



FAMILIARIZATION GUIDE

For Supernumerary Personnel Carried Aboard Arctic CCG Ships



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Introduction

Over the past decade, there has been a substantial increase in the number of programs that the Department of Fisheries and Oceans conducts in the sphere of oceanography, fisheries research, marine navigation services, search and rescue and hydrography. One direct consequence of this is the greater number of people taking part in the projects who have practically no seagoing experience. In light of this, we have prepared this guide for future passengers aboard Canadian Coast Guard (CCG) ships. However, experienced mariners may also want to consult it to expand their knowledge of CCG ships and activities.

It is hoped that people who have little or no knowledge about ships and navigation will find this guide useful in providing a *general* introduction to CCG ships and their handling. Please note that this general information does not include instructions in the event of an emergency, nor the operational directives specific to each ship; this information is set out in the Standing Orders of the Commanding Officer and of the supervisor.

Though the main focus of this guide is safety, we have included pertinent pre-departure information and a check-list, as well as several other lists concerning useful items and helpful facts.

The Guide is intended for "supernumerary personnel", that is:

- Scientific personnel;
- Contractual personnel;
- Technicians who normally work ashore; and
- Any other person who is not a Department employee, for example, students who work aboard CCG ships.

The term "supernumerary personnel" includes all people who do not belong to the ship's operating complement (crew), but who play a role associated with the work being conducted with the ship.

This Guide also is intended for "passengers", who are personnel that are embarked but are not directly affecting/contributing to the primary and secondary assigned missions of the respective CCG vessel.

Pre-Departure Preparations

Before the Ship Sails

It is important to take the following points into consideration before boarding the ship:

- The date and time that you must arrive on board
- The time the ship will sail
- The duration of the voyage
- Your **passport** and identification papers

- Your working hours while aboard
- The work environment (the ambient temperature and the type of clothing to wear)
- Your medical fitness – All **Fleet personnel** must undergo a medical examination; all other personnel will need to notify health professionals of any medical problems they may have that could be detrimental to their safety. Though each ship has one or several persons on board with first-aid training, access to medical care is generally limited. Should you experience health problems prior to the ship's scheduled departure, please consult a medical practitioner concerning any precautions that should be taken, and ensure that it be made clear that it will not be possible to quickly reach doctors or paramedics during the voyage. Before the ship sails, the Commanding Officer and Health Officer on board must be notified of any health problem or medication requiring special attention.
- Health and medical insurance
- **The members of the scientific research personnel and/or the personnel of other programs** will want to discuss the following points with their program leader: the location of the major work areas; their responsibilities on board the ship; plans concerning gear and additional safety equipment and items needed for the program.
- The research scientists and/or the members of other programs who want to board hazardous material or dangerous chemicals must provide the Scientist-in-Charge and/or the Commanding Officer with the Material Safety Data Sheets (MSDS) for these products, if any. In addition, all dangerous goods loaded aboard must be wrapped in compliance with the [Transportation of Dangerous Goods Regulations](#).

Pre-Boarding Forms

All supernumeraries on CCGS *Amundsen* must complete the following forms and send them 6 to 8 weeks before their board this ship **to the following address, with their name as the email subject :**

DFO.CAOBAmundsenAdmin-AdminAmundsenEOCA.MPO@dfo-mpo.gc.ca

- **General Statement of Risk**
- **Statement of Medical Fitness**
These forms provide a means by which to ensure that supernumerary personnel who are aboard CCG ships are able to endure normal conditions of life at sea and that their health status will not endanger the health and safety of the other people aboard.
- **Waiver and Release**
This form must be filled out only by **persons who are not federal government employees**. One of the objectives of the waiver and release form is to draw the attention of the person signing it to the possibility of an accident occurring and the precautions that should be taken, given the circumstances (in particular, having an adequate insurance policy in the event).

Without such forms, the CCG will not be able to allow you to embark a CCG Ship.

Reliability Status

As a mandatory requirement to embark a ship, all supernumeraries must have a valid Reliability Status from CCG.

- Federal Government employees : They must provide their valid end date or a copy of their "Security Screening Certificate".
- Non-government personnel and foreigners : They must obtain a CCG validity clearance. This process is managed by their Scientist-in-Charge, or by the person responsible for their program in the Coast Guard.

Without a valid reliability status, the CCG will not be able to allow you to embark a CCG Ship.

Items and Services Provided On Board

- Sheets, pillows blankets, towels, facecloths, cleaning supplies, toilet paper, hand soap and laundry detergent (sheets and blankets are periodically replaced)
- Personal flotation device (temporary loan only)
- Protective headgear (solely to tide over)
- Meals
- On certain ships, the cabins are made up by a steward (the bunk is made daily and the cabin is cleaned). **When no such service is offered, occupants are asked to keep their cabins clean. Regular inspections of the ship's premises are periodically conducted by the designated authorities aboard.**

Items To Bring With You

- Personal hygiene products
- Warm clothing (regardless of the season)
- Clothing you can discard, since it can become very dirty in certain work areas on the ship
- Clothing appropriate to the season and for the places of activity
- "Dressier" clothing (or uniform) for Sunday dinners
- A hat to protect against the sun and other headgear for protection against the cold, for example, a tuque
- CSA-approved steel toe shoes, which must be worn when working on deck or as per the watch officer's instructions. Closed toe shoes with anti-slip soles must be worn when carrying out any task whatsoever on board the ship.
- Work gloves
- Rainwear is issued to crew members only; it is thus recommended that you bring your own.
- Sea sickness medication, if advisable, based on your medical record or if you have never gone to sea.
- Alarm clock
- Flashlight
- A spare pair of glasses (as applicable)
- Sunglasses

- MedicAlert bracelet (as applicable)
- If you take prescribed medications: bring a reserve supply (+20% of what you will require for the planned duration of the voyage).
- Camera or video-recorder
- Sport fishing license (It is sometimes possible to fish from the ship. However, a fishing licence is mandatory.)

Basic Pre-Departure Information

When you board, the Commanding Officer will ask you to sign the ship's book and one of the officers or a designated crew member will show you around the ship to familiarize you with it and with the applicable safety rules, as well as indicate the location of your lifeboat station.

Try to learn your way around the ship as early as possible, in particular, the area around your cabin and your usual work place, as well as the bridge, the galley, the laundry room, fire extinguishers and lifebuoys. Learn what the best and second-best paths are for you to take to your designated emergency station and take note of means of evacuating inside spaces in the event of a fire.

Read the information posted on the bulletin boards regarding the ship's First Aid Attendants, the meal hours, the use of laundry facilities, etc. You may want to ask if there are any information pamphlets on the ship available for people who have just boarded.

Please note that some parts of the ship are reserved for certain designated members of the ship's complement. You should know which sections or rooms are reserved for the officers, for the crew and for any other members of the personnel. You must also remember that when the ship is underway, visitors on the bridge are not allowed to use any navigation or communication equipment located there without the officer of the watch's authorization. The engine room and galley are also restricted areas. Instructions concerning access to the bridge, the engine room and the galley can be found in the Commanding Officer's Standing Orders.

Safety

Boat and Fire Drills

Boat and fire drills are held regularly. When an emergency situation arises, or when a drill is held, everyone must follow the established orders. In your cabin, you will find a card near your bunk indicating the location of your muster station, in the event of an emergency. It is important that you fully understand what is indicated on the card. You will also be provided with this information during your initial safety tour of the ship upon your arrival.

Emergency warning signal: an alarm signal that rings continually, at times accompanied by the ship's whistle, when appropriate. Insofar as possible, this signal is followed by an announcement over the PA system (or by another suitable means of communication), indicating the emergency location and providing the crew with brief instructions.

Lifeboat station muster signal: a succession of seven or more short blasts on the ship's whistle, followed by one long blast, accompanied by the general alarm which is sounded in the same sequence. A general announcement may be made over the ship's PA system.

All supernumerary personnel are to take part in the drills.

You are responsible for knowing the location of:

Your designated muster station – indicated on the card posted near your bunk. The information that appears on this card should be mentioned to you during initial safety tour of the ship when you first embark.

Your lifejacket – kept in your cabin. It should be equipped with a whistle and a battery-operated strobe light. The lifejacket is a critical safety accessory; do not leave it lying around the ship or use it as a cushion or pillow, etc. If your lifejacket is not in satisfactory condition or if it is missing from your cabin, please notify the mate on duty so that he or she may look into the matter. Knowing the proper way of wearing your lifejacket is vital; remember that you must wear it during all drills and in all real emergency situations.

Immersion suits – their location on the ship varies from one vessel to the other. You should be advised of where they are located during your initial safety tour of the vessel when you first embark.

Portable extinguishers, including their utilization. (This point is addressed in the section on safety.)

You are also responsible for knowing the meaning of the safety signals posted aboard the ship.

Shipboard Safety – Basic Points

- All employees are to be very familiar with the sections of the [Canada Labour Code](#) that apply to their duties, including the [Maritime Occupational Health and Safety Regulations](#).
- Instructions have been established with regard to "hot work" (welding), diving, entering confined spaces, etc. It is therefore important to know the policy that applies and to obtain authorization prior to carrying out any such activities.
- When their work is to take them near chemical products, all members of the personnel in question must be informed of the type of products and must be very familiar with the Workplace Hazardous Materials Information System (WHMIS) as well as the location of the material safety data sheets (MSDS). As mentioned under "Basic Pre-Departure Information", the person in charge of the program is to ensure that the Commanding Officer is provided with the MSDSs of all chemical products, etc., before bringing these products on board.
- All members of the personnel must wear the safety equipment called for to carry out their specific task. If you have any doubts, consult your supervisor.
- Know how to react to sudden movements of the ship, such as yawing. Persons on board must always keep one hand free in order to at all times be able to hold onto the ship's hand rails.

- **Safely store all objects before the ship sails** – Owing to the ship's movements in heavy seas, all equipment must be secured and firmly lashed down. When in doubt, ask for assistance.
- **Always use the gangway** when boarding or leaving the ship.
- **Always wear appropriate safety clothing** (safety hat and steel toe shoes) when you are working on deck. Think of the deck as a industrial worksite. Other shoes, such as sandals, always present a potential risk since they do not provide firm support, offer little protection and may cause you to stumble or slide on the steps of stairways.
- **Be wary of the decks' uneven surfaces**, especially at dark.
- **See to it that all doors and hatches are secured at all times.** When open, they must be kept in position using the hook provided for this purpose; otherwise, carefully close them. Never let doors or hatches swing or swivel or move freely with the motion of the ship.
- Outside decks can be dangerous, particularly in bad weather. **When weather conditions are poor, all outside decks are off limits to passengers, unless an authorization is obtained from the deck watch officer. The officer will take appropriate measures to ensure that the passenger(s) is/are able to move about safely on the deck.**
- **Stay clear of all ropes, cables and blocks under strain.** Do not touch any rope or cable that is moving.
- Gather, clean and securely store all pieces of equipment after each use. Do not leave any equipment lying on deck even if it does not belong to you. Firmly lash it down.
- Keep your premises clean and items properly stowed. If left long enough in the free air, piles of hydrocarbon-soiled cloth can result in spontaneous combustion and catch fire. Do not keep any paint or solvent in your cabin.
- Should you have any medical problem whatsoever, advise the First Aid Attendant.
- Wear comfortable clothing that is nonetheless close-fitting since loose-fitting garments or clothing with baggy sleeves, for example, can become caught on protruding objects or on parts of equipment when you work in confined spaces or when you move about on the ship. Large gaping pockets, hoods and shoulder straps can easily become caught in machinery.
- If you sense a danger, notify your supervisor.

Emergency Situations on Board

Instructions in the Event of an Emergency

When an emergency situation arises aboard a CCG ship, substantial distances are commonly involved in obtaining assistance. For this reason, CG personnel must know how to react to the situation, with full command of activities being assumed by the ship's Commanding Officer. **Please note that the emergency instructions for each ship are established so as to meet the particular ship's specific requirements.**

The following information is presented to familiarize you with certain emergency situations. However, it is not in any way a substitute for you informing yourself about the ship's specific characteristics when you will be on board.

Fire

Once you have embarked, it is important that you read the Commanding Officer's Standing Orders, which include instructions in the event of an emergency. Meanwhile, you can read over the following general instructions that you must follow *when a fire is spotted or when there is reason to believe that there is a fire aboard*:

- If you believe that there is a fire somewhere, DO NOT OPEN THE DOOR,
- Sound the alarm and
- alert the deck officers and indicate to them where the fire is located.
- If it is a small fire that you feel you yourself can control, owing to your training in firefighting, do your best to extinguish it using a portable extinguisher.
- Where possible, close the doors and hatches in order to isolate the fire.
- Go to the muster station that you were to report to when the alarm signal is sounded.
- Remember that each ship has its own fire plan, that this plan establishes the responsibilities of each fire response team leader and that this information appears on the card near your bunk.
- If you are surrounded by smoke, cover your nose and your mouth with a damp cloth and crawl on the deck, where the smoke is less dense.

Since most fires are caused by negligence, it is essential that you continually observe the shipboard environment and, for the sake of prevention, remain vigilant. A fire on board a ship is one of the most dangerous situations known.

Person Overboard

If a person falls into the water :

- Throw a lifebuoy over the side of the ship.
- Notify the deck officers that there is a "MAN OVERBOARD / UN HOMME À LA MER" while indicating on which side of the ship the person has fallen, if known.
- Keep your eyes constantly fixed on the person overboard.
- Point to the person to help the deck officers and other observers locate and keep the person in sight.
- All members of the ship's crew know what to do when a person falls overboard. The instructions specific to each ship can be obtained from the Chief Officer ("the Chief").

Accidents and Injuries

All accidents and injuries - including equipment loss or damage and minor injuries - must be reported to the deck officers. The watch officer will inform the Commanding Officer, when appropriate, and will have an emergency action taken when necessary.

Responsibilities Exercised on Board

Working Aboard the Ship

DFO policy requires that the various programs that call on the services of CCG ships must be cooperative and combine the responsibilities of the Commanding Officers and the mission chiefs. This policy also applies to the ship's personnel and to supernumerary personnel, for example, technicians, assistant hydrographers, fishery officers, and research scientists.

Before the ship sails, the program leader will advise ***all members of the personnel of the program*** of their respective responsibilities. These duties and responsibilities may have to be modified to meet mission requirements. In certain cases, the program's personnel, for example, a team of scientists, may need to work shifts during the periods determined by the scientist-in-chief. In addition, the hours of the shifts may vary since scientific programs conducted at sea can be pursued 24 hours a day; work schedules can thus be established by the program leader and his or her personnel.

Roles of the Officers and Crew Members

The different positions held by officers and crew members aboard the ship are presented below, as well as a brief description of their duties. The size of the ship's complement, and its organizational structure, vary from one ship to the next.

COMMANDING OFFICER – The Commanding Officer has a number of responsibilities, including the safe and efficient navigation of the ship, maintaining discipline aboard and ensuring the well-being of all personnel, in accordance with the regulations under the [Canada Shipping Act, 2001](#) the regulations enforced by the Canadian Coast Guard, the Department's delegation of authority with respect to personnel and the departmental discipline guide. The Commanding Officer is responsible for ensuring that the ship's business is well managed and smooth-running, including hiring and final release authorizations for crew members and supernumeraries, as well as pilotage, customs, etc. He or she sees to it that the work to be carried out on board—whether for the scientist-in-chief, the hydrographer or the agent responsible for searches, fishery management or other programs—is conducted effectively. In addition to promoting a healthy atmosphere on board, conducive to working efficiently, the Commanding Officer informs the duty officer daily of the sectors in which the scientist-in-chief, the hydrographer or the agent responsible for the programs intends to work and makes certain that all members of the crew and all supernumerary personnel have clearly understood the responsibilities that he himself delegates to the coxswains to assure the safety of the small craft. (please consult [Section 5.0 of Fleet Safety Manual](#))

CHIEF OFFICER – As head of the deck department, the Chief Officer is responsible for the discipline, safety and well-being of the seamen as well as the maintenance and cleanliness of the exterior parts of the ship, the inside corridors and the gangway. The Chief Officer is also in charge of rope running and standing parts and the operation of all deck machinery. He or she may be assigned watches.

DECK OFFICERS – When ensuring the conduct of the ship, the officer is on bridge duty and must be informed of all activities under science, fisheries or other programs requiring that work be carried out alongside and/or that the ship change position. Whenever the situation warrants, the deck officer can have the Commanding Officer come to the bridge.

BOSUN – The highest ranking seaman, the bosun supervises the deck department crew members and the maintenance and running of the ship, with the exception of the engine room and the galley.

COXSWAIN – The coxswain is qualified to assume responsibility for the safe operation of a small craft and its crew, a responsibility that is delegated by the Commanding Officer or by the Operations Director. The coxswain's responsibility with respect to the hydrographic craft can be delegated to the members of the program's personnel whose qualifications enable them to assume responsibility for safely operating the craft.

SEAMAN – The seamen report to the bosun and perform all the work to be done on the ship's decks as well as take turns as helmsmen and ensure a visual lookout when the ship is under way.

CHIEF ENGINEER – The Chief Engineer is responsible not only for the operation and maintenance of the ship's engines, but also for the work performed by all engine-room department personnel.

SENIOR ENGINEER – Second in command in the engine room, the senior engineer reports directly to the Chief Engineer in matters respecting the engine room and its personnel. The senior engineer may be assigned watches, as may the Chief Engineer. The senior engineer normally assumes responsibility for the safe operation and use of all deck machinery and scientific equipment.

WATCH ENGINEER – The watch engineer works in the engine room where he or she is responsible for the operation and maintenance of the ship's engines and other machinery.

OILER – Oilers report to the watch engineer. Their duties include the maintenance and operation of the ship's engines.

COOK – The chief cook and the second cook prepare three meals per day and an evening snack, and also clean the galley and the dining room.

STEWARD – Stewards report to the chief cook or to the logistics officer, if there is one aboard. Their job is generally to clean the dining rooms, the officers' cabins and certain cabins used by supernumerary personnel aboard large ships when cabin steward staffing so permits.

LOGISTICS OFFICER (when there is one aboard) – The four major areas of responsibility of the logistics officer are material management, financial management, administrative services and the ship's personnel, as well as commission services and upkeep of the premises.

Conducting Programs

PROGRAM LEADER (scientist-in-charge, responsible agent - Fisheries, etc.) – The role of the program leader is that of primary liaison agent between the program's personnel and the Commanding Officer. Being responsible for organizing and carrying out the program, the program leader must, at the trip's planning stage, see to it that there will be sufficient personnel to complete the program. He or she must provide the Regional Operations Centre (ROC) with a list of the team members; the ROC will then communicate this information to the Commanding Officer and will make arrangements for the team to board the ship. Since the leader in question is responsible for the program, any problems encountered by its personnel must be reported to the leader so that he or she may advise the Commanding Officer accordingly, when circumstances so warrant. Numerous reports of past voyages confirm that when a number of projects are being conducted simultaneously, confusion can result. The program leader is ultimately responsible for resolving all disputes; only when an incident is liable to be detrimental to the shipboard environment is this responsibility conferred to the Commanding Officer. The program leader is to ensure compliance with all applicable standing orders issued by Fisheries Management, Fisheries Research and the Canadian Hydrographic Service, as well as with the regulations under the *Canada Shipping Act*, Canadian Coast Guard Fleet Orders and with the enforcement policies in effect. Maintaining discipline on board falls under the regulations approved by the Regional Director General according to the delegation of authority with regard to personnel. (Since the *Canada Shipping Act* stipulates that ship safety matters are the responsibility of the Commanding Officer, they cannot be delegated.) (Reference: [7.D.3 Science Operations, Fleet Safety Manual](#))

The program leader must provide the Commanding Officer with a Scientific Plan/Itinerary in which all safety risks inherent in the program are identified, as well as the precautions to be taken to mitigate them.

The program leader must ensure that:

- All wires, hooks, chains and tools added to the ship's gear and used during any part of the processes are accompanied by the required certificates (or an agreed upon equivalent, such as a reliable, approved manufacturer's certificate), as required under the [Tackle Regulations](#);
- All participants in the processes have received the necessary training and have been adequately initiated;
- All equipment brought on board is lashed down to the satisfaction of the Chief Officer;
- All hazardous materials are identified as such and lashed down in accordance with the standards respecting the transportation of dangerous goods, and that the Chief Officer is provided with a list of the merchandise;
- Communications are set up and agreed upon before any work takes place;
- The small craft are used in compliance with CCG orders;
- Personal protective equipment is identified and used by all the personnel involved in the processes being performed;
- Persons not involved in the processes being performed remain clear of the scientific work area, insofar as possible;
- The lifting points on heavy scientific gear are inspected prior to lifting the gear;

- All equipment brought onboard while the processes are being performed is securely lashed down;
- All members of the personnel who perform work involving the use of helicopters have acquired the necessary training;
- Upon completion of a program having involved the use, storage or removal of toxic chemicals and/or radioactive materials, an expert in the field checks whether any residual or trace elements remain in the area and that this person declares that the area presents no danger. The areas in which an unacceptable level of trace elements is found must be quarantined until such time as they are declared "cleared" for use. Personnel will be provided with the necessary information and steps will be taken to ensure their health is protected;
- Contingency plans addressing all health, safety and environmental risks relating to the completed project are in place;
- The people authorized by the program leader to work directly with bridge personnel keep the latter fully informed and updated of their intentions. **MATERIAL MUST NEVER BE PASSED OVERBOARD WITHOUT CONSULTING THE BRIDGE PERSONNEL BEFOREHAND.** At the change of watch, the person being relieved must brief his or her replacement of the ongoing activities, giving all the necessary details, so that the routine may continue uninterrupted; and
- The Commanding Officer is informed of the particular duties of the personnel involved in the program.

General Information

The social dimension of life aboard a ship is, as may be expected, unique. Though a person's privacy is limited when living in close quarters, it must nonetheless be respected. Similarly, it is important to keep noise to a minimum, out of respect for off-duty watchkeeping personnel who may be resting.

Work Injuries

All employees must immediately advise their supervisor of **any** accident or injury that occurs on board or at the place of work. (The information given to your supervisor will be entered in the First Aid Attendant's register and re-entered on different forms used by the CSST [Commission de santé et sécurité au travail – Québec's workmen's compensation commission] and in other accident reports, if required). The program leader is to report any accidents or injuries to the Commanding Officer, as well as all equipment loss and/or damage.

Dry-Ship Work Rules

Dry-ship work rules requiring vessels to institute a dry regime on board have been established in consultation with various departmental subject matter experts, management, and unions. These rules are meant to prioritize fitness for duty, to align with at-sea health promotion and well-being (by minimizing risks of work-related injuries and accidents), and to minimize risks of violence, harassment and conflict.

- Alcohol is prohibited aboard **all** CCG vessels;
- Applicable to all CCG employees, supernumeraries, and visitors (that is, contractors, volunteers, etc);
- Bringing alcohol on board the vessel is prohibited;
- Applicable during all statutory holidays.

Any incidence of non-compliance will be addressed as per CCG/6160-001 – [Drug, Alcohol and Psychoactive Substances Policy](#), Section 10. Consequence of non-compliance and corrective actions.

Recreational and Medical Cannabis

Although recreational cannabis became legal in Canada in 2018, it is prohibited to bring recreational cannabis to any CCG work site, including while on work travel status.

As established by Employment and Social Development Canada, the use of cannabis for medical purposes should be treated like any other prescription medication. However, the employee must have all the legal and medical authorizations necessary to possess and use cannabis for medical purposes. Also :

- In order to be accommodated, the employee must provide the necessary information;
- Because users can have varying sensitivity to the effects of cannabis, each situation it to be assessed by a health care practitioner on a case-by-case basis;
- The use of medical cannabis does not entitle an employee to be impatient at work, nor can the use of medical cannabis allow that employee to endanger their own safety or the safety of others;
- Edible cannabis may be consumed for medical purposes in the workplace as long as it does not interfere with workplace health and safety or performing essential job duties;
- If the prescribed cannabis is to be smoked or vaped, it may only be consumed in areas where smoking is permitted by law; accommodations to those who are negatively affected by cannabis smoke or vapour must also be considered.

Smoking and Electronic Smoking in the Workplace Policy

The federal government has applied a smoking/electronic smoking in the workplace policy in the public service.

Given that the ship layout varies from one vessel to the next, a detailed policy on smoking on board each ship is set down in the Commanding Officer's Standing Orders.

The Department does not support the use of electronic smoking devices or similar devices in the workplace. Therefore, CCG prohibits the use of these devices in the workplace until these devices have been fully evaluated for health and safety hazards.

Smoking in bed is strictly prohibited on all ships. As well, smoking may also be banned on open decks during certain operations, such as loading and bunkering, aboard some ships. Check with the ship's authorities for the various bans.

Workplace Hazardous Materials Information System (WHMIS)

The [WHMIS](#), a nationally regulated program, was established under the *Hazardous Products Act*. The objective of the system is to ensure that workers who handle hazardous material or who work near such material are able to obtain information and training regarding the use and handling of these materials. The CCG requires that there be material safety data sheets (MSDS), written by the supplier, accompanying all hazardous material used by its employees. The MSDSs are kept in binders provided for this purpose at designated WHMIS stations. For more information on the WHMIS and MSDSs, contact your supervisor.

The ship's authorities must be advised when dangerous merchandise is to be on-loaded so as to be able to comply with the regulation governing the shipping of dangerous goods.

Harassment in the Workplace

DFO policy requires that the Commanding Officer, the scientist-in-charge and the other program leaders ensure that no harassment occurs in the workplace and that they take measures to definitively correct any situation that contravenes this policy. For more information and/or to know how to report, please consult the [Harassment and Violence Prevention and Resolution Center](#) DFO site.

Refuse Disposal

Recycling and storage capacities vary from one ship to the other. It is important that you check with the ship authorities regarding refuse disposal and recuperation.

Permission to Go Ashore

During a voyage, it is sometimes possible to go ashore. When such is the case, the date and time of the ship's departure are normally posted at the top of the gangway. Before disembarking, you must tell the deck officers where you are going, as well as how you can be reached. In the context of a specialized search and rescue mission, the ship must be ready to sail within 30 minutes' notice. You are to know the date and time of the ship's departure and must notify the watch officer each time you leave the ship. Remember that the onus is at all times on you to join the ship.

Communications

The use of communication equipment for personal purposes is left to the Commanding Officer's discretion. Since the rules governing access to this equipment vary from ship to ship, you should consult the Commanding Officer's Standing Orders. There may be charges for personal communications; if so, the bill must be paid before you leave the ship.

Emergency Telephone Number

Should the families of supernumeraries need to contact them in the event of an emergency on board or a family emergency, we recommend that they address their messages to the Regional Operation Centre (ROC). The messages will then be forwarded to the ship or to the site to which the supernumerary is assigned. The ROC can be reached 24 hours a day at **1-855-209-1976** or DFO.MontrealOps-OpsMontreal.MPO@dfo-mpo.gc.ca .

Cabins

Cabins are designated for single or double occupancy. Depending on the circumstances, they can be occupied by two or more persons. The Commanding Officer makes the arrangements in this regard with the scientist-in-charge or the program leader. The Department's policy is to assign the multiple occupancy cabins to persons of the same sex. On large ships, the toilet and shower may be located inside the cabin; otherwise, they are outside the cabin or on another deck.

Meals

Meals are prepared by the ship's cooks. Project personnel (scientists, fishery officers, etc.) are served in the ship's dining room where appropriate dress is required. A second sitting is necessary when there is a large number of people to serve. The people served during the first sitting are therefore asked to finish their meal as quickly as possible. Priority is given to watchkeeping personnel (crew members or program personnel responsible for the watch) or to those who must relieve them. Seating is not reserved; however, some seats may at times be reserved for the Commanding Officer and other officers and senior members of the personnel. You are asked to not linger at the table after meals in order to allow the personnel to clean up. If you wish to pursue a conversation over a cup of coffee, the lounges are at your disposal.

Snacks

Snacks are normally made available in the evening. When such is the case, you should inquire into the rules that apply (e.g. where to put dirty plates, which refrigerator and which cupboards are accessible outside of normal meal hours). If you are on a special diet or enjoy certain foods, you can bring your own supplies, but do not expect to be allotted space to store them in the refrigerator. If you are allergic to certain foods or ingredients, please let the chief cook know.

APPENDIX I

Glossary of Marine Terms and Expressions

ABAFT	Aft or on the aft, in the direction of the stern (<i>arrière</i>)
ABEAM, ABREAST	At right angles with the longitudinal axis of the ship; on the beam (<i>travers</i>)
ABOARD	On or within a ship (<i>à bord</i>)
ABREAST, ABEAM, ON THE BEAM	Position of the ship with respect to an object (<i>par le travers</i>)
ACOUSTIC WIRE	Electric wire with electric conductors integrated (<i>fil électrique acoustique</i>)
AFT	In the direction of the stern; toward or at the stern (<i>arrière</i>)
AGENT	Ship's wharf officer (<i>agent</i>)
ALOFT	What is located above the decks, for example, on the mast or the rigging (<i>en haut</i>)
AMIDSHIPS	Mid-way between the bow and the stern, along the axis of the keel (<i>milieu du navire</i>)
ASTERN	Toward the after or back end of the ship (stern); behind the ship; motion astern (<i>sur l'arrière</i>)
ATHWARTSHIP	At right angles with the ship's longitudinal axis (<i>transversalement</i>)
BEAM	Maximum width of the ship (<i>largeur</i>)
BEARING	Direction of an object or of a ship as indicated by the ship's compass. The relative bearing is the direction of an object relative to the heading of the ship, for example, 0° with respect to the bow and 180° with respect to the stern. The true bearing is the direction of the ship with respect to North, with 0° indicating North and 180°, South. (<i>relèvement</i>)
BELAY	Temporarily make a rope fast without knotting it by making one or more S-shaped turns (the shape tends to vary if the rope is made from synthetic material) around a cleat (<i>tourner</i>)
BELOW	Lower parts of the ship, inside, that is below the decks (<i>en dessous</i>)
BEND	To make a rope fast to another or to a spar (<i>faire ajut</i>)
MOORING BERTH	Place where the ship docks or drops anchor (<i>poste de mouillage</i>)
BERTH	Bed or bunk (<i>couchette</i>)
BIGHT	The double part or loop of a rope (<i>double</i>)
BIGHT	Small fairly shallow bay (<i>anse</i>)
BITTER END	The end of a cable not subjected to handling, that is, the end that is fastened to the winch or the bitts (<i>étalingure de puits [or étalingure de cale]</i>)

BITTS	Perpendicular wooden or iron posts to which cables can be secured (<i>bitte</i>)
BLOCK	Mechanical device with one or more openings and as many wheels with a grooved periphery (sheaves) that is used to multiply the handling power of suspended cord or to change the direction of the force (<i>poulie</i>)
BOATHOOK	Long, solid shaft with a pointed hook at one end (<i>gaffe</i>)
BOW	The forward end of a vessel (<i>proue</i>)
BRIDGE	The location above the main deck from which a vessel is steered and its speed controlled; also describes where the officers are on duty in the command position (<i>passerelle</i>)
BULKHEAD	A partition corresponding to a wall, in naval construction (<i>cloison</i>)
BULWARK	Type of fence along the edges of the decks (<i>bastingage</i>)
BUOY	Floating objects that differ in shape and design, normally anchored, which serve as aids to navigation, anchorage markers and indicators of submerged objects, or used to carry scientific or test equipment (<i>bouée</i>)
CABLE	Old unit of measure associated with the length of ships' cables in the olden days, but no longer having anything in common with today's anchor cables. A cable corresponds to one-tenth of a nautical mile or 608 feet (185 metres) (<i>encâblure</i>)
CAPSTAN	A revolving drum around which a line is rolled by friction for hoisting or heaving is rolled by friction (<i>cabestan</i>)
CAST OFF	To remove a mooring line; leave a dock (<i>larguer les amarres</i>)
CHAFING GEAR	A piece of canvas, rope or other material used to minimize wear due to rubbing (<i>renfort</i>)
CHART	The equivalent of a road map, in navigation (<i>carte marine</i>)
CLEAT	Piece of metal or wood having two arms or horns around which ropes may be made fast (see "below") (<i>taquet</i>)
COURSE	Compass direction that the ship is to maintain (different from the heading of the ship's bow) (<i>cap</i>)
DEAD AHEAD	Straight ahead (<i>dead ahead</i>)
DECK	A part of a ship corresponding to the floor of a building (<i>pont</i>)
DECK HEAD	A part of a ship corresponding to the ceiling, beneath a ship's deck (<i>plafond de pont</i>)
DOG	Large latch used in closing doors, hatch covers, port-holes (<i>touriquet</i>)
DRAFT	Vertical distance of the lowest point of the ship's hull below the surface of the water; also, depth of water needed to keep a ship afloat (<i>tirant d'eau</i>)
EASE OFF	Slowly and gently give slack to a line (<i>mollir</i>)
EYE	Loop at the end of a rope, sometimes replaced by an eye-shaped hook (<i>oeil</i>)
FATHOM	Six feet or 1.83 metres (<i>brasse</i>)
FIX	Position of the ship as determined using navigation data (<i>point</i>)

FAIRLEAD	Opening, block, sheave, wooden wedge used to make it easier to pass or change the direction of a rope without any danger of it becoming worn or jammed (<i>chaumard</i>)
FORE	In the direction of the bow (<i>avant</i>)
FO'C'SL/FORECASTLE	The forward upper portion of the hull, often used for the crew's quarters (<i>gaillard</i>)
FOREDECK	Open deck in front of the ship's superstructure (<i>pont avant</i>)
FOUL	Bad weather, with agitated seas (<i>gros temps</i>)
GALLEY	The equivalent to a kitchen, on a ship (<i>cuisine</i>)
GUY	Rope or metal cable used to provide support or to hold in place (<i>cordage de garde</i>)
HATCH	An opening in the deck for access to cargo space (holds) below (<i>écouille</i>)
HAUL	Heave on a cable, etc. (<i>haler</i>)
HEAD	Compartment containing a toilet (<i>cabinet de toilette</i>)
HEADING	Direction in which the ship's bow is pointing at any moment (<i>orientation</i>)
HEADWAY	Forward movement of a power-driven vessel (<i>erre en avant</i>)
HEAVE	Vertical movement at the centre of the ship (<i>pilonnement</i>)
HEAVE	Reduce the ship's speed so as to be barely able to steer it, making negligible headway, particularly to conduct scientific activities or to navigate in foul weather (<i>mettre en panne, à la cape</i>)
HELM	Captain's wheel; to be at the helm, at the controls of a ship's steering gear (<i>barre</i>)
HOLD	Cargo space beneath a deck (<i>cale</i>)
HYDRO WIRE	Steel cable used to keep sampling and core-sampler devices immersed, such as Nansen bottles etc. (<i>câble à échantillons</i>)
INSHORE	Near the coast (<i>côtier</i>)
KEEL	The equivalent to the backbone, in the construction of the ship; runs along the bottom of the ship's hull, along its centreline (<i>quille</i>)
LADDER	Stairs going from one deck to the other (<i>échelle</i>)
LASH DOWN	Secure firmly using straps (<i>arrimer</i>)
LEE	Side of the ship or part of a shore sheltered from the wind (<i>bord sous le vent</i>)
LEEWARD	Downwind; in the same direction as the wind (<i>sous le vent</i>)
LEG	One part of a journey between ports. A long voyage can be made up a many legs (<i>bordée</i>)

LINE	Rope, rope line (<i>line</i>)
LOG	Record of all events and activities that take place on a ship (<i>journal de bord</i>)
LOG	Device used to measure the ship's speed and the distances covered (<i>loch</i>)
MAKE FAST	Secure a line to a dock, etc. (<i>amarrer</i>)
MARLINE	Tarred line used for lashing down light objects (<i>merlin</i>)
MESS DECK	Deck on which the meals are served (<i>pont de la salle à manger</i>)
MILE, NAUTICAL	6 079 feet; 1.15 statute mile; 1 852 metres; approximately one minute of latitude (<i>mille, marin</i>)
ON THE BOW	Direction that falls within a 45° angle of the bow (<i>par le bossoir</i>)
ON THE QUARTER	Direction that falls within a 45° angle of the stern (<i>par la hanche</i>)
OVERBOARD	Over the side of a deck, over the bulwark, as in falling into the water (<i>par dessus bord</i>)
PAINTER	Rope attached to the bow of a craft to pull it or to make fast (<i>boss</i>)
PART	Snap, for example, a mooring line that is under too much tension (<i>casser</i>)
PAY OUT	To slack up on a chain, rope or cable and let it run out (<i>laisser filer</i>)
PITCH	Rocking, fore-and-aft motion of the ship (<i>tangage</i>)
PORT	Left-hand side of a ship, looking toward the bow (<i>bâbord</i>)
PORTHOLE	Circular opening in the ship's side for ventilation and lighting (<i>hublot</i>)
QUARTER	The part of the ship that extends from the tip of the stern to the ship's maximum breadth (<i>hanche</i>)
QUARTER DECK	The aft part of the main deck where most scientific activities involving the use of heavy equipment are carried (<i>gaillard d'arrière</i>)
QUARTERMASTER	Seaman at the ship's helm (<i>timonier</i>)
RAIL	Upper portion of the bulwark (<i>rambarde</i>)
REEVE	Rove a rigging through a block (<i>passer</i>)
ROLL	Rocking sideward movement of the ship, along its longitudinal axis (<i>roulis</i>)
RULES OF THE ROAD	Laws of navigation that focus on safety and collision avoidance (<i>règles de navigation</i>)
COLLISION	When one ship hits another (<i>abordage</i>)
RUNNING LIGHTS	Lit when the ship is underway (<i>feux de position</i>)
SECURE	Attach, retain using straps, lash down (<i>fixer solidement</i>)

SEIZE	Attach something with a marline or a rope to prevent it from accidentally opening or fraying (<i>saisir</i>)
SET	Deviation of the ship with respect to the course, as a result of the current or tide (<i>dérive</i>)
SHACKLE	U-shaped fastener whose ends are bridged by a screw bolt or retained by a pin, or both (<i>manille</i>)
SHEAVE	Small grooved wheel, like that of a block, to guide a rope (<i>rea</i>)
SKIFF	Small flat-bottom boat, propelled by oars, a stroke oar or an outboard motor (<i>skiff</i>)
SOUNDING	Activity consisting in the measurement of the depth of a water course, lake, etc., or a bunker tank, a water tank, etc. (<i>sondage</i>)
STARBOARD	The right-hand side of a ship, looking toward the bow (<i>triboard</i>)
STANCHION	A mobile upright pillar (also called post) for lifelines (cables rigged along the edge of the deck to prevent sailors, etc., from falling overboard, to be swept away by waves) (<i>épointille</i>)
STEERAGEWAY	Minimal speed at which a ship can be steered by a rudder (<i>erre pour gouverner</i>)
STERN	The after or back end of a vessel (<i>poupe</i>)
STOW	Put objects or merchandise away orderly and secure them (seize, in certain contexts) (<i>arrimer</i>)
SUPERSTRUCTURE, TOPSIDE	That part of the ship that is above the main deck (<i>superstructure</i>)
THIMBLE	Metal part, sometimes pear-shaped, with a grooved outer edge around which strands of rope are braided into an eye splice (<i>cosse</i>)
UNDERWAY	Ship whose anchor is raised and whose lines are let go. From a strictly technical perspective, a ship is said to be underway (<i>en route</i>) the moment it is no longer fast to the shore, even if it is not moving. (<i>en marche</i>)
UNREEVE	Withdraw a rope from a block, a fairlead, etc. (<i>dépasser</i>)
VESSEL	General term describing a floating structure used to transport passengers, cargo, or both (also boat, ship) (<i>navire</i>)
WATCH	Work period, normally six or twelve hours on board CCG ships; "to be on watch" is said with reference to people at work alone, in pairs or in a team during this period (<i>quart</i>)
WAY	Movement of a vessel through the water (headway, sternway or leeway) (<i>erre</i>)
WEATHER SIDE, WINDWARD	Side (of the ship) exposed to the wind; side from which the wind is blowing (<i>au vent</i>)
WINCH	A motor-driven cylinder that revolves around its axis and is used to pull in a rope or cable (<i>treuil</i>)
YAW	Temporary deviation of the bow resulting from the action of the waves or from a improper movement of the helm (<i>embardée</i>)

APPENDIX II

General layout and Characteristics of the Ships

To consult general layout and characteristics about our fleet, please visit CCG website, [“Vessels”](#) section.

APPENDIX III

Ship’s Postal Addresses

For letters and small parcels.

- Quebec Base : **CCGS (Name of Ship)**
 To the attention of (name of employee)
 101 blvd Champlain
 Québec, QC G1K 7Y7
- Victoria Base : Fleet Operational Business
CCGS SW Laurier
 To the attention of (name of employee)
 25 Huron St.
 Victoria, B.C. V8V 4V9
- St.John’s Base: **CCGS (Name of ship)**
 To the attention of (name of employee)
 PO Box 5667
 St.John’s, NL A1C 5X1
- Dartmouth Base: **CCGS (Name of ship)**
 To the attention of (name of employee)
 PO Box 1000
 1 Challenger Drive
 Bedford Institute of Oceanography
 Dartmouth, NS B2Y 3Z8

APPENDIX IV



Fisheries and Oceans
Canada

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GENERAL STATEMENT OF RISK Fleet Safety Manual 6.D.1 (Part A)

GENERAL STATEMENT OF RISK

By completing the bottom of this form, the undersigned acknowledges that he or she has read the content of this General Statement of Risks and accepts these risks as inherent in taking passage aboard a Canadian Coast Guard Ship.

The ship will normally be operated in accordance with the policies and procedures stated in the Fleet Safety Manual (CCG/5737) issued to meet the requirements of the *International Management Code for the Safe Operation of Ships and for the Prevention of Pollution* (ISM Code). The ISM Code is Chapter IX of the *International Maritime Organization's International Convention for the Safety of Life at Sea* (SOLAS).

Regardless of the policies and procedures contained in the Fleet Safety Manual, In matters of safety and pollution prevention, the Commanding Officer has the overriding authority to take whatever action the Commanding Officer considers to be in the best interests of the safety of the passengers, safety of the crew, safety of the ship, and the protection of the marine environment. (CCG Fleet Safety Manuel DFO/5737 – section 5.0)

Supernumerary personnel should also take note that the *Canadian Shipping Act 2001* states that, “The master of a Canadian vessel on a voyage is justified in using as much force as the master believes on reasonable grounds is necessary for the purpose of maintaining good order and discipline on the vessel, but the master must not use force that is intended or is likely to cause death or grievous bodily harm unless the master believes on reasonable grounds that it is necessary for self-preservation or the preservation of anyone on the vessel from death or grievous bodily harm.” [SC 2001 c.26, s.83 (3)]]

CCG ships are dynamic platforms with violent movements in three axes. Ships with hulls designed for icebreaking duties are even livelier in heavy sea conditions than other ships. For this reason, supernumerary personnel must have a good sense of balance and be extremely aware of the placement of their feet and use of handholds and grab rails when the vessel is working in a sea. Supernumerary personnel must also take care to secure equipment and personal effects to prevent these items from moving or being thrown about while at sea. Failure to do so can result in broken bones, lacerations, abrasions, burns, or, if the person is thrown overboard, drowning.

Persons who suffer from seasickness should be aware that they need to start a course of preventative medication well in advance of joining the ship. The ship's infirmary / medical locker has limited quantities of motion sickness pills and suppositories but their effect is very limited when started after sickness is encountered. Failure to control seasickness could result in dehydration, confusion, or the loss of situational awareness that could be a contributing factor in falls and inappropriate response to stimuli.

Potable water supplies on short duration voyages are normally supplied from tanks aboard the ship that have been filled with municipal supply. Ships have the ability to desalinate and purify water through a number of engineering systems fitted aboard. Potable water supplies are routinely checked for contamination. However, there is a possibility that desalination efforts may not be able to keep up with demand, the desalination plants will fail, or the supply will become contaminated. This will mean that there is a risk of being placed on rations for potable water, which imposes risk of dehydration. Non-potable water may contain a level of salt or tank minerals, which can irritate the skin.

CCG ships use a common messing system. That means that meals are centrally prepared from a cyclical menu. Cooks, at a minimum, are certified to the Ship's Cook certificate requirements of the Marine Certification Regulations of the *Canada Shipping Act 2001*. There is a potential for allergic reactions to certain ingredients used in food preparation if the catering staff are not warned in advance of the supernumerary personnel's allergens or dietary needs. Allergic reactions may be manifested in loss of consciousness or swelling restricting breathing or circulation that could result in disability or death.



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GENERAL STATEMENT OF RISK

Fleet Safety Manual 6.D.1 (Part A)

Many CCG ships are advanced in age and although well maintained and operated by proficient individuals there is always the possibility of mechanical or system failures. This may mean that there will be sudden electrical blackouts or temperature vagaries in the supply of domestic water. Emergency power can be supplied quickly to essential circuits but these circuits are not normally fitted in passenger cabins or laboratory work areas. These situations present a risk to individuals of disorientation, loss of power to personally essential equipment, destruction or deterioration of temperature sensitive samples resulting in contamination and bacterial development, burns, scalds, and falls or knocks.

CCG ships are working ships that may be involved in lifting large weights, icebreaking, scientific research, search and rescue, fisheries enforcement operations, or aid to other government departments in suppression of criminal activity or surveillance and interception of migrant smugglers. Each of these various tasks carries its own set of risks. Normally supernumerary personnel are not directly involved in these operations. However, in the case of search and rescue, it is possible that supernumerary personnel may be required to assist in caring for survivors. This will expose the supernumerary personnel to unpleasant sights, smells, and sounds, which might include exposure to bodily fluids from victims. There is a risk of exposure to disease.

Work and life aboard a CCG ship will quite often involve the use of small boats operating remotely from the mother ship. While appropriate personal protective equipment will be supplied, there are still possibilities of injury from being struck by suspended loads, falling into the sea, slipping or falling in transfer between the boat and the ship or shore, as well as exposure to sea and weather conditions. This exposes the supernumerary personnel to possible hypothermia, drowning, lacerations, fractures, and other injuries.

CCG ships are required to be self reliant to face emergency situations aboard such as flooding and fire. While the ships are well maintained, well crewed, and contingency plans are in place, there is always a possibility of an untoward event. In these cases, the supernumerary personnel may find themselves assigned to assist the ship's crew in controlling flooding, fighting fire, or assisting in the readying of craft for abandoning ship. In these types of circumstances the supernumerary personnel will be working under direct supervision. There is a danger of being drowned, suffering severe burns, being struck or impaled, or reacting unfavourably to unaccustomed strenuous exertion in a high drama situation.

Medical treatment aboard CCG ships is normally limited to First Aid provided by a holder of a Marine First Aid Certificate. The ship's Rescue Specialists or Health Officer (nurse), when carried, may provide more aggressive treatment. However, in either case, medications and equipment carried aboard are extremely limited, are geared primarily to treat injuries as opposed to medical conditions, and are sufficient to stop bleeding, immobilize breaks, or maintain breathing. Personal requirements for prescription medication, or patent medicines, required to treat pre-existing conditions, are the personal responsibility of the individual. Supernumerary personnel with pre-existing medical conditions must ensure: that their condition is stable; that their medication is both established and available; that their condition is known to their on-board supervisor, the First Aid Attendant(s) and/or Rescue Specialist(s), by the Health Officer if present on board and the Commanding Officer; and that they have a sufficient supply of their prescribed medication with them for the planned duration of the voyage plus an appropriate additional amount to allow for the possibility of delays. Failure to do so could result in long and short-term complications or death.

In the event of medical emergencies or injuries at sea, the ship will contact medical authorities ashore to obtain advice. The ship may have to divert to the closest port of refuge to evacuate the patient. The time taken to gain port or to evacuate the patient depends on many variables – the distance to be travelled, sea conditions, weather conditions, the seaworthiness of the ship, and the speed of the ship. It is possible that the time taken to evacuate the patient may be measured in days. The condition of the patient may be adversely affected by this time factor.

Even though many CCG ships are helicopter landing capable or may be equipped with a helicopter, the ability of the helicopter to make an immediate evacuation cannot be assumed. The distance off shore, the weather, the sea-state, and the capacity of the helicopter will all have an effect on the time taken to affect an evacuation. The condition of the patient may be adversely affected by this time factor. It should also be noted that evacuation by helicopter where the patient is winched upwards to the helicopter in a stretcher or horse collar is a terrifying experience, especially when combined with rough sea conditions, darkness, and an already heightened apprehension of mortality on the part of the patient.



**GENERAL STATEMENT OF RISK
 Fleet Safety Manual 6.D.1 (Part A)**

CCG will take such steps as are necessary and within its competence to stabilize a patient for transportation to the shore for transfer to a shore medical facility. **Charges for transportation by ambulance services and charges for medical care at the shore medical facility are the responsibility of the patient.** For this reason, it is advisable that supernumerary personnel take appropriate steps, especially when the supernumerary is non-Canadian or when the voyage will be in foreign (non-Canadian) waters, to ensure that they have sufficient medical insurance coverage for such eventualities. Failure to have appropriate insurance coverage could result in delays in treatment, a reduced level of care, or detention pending settlement of the account.

CCG assumes no liability for loss of, or damage to, any personal effects or equipment brought aboard the ship or the aircraft by supernumerary personnel. Supernumerary personnel may wish to consider purchasing insurance from their own insurance carrier to cover such eventualities as loss of personal property or damage to personal property, to avoid out-of-pocket expense.

Certain areas of the ship and access to certain items of ship's equipment such as the onboard local area network or secure communications may not be available to certain supernumeraries by reason of their security clearance status with the Canadian government. Any restrictions will be explained by the Commanding Officer upon the supernumerary joining the ship.

My signature below indicates that I have read The General Statement of Risks (Annex D - Forms) outlining the risks that may be encountered by me while aboard the below-named CCG ship during the below-stated period of time. I acknowledge that I have understood these risks. I also acknowledge that I have asked for additional information where necessary and that I have been satisfied with the response that I have received. Understanding that none, some, or all of the above listed events may arise while on board the vessel, I accept these risks as being inherent in being aboard the vessel.

Your Full Name in block letters : _____

Your signature : _____ Date: _____

Aboard CCGS Amundsen from June 28 to November 25, 2026 .

If you're a minor, please add parent or guardian name here :

Full Name in block letters : _____

Signature : _____ Date: _____

Witnessed by (Full Name in block letters) : _____

Witness' signature : _____ Date: _____

APPENDIX V



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**PROTECTED B when completed
PROTEGE B une fois rempli**

STATEMENT OF MEDICAL FITNESS Fleet Safety Manual 6.D.1 (Part B)

PART ONE OF TWO - STATEMENT OF MEDICAL FITNESS (INFORMATION)

FOR GUIDANCE ONLY - NOT FOR RELEASE TO VESSEL

To ensure that you will not suffer undue risk to your health by taking passage aboard a Canadian Coast Guard (CCG) ship, you are required to determine whether any of the following statements apply to your personal situation.

IF ANY OF THE STATEMENTS NUMBERED 1 TO 6 ARE ANSWERED "TRUE", YOU MUST ARRANGE FOR A CONFIDENTIAL ASSESSMENT OF YOUR CASE BY A MEDICAL PROFESSIONAL PRIOR TO SAILING AND IN SUFFICIENT TIME TO ALLOW FOR YOUR CASE TO BE REVIEWED BY HEALTH CANADA IF NECESSARY (21 WORKING DAYS).

When your physician assesses your condition, he or she should do so knowing: the length of the voyage; the general location of the ship during the voyage; the outline of your duties and responsibilities; and, after having read *The General Statement of Risks* (Annex A to this procedure). If your physician indicates that he or she has limits that he or she would apply to pronouncing you fit to undertake the voyage, you must be prepared to waive any confidentiality in this specific regard and reveal those conditions to your supervisor, the ship's First Aid Attendant(s) or Rescue Specialist(s), the Health Officer in present onboard and the Commanding Officer. It is possible that those limiting conditions may impose a duty on the ship that is beyond the reasonable capacity of the ship to accommodate. In such circumstances, the Commanding Officer, taking into account the recommendations and/or advice of Health Canada medical professionals, will be the final arbiter as to your acceptance on board. Any disclosure made by you will be PROTECTED information and will be handled appropriately within the guidelines established by the Department of Fisheries and Oceans for such material.

1. Since my last health assessment, I have undergone treatment, or I have consulted a health practitioner, for symptoms related to: heart; lungs; blood vessels; high blood pressure; dizziness; shortness of breath; muscle weakness; persistent aches or pains; or, blurred vision.	<input type="checkbox"/> True	<input type="checkbox"/> False
2. I have a history of seizures.	<input type="checkbox"/> True	<input type="checkbox"/> False
3. I have fainted or have lost consciousness during the past 12 months.	<input type="checkbox"/> True	<input type="checkbox"/> False
4. I am age 39, or under, and have not had a full physical examination within the last 36 months; or, I am age 40, or over, and have not had a full physical examination within the past 24 months; or I am age 65, or over, and have not had a full physical examination within the past 12 months.	<input type="checkbox"/> True	<input type="checkbox"/> False
5. A medical practitioner within the last 48 months, recommended restrictions on my activities.	<input type="checkbox"/> True	<input type="checkbox"/> False
6. I have an existing physical or mental condition that is unable to be corrected by prosthetics, eyeglasses, or hearing aids, thereby adversely affecting my ability to walk, to climb, to see, or to hear.	<input type="checkbox"/> True	<input type="checkbox"/> False
7. I am taking prescription medication regularly. If this Question is answered "True", please fill the next page and send it along with the Part B of this Statement.	<input type="checkbox"/> True	<input type="checkbox"/> False
8. I suffer from known allergies. If this Question is answered "True", please indicate these on the next page and send it along with the Part B of this Statement.	<input type="checkbox"/> True	<input type="checkbox"/> False

NAME : _____

PRESCRIPTION MEDICATION LIST

Plan for the quantity needed for the duration of your stay at sea.

NAME of medication	DOSAGE	AMOUNT brought on board	LOCATION where it is stored

If the medication is to be taken only upon the onset of certain symptoms, please indicate what those symptoms are and arrange to meet with the ship's First Aid Attendant(s) or the Rescue Specialist(s) or the Health Officer if present onboard to ensure that they are aware of your situation.

SYMPTOMS

KNOWN ALLERGIES

Plan to bring your own EpiPen(s).
Please, do not include food intolerances in this list.

NAME and DESCRIPTION



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PROTECTED B when completed
PROTEGE B une fois rempli

STATEMENT OF MEDICAL FITNESS
Fleet Safety Manual 6.D.1 (Part B)

PART TWO OF TWO - STATEMENT OF MEDICAL FITNESS

MAKING A FALSE STATEMENT WILL RESULT IN SEVERE PERSONAL PENALTIES

" I declare that, after having read and understood the inherent risks in being aboard a Canadian Coast Guard (CCG) ship, as stated in The General Statement of Risks and after having completed the information portion of this form, titled *Annex B – Part One of Two – Information Portion*, I believe that I have no physical or health conditions which might endanger my life, the health and safety of the crew, or the safety of the ship on which I will be engaged. I further declare that, if completion of the information section of the form titled *Annex B – Statement of Medical Fitness* indicated that a health assessment of my condition was warranted that I have consulted a medical health professional who, in accordance with the conditions stated on the form, has determined that I am fit to undertake the voyage or that I am fit with certain limitations to undertake the voyage."

" Where the physician has indicated that I am fit with limitations for the voyage, I am, without reservation, disclosing the terms of those limitations to the ship's First Aid Attendant(s), Rescue Specialist(s), Health Officer, Commanding Officer, and Health Canada health professionals on the reverse of this form or on an attached sheet. I release this information on the understanding that this information will be PROTECTED information and will be handled appropriately within the guidelines established by the Department of Fisheries and Oceans for such material."

" I also declare that if I am required to take a regular course of prescription medication that I have a supply of medication with me that is sufficient for the duration of the voyage plus any reasonably anticipated delays that might occur. I will advise my on-board supervisor (where applicable), the ship's First Aid Attendant(s) or Rescue Specialist(s), the Health Officer and the Commanding Officer of the location of such medication, the dosage and/or the symptoms which might indicate when the medication should be taken. I will also advise these persons of any known allergies."

Failure to disclose information respecting your health could result in inappropriate emergency treatment in the event that you are incapacitated thereby resulting in your disability or death; or, could result in your injury or death through your inability to respond to shipboard challenges and emergency situations; or, could result in injury or death to others or damage to the ship and the environment in attempting to effect your rescue, treatment, or evacuation.

Declared by:

Your Full Name in block letters : _____

Your signature : _____ Date: _____

For a voyage aboard CCGS *Amundsen* from June 28 to November 25, 2026.

If you're a minor, please add parent or guardian name here :

Full Name in block letters : _____

Signature : _____ Date: _____

Witnessed by (Full Name in block letters) : _____

Witness' signature : _____ Date: _____

APPENDIX VI

WAIVER and RELEASE

OF AN INDIVIDUAL'S RIGHTS TO MAKE A CLAIM AGAINST CANADA AND ITS MINISTERS, OTHER SERVANTS OF THE CROWN AND EMPLOYEES IN THE EVENT OF PERSONAL INJURY OR DEATH, OR OF LOSS OF OR DAMAGE TO PROPERTY

I _____ from _____,
 (full name) (affiliation)

in consideration of the authorization granted me:

- a) to visit or use all premises, installations, or sectors to which the work teams are assigned, or
- b) to be a passenger aboard any carrier belonging to, or operated by, His Majesty the King in Right of Canada,

relative to the **CCGS Amundsen from June 28 to November 25, 2026**, hereby

assume all risks of death and personal injury and of loss of or damage to my goods and remise, release and forever discharge His Majesty the King in Right of Canada and his Ministers, servants of the Crown and employees, and all their heirs, executors, administrators, successors or assigns, of all manners of action, claims or demands, of whatever kind or nature, that I, my heirs, executors, administrators, successors or assigns, or any other person representing me ever had, now has or can, shall or may hereafter have by reason of my death or personal injury, or of the loss of or damage to my property while I was visiting or using a ship of the Department or was a passenger thereof, except in the case of reckless careless or intentional default of the obligations on the part of His Majesty or of any of his Ministers, servants of the Crown or employees.

SIGNED, SEALED AND DELIVERED on _____ 2026
 (day / month)

Visitor or Passenger : _____
 (signature)

Witness : _____
 (full name in block letters)

 (signature)

APPENDIX VII

Safety Around Helicopters

Contribute to a Safety Flight

- be reasonable in your requests
- support the pilot's safety decisions
- know :
 - how to embark and disembark
 - inflight and ground procedures
 - location and use of safety and survival equipment
 - emergency procedures
 - what is expected of you on the flight

On the Ground

- dress for the weather
- inform the pilot of:
 - your baggage weight
 - applicable medical problems
 - susceptibility to motion sickness
- don't smoke in or around the helicopter
- stay *well to the side* of the helipad when the helicopter is arriving or departing
- secure your clothing and headgear against rotor winds
- protect your eyes against blown dust and particles
- keep the helipad clear
- wait for instructions to approach or leave the helicopter
- approach and leave to the *side* or *front* in a *crouched* position - never by the rear of the helicopter
- if you can, wait until the rotors stop turning
- approach and leave by the *downslope* side - for rotor clearance
- carry gear firmly at your *side*, never over your shoulder or above your head
- never throw items towards or out of a helicopters
- load cargo carefully and secure it against movement
- ensure baggage compartment doors are properly closed and latched
- take a reserve of special medications you require in the event of enroute delays

In the Helicopter

- secure seatbelts (and shoulder straps, if provide) while in flight
- use helmet or headset if provided
- remain in your seat unless given permission to move
- don't smoke unless given permission
- do not distract the pilot during takeoff, manoeuvring or landing
- read instructions on the operation of doors, emergency exits, and the location of the ELT (emergency locator transmitter) and emergency equipment

During an Emergency

- follow instructions
- do not distract the pilot
- check that any loose gear in the cabin is secured
- wear helmet if provided
- remove eye glasses and put into your pocket (you might need them later)
- assume brace position
 - tighten seatbelt
 - *with* shoulder straps, tighten and sit upright, knees together, arms folded across chest
 - *without* shoulder straps, bend forward so chest is on your lap, head on knees, arms folded under thighs

After an Emergency Landing

- wait for instructions to exit, or until rotor stops turning
- assist others to evacuate well clear of the aircraft
- remove first aid kit and other emergency equipment after no threat of fire
- administer first aid if required
- remove ELT, read instructions and activate
- set up camp to be as comfortable as possible
- make the site as conspicuous as possible from the air
- stay near the aircraft - don't wander away from the site

Always remember that help
is on its way.

When Flying Over Water

- listen carefully to the pilot's overwater pre-flight briefing
- wear a lifejacket and / or immersion suit
- know seatbelt fastening, tightening, releasing procedures
- know the location and operation of doors and emergency exits
- know the location and operation of the ELT
- during an emergency
 - obey the pilot's ditching instructions
 - remove tie, loosen collar
 - assume brace position when advised by the pilot
- wait for instructions to exit, or until rotor stops turning
- after a ditching
 - establish a reference position
 - release seat belt
 - inflate lifejacket and liferaft when clear of helicopter