (green)	1/4 2 + 1/6	Port hand Port bifurcation
○ (white)	1/1 2/5 1S+1L/6 3/10 6+1L/15 9/15	North cardinal Isolated danger Fairway East cardinal South cardinal West cardinal
● (yellow)	1/4	Specials

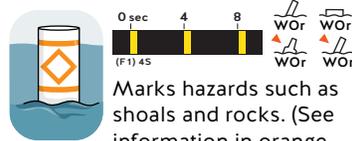
Special buoys

Cautionary



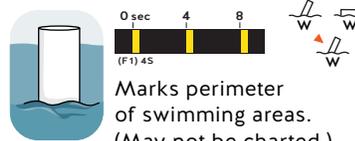
Marks dangers such as firing ranges, underwater pipelines, race courses, seaplane bases, and areas where no through channel exists.

Hazard



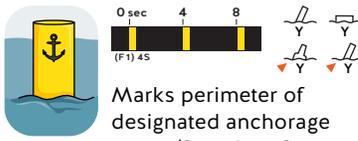
Marks hazards such as shoals and rocks. (See information in orange diamond.)

Swimming



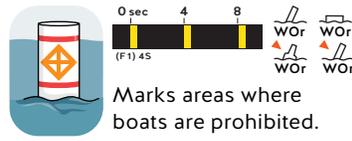
Marks perimeter of swimming areas. (May not be charted.)

Anchorage



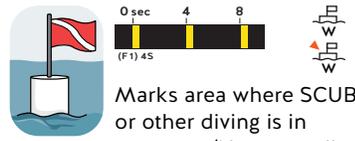
Marks perimeter of designated anchorage areas. (See chart for water depth.)

Keep out



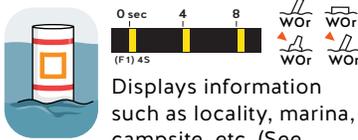
Marks areas where boats are prohibited.

Diving



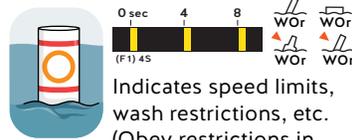
Marks area where SCUBA or other diving is in progress. (Not normally charted.)

Information



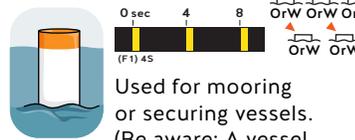
Displays information such as locality, marina, campsite, etc. (See information in orange square.)

Control



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

Mooring



Used for mooring or securing vessels. (Be aware: A vessel may be secured to a mooring buoy.)

Calling for help

(e.g., marine VHF radio)

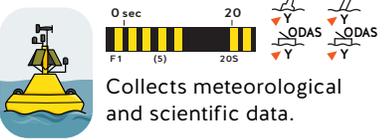
Mayday, Mayday, Mayday
Immediate or life-threatening danger (e.g., danger of capsizing or sinking)

Pan-Pan, Pan-Pan, Pan-Pan
Urgent message concerning safety of a person or vessel (e.g., engine failure at sea).

In either scenario, provide:

- Vessel name and call sign
- Position of vessel
- Description of problem and assistance needed
- Description of vessel and number of people on board
- Repeat message until you receive an answer

Scientific (ODAS)



Collects meteorological and scientific data.

Hypothermia*

- Occurs in most survivors extracted from cold water. Can be fatal. When in doubt, treat for hypothermia.
- Get help. Use radio MAYDAY! Ignore protests like "I'm OK."

1. 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 (top right) or huddle positions (bottom right)
- When in doubt about reaching safety, remain still and don't swim



3. Out of water

- Gently remove wet clothing and wrap in warm blankets
- Open airway and check for breathing (see CPR)
- Gently move patient to a warm environment (turn up heat)
- Nothing to eat or drink — provide oxygen if available
- No direct heat, hot packs, or massage (no warm baths or showers)
- Reassess airway and breathing frequently

CPR*

Place patient face up on hard flat surface

1. Determine level of responsiveness
 - Call their name and apply pain stimulus
2. If unresponsive, call for help and ask for AED
3. Open airway using head-tilt/chin-lift
 - Look, listen, and feel for normal breathing
4. Check for normal breathing for 5-10 s
5. If unresponsive and not breathing normally, begin CPR and apply AED when available
 - Place two hands on centre of chest
 - Compress chest straight down at least 2 in.
 - Give 30 compressions (push hard, push fast, 100 per min)
 - Using barrier device, give 2 rescue breaths, just enough to make chest rise
 - Repeat 30 chest compressions and 2 rescue breaths
 - Continue CPR until
 - AED is applied to chest,
 - Another CPR provider can assist,
 - A physician takes responsibility,
 - Patient is transferred to ambulance,
 - Rescuer is too tired to continue, or
 - Spontaneous breathing and circulation are restored

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 warning: 34-47 knots

Storm warning: 48-63 knots

Hurricane force wind warning:
64 knots and above
(This does **not** warn of a current or impending hurricane)

Marine weather forecasts
604.666.3655 or 250.363.6492
weather.gc.ca/marine

Tide tables

charts.gc.ca/publications/tables-eng.html

* These patients require urgent medical aid — call for help