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## **Changes to Keelboat, and Powerboat Cruising Instructor Prerequisites**

### **Requirement to demonstrate physical competence**

Sail Canada has adopted a new requirement for all Keelboat and Powerboat Cruising Instructors delivering on-water training. This requirement to demonstrate physical competence is to be phased in over a three year period (2016 - 2018).

#### **2016 for Advanced and Offshore Cruising Instructors**

On initial certification or certification renewal Advanced and Offshore Cruising Instructors will be required to submit proof of successful completion of a Transport Canada Marine Medical. These Instructors will be required to provide proof of completion of a Marine Medical in order to register for the 2016 season.

#### **2017 for Keelboat and Powerboat Instructors Delivering Liveaboard Courses**

On initial certification or certification renewal instructors delivering liveaboard courses will be required to submit proof of successful completion of a Transport Canada Marine Medical. The Marine Medical includes evaluation of both physical health and colour vision. Instructors unable to successfully complete the colour vision portion of the examination may be certified to deliver training that does not include a night sailing component. This requirement will apply at time of registration in 2017 for all liveaboard instructors that did not meet the requirement in 2016.

#### **2018 for all Keelboat and Powerboat Instructors**

##### **For day time sailing and power boating courses with no liveaboard component**

When certifying or renewing certification, Cruising and Powerboating instructors must successfully demonstrate (to a LTC/P IE) the ability to operate a vessel without assistance from crew. The instructor may choose to demonstrate the appropriate level of competence or may complete a marine medical as specified for daytime liveaboard courses. In the sail environment successful completion of the single-handed sail evaluation on a keelboat as outlined in the Basic Cruising Instructor clinic materials will provide proof of capability. In the power environment the ability to anchor the vessel and to raise anchor as well as to safely bring the vessel to and secure the vessel to a dock will provide proof of capability. This requirement will apply at time of annual registration for 2018 to all instructors that did not previously provide proof of competency.

##### **For all courses with a night time sailing or power boating component**

The Instructor must show successful completion of a marine medical at time of certification and at every re-certification. This requirement will apply at time of annual registration in 2018 for all instructors that did not previously provide proof of competency.

### Option To Appeal

Instructors who do not successfully pass a Marine Medical and are negatively impacted by this policy shall be given the right to appeal their individual situation. It is up to the appellant to demonstrate why the marine medical would be discriminatory in their situation and what (if any) accommodations they require or would make to continue to teach at their certification level.

Notes: The Marine Medical examination is provided by Transport Canada approved physicians across the country. Transport Canada makes available a list of physicians providing this service in the marine safety section of their website at <http://www.tc.gc.ca/eng/marinesafety/mpsp-training-examination-certification-medical-2058.htm#>.

Proof of completion of a Marine Medical will be provided through supplying a copy of completed Marine Medical Form from the evaluating physician and any explanatory material which might be appropriate to cover lack of completion due to failure of the color vision test component.

[Download Document](#)

## Recreational Boating Standard (TP15136) Clarifications from Transport Canada

### Advertising TP15136 Approvals

Guidance on wording to indicate approval under this program has been provided by Transport Canada. It is acceptable for a school to indicate that they "*participate in the Transport Canada Small Vessel Compliance Program*".

Previous guidance indicated that Recreational Boating Schools must be careful not to make any claims that would be misleading to the public such as being accredited or being approved by Transport Canada.

### Requirement for lifelines, Stanchions and Guardrails

Annex II to TP15136 (Recreational Boating School Report) item 8.2 references SVR (Small Vessel Regulations) paragraph 7.2 and ABYC (American Boat and Yacht Council Standard) H41. These references covering stanchions, handholds and grab rails specify either 24 inch lifelines or handholds and grabrails attached to the inboard structure of the vessel. This is not a requirement for smaller vessels where the limited forward decking is not a working area (such as for the soling). Handholds must be not more than 4 feet apart.

Transport Canada has agreed that the following examples of vessel types meet these requirements.

1. Smaller keelboats, ideal for teaching the basics of the sailing and representative of vessels at the sport entry level that are/were built with no stanchions, lifelines, pushpit or pulpit. These vessels are typically in the 6-9 metre range and are adequately equipped with handholds and grab rails. These vessels would be used for training at the basic and introductory sailing levels. Specific examples of this type of vessels used would be Sharks and Solings.
2. Smaller keelboats that are equipped with pushpit and pulpit but do not have contiguous lifelines around the entire vessel. These vessels are typically in the 6-9 metre range and are adequately equipped with handholds and grab rails. These vessels would be used for training at the basic and introductory sailing levels. Example of this type of vessel would be a Tanzer 22.
3. Few (if any) recreational vessels are equipped with stanchions and lifelines 36 inches in height (the SVR requirement for non-pleasure craft). Typical heights on recreational vessels are in the range of 24 inches. From a practical perspective it is a normal requirement that personnel step over lifelines in a number of situations. It would appear

that the 36 inch height was designed to make the exercise of stepping over a lifeline almost impossible which would be reasonable for a vessel with unsupervised passengers not involved in vessel operation but inappropriate in a recreational training vessel.

4. Recreational power vessels of the size used for delivery of power training may not be equipped with lifelines and stanchions.

### Recreational Boating Standard - Expected Level of Physical Activity

Sections 7.2 and 8.2 of the Transport Canada Standard for Recreational Boating Schools (TP15136) require that the student and instructor standards "must contain a description of the expected level of physical activity associated with each course level". This information is not included in the cruising and power boating standards currently published nor in Annex H of the LTC&P Practices and Procedures manual. A description of the expected level of physical activity associated with each course level has been prepared for both the student and instructor standards and is now available through the resource section of your [Sail Canada profile](#).

### Viking Life Raft Discount Announcement

Sail Canada recently published a notice about discounts on Viking Life Rafts available to schools and instructors. The note stated that schools operating vessels > 8.5 metres more than 2 nautical miles from shore required liferafts. The note did not mention the exception to this requirement. As an alternative to carrying a life raft, schools operating vessels > 8.5 metres within 5 nautical miles from shore may choose to tow a dinghy rated to carry all personnel on board.

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