

Fishing Vessel “_____”

Company:
Captain:

Phone: (902)
Fax: (902)
Email:

ONBOARD SAFETY MANUAL

2017 05 DRAFT

INSERT PHOTO

Contact the



**Fisheries Safety
Association**
OF NOVA SCOTIA

to help implement a program for your vessel

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ONBOARD SAFETY MANUAL

This Onboard Safety Manual will apply specifically to the fishing vessel _____, owned and operated by _____ under the command of Captain _____.

_____ are committed to providing a healthy and safe work environment for its crew by preventing occupational illness and injury. To express this commitment, cooperation and responsibility, we issue the following Occupational Health and Safety Policy.

_____ - **Occupational Health & Safety Policy**

_____ is committed to providing a healthy and safe work environment for our employees and to integrate that commitment into our everyday activities. This occupational health and safety policy will help us fulfill our commitment.

_____ is responsible for the health and safety of its employees while they are at work. _____ will make every effort to provide a healthy and safe work environment.

Managers and supervisors will be trained and held responsible for ensuring that:

- the employees under their supervision follow this policy
- employees use safe work practices and receive adequate training to protect their health and safety
- equipment and facilities are safe.

The Employer, through all levels of management, will cooperate with the Joint Occupational Health and Safety Committee, the Health and Safety Representatives and employees to create a healthy and safe work environment.

Cooperation will also be extended to others such as contractors, owners, inspectors, etc...

Employees must support the health and safety policy and must cooperate with the Joint Occupational Health and Safety Committee, the Health and Safety Representatives and others exercising authority under the applicable laws.

It is the duty of each employee to report to the supervisor or manager, as soon as possible, any hazardous conditions, injury, accident, or illness related to the workplace. Also, employees must protect their own health and safety by complying with applicable laws and by following policies, procedures, rules and instructions as prescribed by the Employer.

The Employer will, where possible, eliminate hazards and the need for personal protective equipment. If that is not possible, and where there is a need, employees must use personal protective clothing, equipment, devices, and materials.

The Employer recognizes the employee's duty to identify hazards and supports and encourages employees to play an active role in identifying hazards and to offer suggestions or ideas to improve health and safety.

This policy is a statement of our commitment to provide a healthy and safe work environment and to integrate health and safety in everyday work activities to prevent injury and illness in the workplace, and to work with all management and employees to prevent such incidents.

The Employer will comply with all applicable health and safety laws, and promote health and safety at work. Reasonable precautions will be taken to protect employees from work related

hazards, such as training workers in safe procedures, providing effective supervision and re-enforcing safe work practices.

Maintaining a healthy and safe workplace is everyone’s responsibility and all employees, managers and supervisors will be held accountable to fulfil their health and safety duties accordingly. The internal responsibility system shall be integrated at all levels of the organization and every person will contribute to continuous improvement in health and safety practices and conditions.

The Joint Occupational Health and Safety Committee has the company’s support in fulfilling its activities and functions to identify hazards and make recommendations in the interests of worker health and safety. The JOHSC is a major change agent, assisting the company in determining its health and safety goals and compliance efforts.

Every aspect and function of the business will involve active planning as required to support injury and illness prevention at work, and we intend to take all necessary steps to eliminate the causes of injuries and illness. The company will direct human and financial resources as appropriate in order to achieve the organization’s health and safety objectives.

As the _____ title _____ of _____, I sign this policy and I will ensure it is carried out and effectively implemented through cooperation and consultation with all levels of the organization. To ensure that this policy continues to meet our needs, I will ensure that our Joint Occupational Health and Safety Committee, Health and Safety Representatives, and employees review it each year.

sign

Title

Date

SMALL COMPANIES WITH 1 OR 2 FISHING VESSELS MAY REMOVE THIS POLICY

Fishing Vessel _____ Safety Policy

The employer and I, Captain _____, are responsible for the health and safety of the crew and all occupants aboard _____, and we will make every effort to provide a safe and healthy and safe work environment. We are dedicated to the objective of eliminating the possibility of injury and illness and I give you my personal promise to take all reasonable precautions to prevent harm to workers.

As your Captain, I will ensure that all crewmembers, including myself, are trained and are responsible for ensuring that everyone follows this Onboard Safety Manual. All crewmembers will be held accountable to ensuring safe work practices are observed, and to receive and apply training to protect their health and safety.

The Employer has a general responsibility to ensure the safety of the vessel and onboard equipment. All crewmembers will be trained on the use, care and maintenance of safety equipment, clothing and devices, and such items must be used or worn as necessary for their personal protection.

Captain recognizes employees' duty to report hazards, and supports and encourages employees to play an active role in identifying hazards and to offer suggestions and ideas to improve health and safety and this program.

Captain

Date

Crewmembers, observers and occupants: The significance and intent of the above Policy have been explained, and I understand my role in helping to always ensure a safe work environment.

Print

Sign

SMALL FISHING COMPANIES MAY WISH TO USE THIS SHORTER POLICY

Occupational Health and Safety Contact Info

While fishing aboard the _____, Occupational Health and Safety concerns are to be brought up as soon as possible with the Captain.

If an employee is uncomfortable raising a concern with the Captain, s/he may contact the Health and Safety Representative or an Employer representative.

If the concern can not be resolved by the above parties, the employee may refuse unsafe work. See Page 9.

Drug and Alcohol Policy

Drugs and alcohol can impair a person's ability to work safely. While working aboard the vessel, all employees are expected to understand the risks of drug and alcohol use to workplace safety.

While onboard the vessel, it is strictly prohibited to use, consume, possess, distribute, sell or transfer:

- *Any drugs outside of prescription or non-prescription drugs that are being used for their intended purpose and in the manner directed by the employee's physician or pharmacist and do not impair the employee from safely performing their duties*
- *Drug paraphernalia*
- *Alcohol*

Also, employees are not permitted to report to work if they are unable to safely perform their duties due to adverse affects from the use of drugs or alcohol.

FAILURE to observe these requirements may result in the immediate ***DISMISSAL*** of the employee.

DUTIES AND RESPONSIBILITIES

Individual responsibilities apply to every crewmember, including the Captain. To fulfil their individual responsibilities, crewmembers must:

- Know their duties and responsibilities
- Have sufficient authority to carry them out
- Have the required training ability and competence
- Inspect and check the condition of all equipment prior to use
- Use machinery, equipment, devices and materials, only as authorized
- Follow proper job safety procedures
- Promptly report hazards, unsafe conditions and actions to the Captain or owner representative
- Report any incident or injury - no matter how minor - and seek First Aid treatment as necessary.

Captains/Mates must observe all the responsibilities of a crewmember, plus they shall:

- Ensure the boat is adequately equipped and maintained before leaving port
- Maintain necessary communication with the owner as to trip reports
- Ensure the On-Board Familiarization Checklist (Appendix A) is reviewed regularly with every crewmember, and post it conspicuously aboard the vessel
- Complete a Safe Manning Document and muster list outlining responsibilities of key crewmembers in the event of emergency
- Ensure that the boat is equipped with necessary apparatus with respect to employee safety and emergency response
- Ensure crewmembers have documentation of required training and certification
- Review emergency procedures and conduct regular drills to familiarize the crew with response actions in the event of fire, person overboard, evacuation, taking on water, foundering, etc.
- Review the precautions as detailed in the publication entitled, Fish Safe: A Handbook for Commercial Fishing and Aquaculture with each crewmember.

EMPLOYEE RIGHTS

By law, every employee in Nova Scotia has three critical rights.

The Right to Know - Employees are entitled to information on issues that affect their health and safety or that of another person in the workplace, especially hazards directly associated with their work. Everyone must be made aware of any safety issues. This right underlines the responsibility of employers to be proactive about safety communication.

The Right to Participate – Every crewmember has the right to report unsafe conditions, and voice concerns or opinions on any issue affecting their health and safety, or that of the workplace.

Every employee has the right to participate in his or her own safety. Not only is this a right, but it is encouraged as a part of a proactive prevention strategy and the creation of a safety culture within the organization. It helps ensure that all employees can openly voice any issue or concern.

The Right to Refuse - When an employee believes that the work they are being asked to do will endanger their health and safety, they have the right to refuse to do the work until the problem is fixed, or until an investigation has taken place. Just as unsafe working conditions or hazards must immediately be reported, an employee must immediately inform the Captain that they are refusing to work for reasons of safety.

If the Captain and company are unable to satisfactorily remedy the situation, if attempts at resolution fail, the situation should be reported to the Occupational Health and Safety Division of the Department of Labour and Advanced Education. If an investigation follows, the employee has the right to participate in the investigation.

When an employee refuses work, the employer may give that employee other work. Also, the refused work may be given to another worker that has the skills to do the job safely, if the second worker knows the work was refused and why, and is reminded of his or her right to refuse the work.

*Nova Scotia Department of Labour and Advanced Education,
1-800-952-2687 (1-800-9LABOUR)*

VESSEL INSPECTIONS

The Captain requires a thorough vessel inspection prior to each trip, during which work conditions, safety equipment, and emergency procedures should be observed. See Fishing Vessel Inspection Checklist (next pages) and the Pre-Departure Checklist (Safe Work Procedures). If a hazard is discovered that poses an immediate threat, preventive action must be taken right away, including the possibility of postponing the fishing trip.

Deficiencies should be recorded and tracked through to satisfactory completion or resolution. A workplace safety issue report like the sample shown below may be used.

SAMPLE WORKPLACE SAFETY ISSUE REPORT

Vessel: _____

Date: _____

Area: _____

Time: _____

<i>Observations</i>					<i>Follow-up</i>		
<i>Item and Location</i>	<i>Hazard(s) Observed</i>	<i>Repeat Item Y/N</i>	<i>Priority A/B/C</i>	<i>Recommended Action</i>	<i>Responsible Person</i>	<i>Action Taken</i>	<i>Date</i>

Copies to: _____

Inspected by: _____

Fishing Vessel Inspection Checklist

<i>OHS Act</i>	Particulars	<input checked="" type="checkbox"/> <input type="checkbox"/>
Policy	Signed, dated, posted, and reviewed annually	
Workplace Inspections	Pre-season vessel inspection	
	Pre-trip vessel inspections	
Information posted or in binder	OHS Act, Regulations, LAE contact Info	
Crew training/Orientation	Crew are aware of hazards, risks and controls, basic vessel operation	
Safe work procedures	Communicated and followed by crew	
<i>First Aid</i>	Particulars	<input checked="" type="checkbox"/> <input type="checkbox"/>
First aid training	Are certificates current?	
Kits, supplies	Adequate quantity/type & condition	
<i>Personal Protective Equip</i>	Particulars	<input checked="" type="checkbox"/> <input type="checkbox"/>
Personal Floatation Device	Worn on deck and where there is risk of drowning	
Head Protection	Worn where hazard exist	
Foot Protection	Worn where risk of foot injury exists	
Eye Protection	Worn where risk of eye injury exists	
Hearing Protection	Worn where hazard exists, engine room	
<i>Fall Protection</i>	Particulars	<input checked="" type="checkbox"/> <input type="checkbox"/>
Fall arrest, travel restraint	Worn where required	
Railings	Securely fastened	
<i>Fire Protection</i>	Particulars	<input checked="" type="checkbox"/> <input type="checkbox"/>
Extinguishers	Inspected annually, checked monthly	

Other Equipment	Axe and fire bucket / water pump	
Employee training	Training on equipment and fire emergency	
Material Handling	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Lifting/moving fishing gear and equipment	Safe Work Procedures	
Hoist / Hauler	Inspected as per manufacturer specs Competent operator	
Load/unload catch and bait	Safe handling and hoisting of loads	
Equipment	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
General	All items must be in proper working condition. Preventative/predictive maintenance is key. Regulations normally refer to manufacturers' specifications as a minimum requirement.	
Vessel	Maintained and inspected: CSI	
Communication/Navigation Equipment	Maintained, checked and tested	
Pumps: Bilge, wash down etc.	In good working order and tested regularly. Spare/backup unit should be available.	
Rescue Equipment: life ring with 90' floating line, life raft, gaff/boat hook, boarding ladder, retrieval device	Readily available, and ready for service. Crewmember should carry a knife in case of entanglement NOTE: All crew should be trained in use of equipment in the event of an emergency.	
EPIRB	In operating condition, and properly registered. Disposed of properly	
Mechanical Safety	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Contact with machines	Prevent unintentional contact with moving equipment	
Equipment Safe Guards	Prevent entanglement	
Hot surfaces	Shielded to prevent burns	
Engine exhaust	Properly vented to prevent inhalation of harmful gases	
Working/Walking Surfaces	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>

Passageways, gangways, deck, work areas	Free of clutter to prevent slips, trips & falls	
Floors	Actions taken to prevent slip, trip and fall hazards	
Confined Space	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Engine room	Ensure space is adequately vented. Ensure carbon monoxide detection device and alarm are operating. Emergency rescue plan if needed	
Fish holds, lazarette	Ensure space is adequately vented. Contact FSANS for confined space entry program if needed.	
Chemical Safety	Particulars	<input checked="" type="checkbox"/> <input checked="" type="checkbox"/>
Product containers	Properly labelled	
Safety Data Sheets	Available for all hazardous products	
WHMIS/GHS	Crew are aware of risks, proper use, storage, disposal and emergency procedures	

Identifying Hazards and Risk

The Employer and Captain follow an ongoing risk assessment process that will;

1. Identify hazards in consultation with the crew
2. Evaluate the risk associated with each hazard, and
3. Determine appropriate ways to eliminate or control the hazard
4. Ensure crewmembers are trained and control measures are communicated
5. Undergo annual review

The initial risk assessment may be found in Appendix B.

Investigations

Investigations can help identify immediate and root causes of an incident, injury or illness and find ways to prevent it in the future and illuminate the need to update policies, procedures or training programs. Any critical incident, fatality, injury, illness, and near miss must be investigated with a view to gather all contributing factors and to help prevent recurrence. Conduct interviews, and find out what happened. The steps to effective investigations include:

- a. Secure and manage the scene
- b. Notify the appropriate people
- c. Investigate
- d. Report

Employee Suggestions

Employees are encouraged to make suggestions to improve workplace health and safety; first to the Captain and to the health and safety representative. All suggestions should be documented by the Captain and discussed with the employee. The employee(s) making the suggestion will be advised in a timely manner as to the outcome and status of their recommendation.

Preventative Maintenance

Preventative maintenance can be defined as orderly, uniform, continuous and scheduled action to prevent breakdown, to prolong the useful life of equipment and buildings and eliminate workplace hazards. Adequate preventative maintenance will help eliminate hazards and provide safe working conditions. It will also help to conserve valuable resources.

SAFE WORK PROCEDURES

Please note: NO procedure can cover every possible situation on a fishing vessel. It is vitally important to always be aware of the position of your feet, hands and body in relation to your surroundings and potential hazards. Always expect the unexpected – snags, snarls, entanglement, sea conditions, boat shifting, equipment failure, breakage, etc. – so that perhaps *nothing is ever truly unexpected*.

Housekeeping

All persons are responsible to ensure their immediate work area and the entire vessel is neat, orderly and well maintained to reduce slips, trips and falls, shifting materials, burns and other hazards. Excess waste materials shall be removed from the immediate work area and safely stored for proper disposal on shore.

First Aid

Employees, for their own safety, should advise the Captain of any medical conditions or medication requirements. The Employer and Captain will;

- Ensure at least one person is trained in Marine Basic First Aid
- Provide and maintain sufficient first aid supplies and equipment, including a first aid guide
- Make first aid treatment readily accessible for the entire crew
- Regularly inspect first aid kit and provisions
- Clearly identify the location of the first aid kit and supplies
- Provide transportation as necessary for injured employees to seek medical attention and treatment.

Blood borne pathogens

This policy applies to anyone potentially exposed to blood or other body fluid.

PROCEDURE (UNIVERSAL PRECAUTIONS) *

1. Put on protective gloves
2. Render first aid immediately as required.
3. Clean up with paper towels.
4. Clean area with bleach-water solution (62.5ml bleach to 4 litres water).
5. Contaminated cleaning materials to be disposed in appropriate containers.
6. Contaminated clothing to be washed in hot water.
7. Remove and dispose of gloves safely
8. Wash hands thoroughly with soap and hot water.

* Source: St. John Ambulance First Aid Training – First on the Scene – Student Reference Guide

Personal Protective Equipment Requirements

The Captain and all crew members are required to wear appropriate safety equipment while working aboard the vessel, including **personal floatation devices (PFDs) and hard hats**;

- **Personal Floatation Devices (PFDs) must be worn as directed by the Captain and whenever a risk of drowning exists. (e.g. falling off the vessel or wharf)**
- **Hard hats must be worn when there is a risk of injury to the head. (where anything could impact the head or while working you could hit your head on something)**

FAILURE to observe these requirements will result in a reprimand on 1st non-compliance and an employee will be **DISMISSED** on a 2nd non-compliance.

Workplace Hazardous Materials Information System (WHMIS)

All containers of hazardous materials have WHMIS labels to provide information on safe handling and use. Also, Safety Data Sheets with more detailed information about the product are available to all employees. Everyone must be familiar with and use this information; take preventative measures as required, and be prepared to follow emergency procedures in the event of spill or overexposure.

Fire Protection and Emergency Procedures

The Employer and Captain will ensure;

- All fire protection equipment is installed, inspected, maintained and repaired by a qualified person in accordance with prescribed standards
- A fire emergency plan and procedures are maintained, including the use of fire suppression systems, and abandoning the vessel
- Every employee is trained in emergency procedures and related duties as per the safe manning document and muster list
- Emergency fire drills are conducted regularly
- Every employee is trained in the use and operation of fire protection equipment, emergency equipment, and fuel shut-off. (Refer to each type of fire extinguisher on board for its specific operating instructions.)

Fire Fighting

Purpose – To prevent a fire from spreading and extinguish it, while preparing for abandonment

Responsibilities: Master – to manoeuvre the vessel, advise authorities and determine if abandonment is required; Crew – to assess, contain and fight the fire, while preparing for potential abandonment.

Step	Fire fighting
1.	Whoever sees the fire shouts "Fire in the [location]!" Other crewmembers not at the helm should grab a fire extinguisher or hose and come to the location.
2.	Master - If in port, call the local fire department (number). If underway, advise shore authorities of vessel location and situation once the assessment has been provided.
3.	Determine the extent of the fire, whether it requires special treatment, e.g. electrical, and advise the Master or direct someone to advise the Master what the situation is.
4.	While the fire is being assessed, other crew members can: <ul style="list-style-type: none"> • close windows and vents to cut off air supply; • prepare fire extinguishers, hoses and first aid kit; and • prepare lifesaving equipment in case abandonment is required.
5.	If the fire is small and it can be fought without crew being in danger of being trapped, do so. Do NOT try to fight a fire if: <ul style="list-style-type: none"> • it is generating a substantial amount of smoke • it is near other flammable or combustible materials • it's too large to handle with one extinguisher; or • it could cut off your exit
6.	Stand at least six feet from the fire, and keep your EXIT at your back. Think of the word PASS , which will prompt you for each of the four following steps: <p style="margin-left: 40px;">P – pull the pin on the extinguisher A - Aim the nozzle at the BASE of the fire S - Squeeze the handle lever S – Sweep from side to side.</p> Work the extinguishing agent over the entire surface of the fire, starting at the closest point and forcing the fire BACK and out. If a fire hose is available, use it. (NOT for an electrical or grease/oil fire).
7.	If successful, advise the Master, but keep watch in case the fire starts up again.

Step	Fire fighting
8.	If your extinguisher runs out or the fire is too big, get out and shut the door. Use the fixed fire fighting system.
9.	Master – monitor the situation while manoeuvring to keep the fire out of the wind. Determine whether the risk of fire spreading or of explosion warrants abandoning ship
10.	Keep authorities and the company advised.
11.	Complete an incident report form and advise company and authorities as necessary.

Courtesy Transport Canada, adapted by FSANS

Working Onboard the Fishing Boat

All crew aboard the vessel must observe the precautions as detailed in the publication entitled Fish Safe: A Handbook for Commercial Fishing and Aquaculture. A copy of this handbook will be available on the vessel and it will be reviewed with each crewmember by the Captain. See <http://www.fisheriessafety.ca/trainingtools.htm>. The Employer and Captain will strictly apply these safe work procedures:

1. All vessel crewmembers will be required to wear PFDs where there is a risk of drowning;
2. On lengthy voyages over 18 hours, a second qualified person must be available to relieve the Captain and perform watch-keeping duties and radio watch duties;
3. A safe manning document is completed to ensure that the crew is sufficient and competent for the safe operation of the vessel on its intended voyage and while responding to an emergency;
4. All crewmembers will be required to wear fall protection when working above 3 meters;
5. Where overhead hazards exist (e.g. off-loading catch) all vessel crew members are required to wear CSA approved hard hats;
6. In case of person overboard, follow the following procedure.

Person Overboard

Purpose – To maintain sight of a person overboard while maneuvering, and to recover the person as safely and as quickly as possible

Responsibilities: Spotter will keep the person in sight and provide assistance
Master to bring the vessel back to the person safely and quickly

Step	Person Overboard
1.	Whoever sees the victim fall overboard shouts "man overboard!" at the top of their voice(s) and points to the victim.
2.	The spotter(s) continues to point to the victim until the vessel reaches the victim. <i>It is vital that spotters do not take their eyes off the victim at any time and that they continue to point throughout.</i>
3.	Activate MOB alarm, notify Coast Guard, and alert other vessels in the vicinity so that they can help and do not endanger the person.
4.	Throw into the water a life ring, marker buoy, readily available objects that the victim could use to keep afloat.
5.	Master -Turn stern (propeller) away from victim by turning the wheel towards the side of his departure and proceed in direction indicated by spotter. (See FishSafe handbook for turning techniques)
6.	Make a slow, powered approach into the wind, reducing to dead slow as you approach the victim.

Step	Person Overboard
7.	Kill the engine (kill cords) when the victim is grasped.
8.	If there are significant swells, use the heaving line or lifebuoy to avoid the vessel coming down on the victim
9.	Bring the victim onboard using retrieval devices and boarding ladder
10.	If crewmember is incapacitated, use rope, sling, strap, harness and winch to bring the crewmember aboard.
11.	Seek medical attention immediately.
12.	Complete an incident report form and advise company and authorities as necessary.

Courtesy Transport Canada, adapted by FSANS

Muster List (Crew 3+)

Crew Member	Stage 1; Muster Point	Stage 2; Emergency Parties	Stage 3; Abandon Ship
CAPTAIN	Muster point: Wheel House Muster at Muster Station with warm clothing, lifejacket securely fastened Don Life Jacket or Immersion Suit Inform Coast Guard by radio of situation	Form work parties to save the ship and attend to casualties Maintain Communications with Coast Guard, Safely Navigate Vessel (if possible), Communicate with Mate	Abandon ship on verbal order of the captain Issue Verbal command to Mate Broadcast Mayday Deploy EPIRB Ensure all crew has embarked to life rafts Take charge of life raft(s)
MATE	Muster point: Wheel House Don Life Jacket or Immersion Suit Account for all crew, prepare life raft or life rafts for deployment.	Take charge of Emergency parties, ensure First Aid Duties are allocated.	Broadcast to Crew, Abandon Ship to life raft(s). Deploy First Aid Kit.
Crew member	Muster point: Wheel House Don Life Jacket or Immersion Suit Ready life rafts for deployment	Under mate's direction Undertake First Aid duties	Deploy life raft(s) to lee side of vessel, secure painters Abandon ship to life raft.
Any Additional Crew	Muster point: Wheel House Don Life Jacket or Immersion Suit Await further orders from Captain or Mate	Under mate's direction	Abandon ship to life raft as directed by the mate.

Pre-Departure Checklist

Purpose – To check items that will promote a safe voyage

Responsibility - The Master is responsible for verifying that this procedure is followed.

Step	Pre-departure Check
1.	Check the weather forecast. Confirm that the conditions match the forecast. If poor weather is forecast, make plans that will reduce risk of incident.
2.	Did you give a responsible person ashore a sail plan and report the number of persons on board? Consider the planned route for the voyage and mentally note any local hazards or boating restrictions.
3.	Verify there is enough fuel for the voyage, including a reserve in case of trouble, and drain water from the tank.
4.	Check other fluid levels – oil, coolant, battery, etc. – and visually inspect hoses and belts. Check for signs of oil and water leaks in the engine compartment and in the hold.
5.	Turn navigation lights on and conduct a walk-around to check that: <ul style="list-style-type: none"> • liferaft, life jackets and other safety equipment are in place; • navigation lights are working; • drainage plugs are in place and tight; • bilge pumps are free of debris and work; • fluid levels are correct – oil, battery, coolant; • battery charge indicator reading is normal; • there is no sign of oil or water leakage; and • first aid kit, tools and spare parts are where they should be.
6.	Check that fire extinguishers and other fire fighting equipment are in place.
7.	Turn on radio (or other communication device) and conduct test transmission to confirm it is working. Vessels with a VHF radio must begin watch 15 minutes before departure and maintained until moored. Make a note of the time the test was carried out in the radio communications log.
8.	Check that the compass and other navigational equipment is working properly.
9.	Confirm charts of the operating area with any applicable chart corrections indicated and the sound-signalling device/appliance are at hand

Step	Pre-departure Check
10.	Mentally or physically plot course required to avoid local hazards or boating restrictions
11.	Confirm that all the crew required for the intended voyage are present
12.	Confirm there are enough lifejackets of appropriate size for everyone on board
13.	Carry out pre-departure safety briefing. Review the Familiarization and Training Checklist.

Refuelling

Purpose – To minimize the risks of explosion and pollution

Responsibility – The Master is responsible for verifying that this procedure is followed.

Step	Refuelling
1.	Check that the dispensing point is equipped with appropriate fire-fighting appliances.
2.	Turn off pilot lights to gas refrigerators.
3.	Cut off electric power at main switch.
4.	Close all hatches and openings to prevent fumes from getting into the hull and the bilge.
5.	Turn off all mobile phones. Do note smoke.
6.	Place a discharge bucket under air/overflow pipe and close scuppers in case of overflow.
7.	Have a cloth at hand to catch any spills. Use one for the filler hose and one to monitor airflow from the fuel tank vent. Have sawdust/oil spill equipment ready.
8.	When refuelling, do not start the dispenser until the outlet nozzle is inserted in the tank. Hold the nozzle open by hand only – do not lock or jam the trigger of the dispenser in the open position.
9.	Keep the hose touching the filler neck at all times during refuelling to prevent static sparks.
10.	Carefully monitor the filling rate to avoid overfilling. Use your hand where possible to check for air escaping from the vent. When the tank is nearly full, you will feel a distinct increase in airflow which is the signal to stop filling.
11.	Do not remove the filler hose until the fuel flow has stopped.
12.	Lift the hose to drain all remaining fuel into the tank
13.	Thoroughly clean up all surface spills with an absorbent cloth
14.	If fuel has spilt into the bilges, pump the bilges manually into sealed containers or pump ashore and leave boat wide open for at least 30 minutes to vent.

Step	Refuelling
15.	When completely satisfied that the boat is free of fumes, start the blower and let it run for 4 minutes, or as the manufacturer recommends
16.	Start the engine before allowing crew to board.
17.	Properly dispose of absorbent cloths, sawdust or other fuel soaked items

Guidelines for Operating in Cold Water

If you operate a vessel in water that is less than 15°C, you must carry equipment and/or establish procedures to protect persons from hypothermia and cold shock. Inform people on board of the symptoms of cold shock and swimming failure so that they are prepared for it and know what they must do to get over the initial stages. Have retrieval equipment readily available to help reduce the amount of time a person is in the water. Once the person is safely out of the water, help make them dry and warm. Remove wet clothing and warm the person through body contact and/or drinking warm fluids. Having blankets and spare clothing available. Treat the victim gently and keep them horizontal.

Keeping Watch (Courtesy UK Maritime and Coastguard Agency)

Investigations into collisions, groundings and near misses involving fishing vessels have continued to show that poor watchkeeping is a major cause. In many cases one or more of the following were important factor(s):

- An unqualified or inexperienced person in charge of the watch;
- Only one person on the watch (regardless of whether a watch alarm was fitted);
- A poor lookout and/or radio watch being kept;
- Distractions in the wheelhouse;
- Divided command;
- Fatigue, alcohol, drugs or a combination of any of these.

Fishing vessel operators should follow recommendations on keeping a safe navigation watch. A qualified watch is required on all voyages of 18 hours or more, wharf to wharf. Safety recommendations for watch-keeping include the following provisions:

- Anyone keeping watch must be competent to do so
- A proper lookout must be kept at all times
- Lookouts must be capable of checking the vessel's position
- Activities of all other vessels in the area should be monitored
- The watch-keeper should have had enough rest before a watch
- Television and similar distractions should not be available to crew on watch
- Watch alarms should be on board and used

Hauling and Setting Lobster Trawls with 2 anchors – Captain and 2 crew

Purpose – The purpose of this safe work procedure is to minimize the risk of someone being injured while pulling or setting lobster traps while using this equipment. The pot/trap hauler and block used in this operation cannot be guarded as the trawl ropes have to go through these pulleys. There is also a risk of someone falling or being pulled overboard while setting and/or boarding the traps.

Personal Protective Equipment and Procedure to Follow

1. Personal Flotation Devices (PFD) approved by Transport Canada, Canadian Coast Guard or US Coast Guard must be worn at all times while on the deck.
2. Rubber gloves and CSA approved safety footwear with good grip must be worn by crew.
3. Captain to steer boat as close as possible to the trawl buoy (within 1-2 metres).
4. Crew member is to gaff buoy, pull the buoy to the boat, grab the buoy, then the rope.

5. The crew member then takes the rope and puts the rope over the block, keeping hands positioned on top of the rope and as far away from the block as possible.
NOTE: It is recommended that all vessels have a safety cable attached to the end of the hauling boom.
6. With hands positioned on top of the rope, place rope in hauler. Keep hands as far away from the hauler as possible.
7. While rope is being placed in the block and hauler by the crew member, the captain is controlling the pot hauler.
8. As the rope goes in the hauler, the captain begins to slowly engage the pot hauler.
9. Once the crew member is clear, the captain can increase the speed on the pot hauler.
10. As the first anchor approaches the side of the boat, the crew member guides the bridle around the block and hauler keeping their hands on top of rope and away from pinch points.
11. When the anchor reaches the rail of the boat, the crew member boards the anchor and places it on the deck for the reset while keeping hands away from pinch points.
12. The pot hauler is re-engaged until the first trap bridle comes up to the side of the boat and the crew member guides the bridle around the block and hauler, keeping hands on top of rope and away from pinch points.
13. The crew member at the rail brings the trap on board and on the landing table.
14. First and second crew members work the trap; baiting and removing lobster being careful of possible puncture hazard from bait spike.
15. After the trap has been cleaned and baited the second crew member places the trap in a proper sequence on the deck for the reset.
16. This procedure is to be followed until all the traps in the trawl have been boarded and worked.
17. As the trawl is placed onboard the boat, keep rope away from working areas as much as possible to help avoid entanglement and trips and falls.
18. After all the traps are on deck, the crew prepares to re-set the trawl, keeping away from the ropes as much as possible.
19. Once boat is in position, a crew member sets the balloon/buoy, and dumps the first anchor ensuring crew members are all clear of the ropes, anchors and traps.
20. Once the anchor is dropped, crew members must stay clear of ropes and outgoing traps.
21. Special provisions on setting day include maintaining visibility and contact with all crewmembers. This may include the use of a spotter, cameras, headsets, etc.

Decking/Mooring Procedures

Potential risks associated with this task

- Being pinned between the wharf and the vessel may result in serious injury
- Surface conditions may cause slips, trips and falls on grade or falling overboard, resulting in injury
- Damage to the vessel and wharf structures due to improper attachment of lines, or becoming loose/free of moorings
- At low tide, getting heavy lines from the boat to the bit is challenging and may result in over-exertion, strains, etc.
- Slack in any mooring lines may cause there to be a gap between the wharf and the vessel, that can present a fall and drowning hazard, entrapment area, and overextension for the crew when boarding/debarking
- Unattended temporary lines may become taut with changing tides and vessel movement, causing damage to the wharf structure or the vessel
- Crew may become caught in mooring lines resulting in injury from trips, falls, or entanglement
- Improper attachment of lines can allow the vessel to drift under the walers or wharf structure leading to damage to the wharf or vessel.
- Vessels can become free of moorings and damage the wharf, other vessels, or themselves.
- Temporary mooring to a ladder or fender, if left unattended, can result in the line becoming taut and causing damage to the wharf structure or the vessel.
- When the vessel is fastened to bits, fore and aft, and the temporary lines are released, the vessel may drift away from the wharf to the extent of the slack in the lines. This gap can create drowning hazard, or strain injuries of crew during egress or boarding at a later time.
- When the tide is low, getting the heavy lines from the boat to the bit creates challenges. Typically a light line might be used to draw the heavy line off the boat to the wharf deck.

Control Measures for Above Identified Hazards

- Communication between the Captain and all crewmembers is key
- The Captain will periodically review all potential risks and the possibility of injury with the entire crew
- All body parts are to remain within the rail of the vessel or within the lateral dimensions of the wharf when tying/untying the vessel
- Working and walking surfaces shall be maintained as free of slip, trip and fall hazards as possible; ice, gears, etc.
- Dedicated heavy mooring lines remain attached to the vessel (see photo below)
- Mooring lines shall be properly attached, trimmed/adjusted and monitored occasionally for proper attachment and tension to prevent damage and eliminate excessive gaps

- At low tide, light lines shall be used to temporarily secure the vessel and to raise heavier mooring lines to the wharf bits
- Only trained and authorized crew are to engage in mooring and casting off procedures
- Proper fendering on vessel is required to prevent contact between the wharf and vessel
- A sufficient number of crewmember are to be present during mooring operations

Safe Work Practice for Docking the vessel (various tides)

- At least three persons – including the Captain – are required to moor the vessel
- Always be aware of potential hazards and the possibility of injury
- Follow Captain's instructions at all times, and maintain visual and audible contact
- Know your responsibilities: Even if they are to observe the operation and to stay out of harm's way
- Wear appropriate personal protective equipment as instructed by the Captain: a PFD, safety footwear, fall protection and a hard hat may be required
- Keep arms, legs and body parts out of pinch points, within the side rails of the vessel – never between the vessel and the wharf
- Keep the area free of excess gear and items that may pose slip, trip and fall hazards
- Use a gaff if necessary to retrieve lines or locate lines to the bit
- At low tide, as directed by the Captain, use light lines to temporarily secure the vessel in place until the vessel is secured to the wharf. Also, use light lines as needed to raise heavier mooring lines to the wharf bits
- Secure the vessel by heavy line, fore and aft, to bits along the edge of the wharf with enough slack to allow the vessel to fall with the tide and not become suspended from the wharf (see photo below)
- Once the boat is secured to the bits, removed the temporary light line(s)
- If next to the wharf, fasten the stern line to the wharf side of the vessel to keep the vessel parallel with the wharf
- Double-check all mooring lines for and adjust for proper tension/slack

Abandon ship

Purpose – To prepare for, and if necessary, carry out an orderly evacuation

Responsibility – The Master is responsible for verifying that this procedure is followed.

Step	Abandon ship
18.	Inform the crew to prepare to abandon ship.
19.	Advise authorities that you are preparing to abandon ship.
20.	Gather crew on main deck, warmly dressed, and put on immersion suits/lifejackets. Do not allow lifejackets to be worn inside.
21.	Check that all persons on board are accounted for.
22.	Crew readies liferaft for launching and gets medical kit, blankets, food and EPIRB ready to be placed in the liferaft.
23.	Review with the crew how the evacuation will be carried out. Assign able-bodied people to assist others if necessary.
24.	Review cold shock symptoms and how to counteract them.
25.	If the situation deteriorates, call for abandon ship.
26.	Throw liferaft over the side and inflate it, leaving the painter attached to the vessel.
27.	Assist crew into the liferaft as necessary.
28.	Keep the liferaft attached to the vessel so long as it is safe to do so.
29.	Cast off if it appears the vessel will sink or capsize, or if staying alongside poses other hazards.

Courtesy Transport Canada, adapted by FSANS

Taking on water

Purpose – To identify risk to vessel and take appropriate steps

Responsibility – Captain and crew members, as assigned

Step	Taking on water
1.	Call out “Water in or on the [location]”.
2.	Start pumps or have someone start bailing.
3.	Determine where the water is coming from.
4.	If there is a risk to the vessel, contact authorities and surrounding vessels to advise your situation and your position.
5.	Take steps to stop or slow the leak. Consider grounding the vessel if unable to bring the flooding under control.
6.	If vessel stability is at risk, prepare to abandon ship.
7.	Keep authorities advised on the situation.
8.	Complete an incident report form and advise company and authorities as necessary.

Courtesy Transport Canada, adapted by FSANS

RESPECT IN THE WORKPLACE

The Employer and Captain are committed to ensuring its employees are treated with dignity and respect at the workplace. All employees are entitled to work in a harassment-free environment. Any form of verbal or physical harassment will not be tolerated, including harassment that is sexual or is based upon race, colour, ethnic origin, age, sex, marital status, disability, sexual orientation or any other ground of discrimination included in the Nova Scotia Human Rights Act.

INCIDENT/INJURY REPORTING

A hazardous occurrence is any incident or event that is neither planned nor expected and could reasonably be expected to cause injury or in fact does cause injury or illness to a person. Crewmembers must report hazardous occurrences or incidents as soon as possible to the Captain either verbally or in writing.

- In case of critical incident, serious injury or fatality: **Call 911 or notify the Canadian Coast Guard** to activate the emergency response system.
- All incidents and injuries – no matter how seemingly minor or incidental – shall be reported to the Captain or owner without delay either in person, by phone, or via email or in writing.
- The injured party and/or the Captain shall ensure that appropriate first aid or medical attention is received.

INVESTIGATING INCIDENTS AND INJURIES

Learn from the past and prevent recurrence. Prevention is a primary objective of incident investigation. By finding the causes of an incident and taking steps to control or eliminate them, similar occurrences can be prevented.

Any critical incident, fatality, injury, illness, and close calls with the potential for injury must be investigated without delay with a view to identify contributing factors and to help prevent recurrence.

- Initiate emergency response
- Secure the scene
- Identify witnesses
- Survey the scene as soon as possible
- Take photos
- Interview witnesses while memories are fresh
- Analyse Information
- Prepare and sign report

Company/Captain Name

INCIDENT REPORT

This form must be completed within 24 hours of the Supervisor learning of the incident

<input type="checkbox"/> Injury	<input type="checkbox"/> No Injury
<input type="checkbox"/> First Aid <input type="checkbox"/> Medical Aid	Hazardous Situation

THIS SECTION TO BE COMPLETED BY THE EMPLOYEE

Who was hurt? <input type="checkbox"/> Employee <input type="checkbox"/> Visitor <input type="checkbox"/> Contractor <input type="checkbox"/> Other	Last Name:	First Name:	Initial:	Phone or Extension:
	Job Title:	Department:	Supervisor:	
	Date & Time of Incident:	Date Reported:	Type of Incident: <input type="checkbox"/> Slip*, trip or fall <input type="checkbox"/> Struck by / against object <input type="checkbox"/> Over exertion <input type="checkbox"/> Repetitive strain <input type="checkbox"/> Electrical contact <input type="checkbox"/> Exposure to hazardous material <input type="checkbox"/> Other (describe)	
Description of Incident:				
*If this was a SLIP, describe footwear:				
Witnesses to the incident: (names and phone numbers)				
What was the injury (indicate what part of the body):				
Did you see a medical professional? <input type="checkbox"/> Yes <input type="checkbox"/> No If YES, please provide name, address and phone number:		Treatment of Injury: <input type="checkbox"/> First Aid <input type="checkbox"/> Walk-in Clinic <input type="checkbox"/> Family Doctor <input type="checkbox"/> Emergency Room <input type="checkbox"/> Other (describe) _____		

THIS SECTION TO BE COMPLETED BY THE SUPERVISOR

Contributing Factors: What conditions contributed to the incident?

<input type="checkbox"/> Unsafe equipment	<input type="checkbox"/> Inadequate illumination	<input type="checkbox"/> Not or improperly guarded	<input type="checkbox"/> Hazardous environment
<input type="checkbox"/> Insufficient training	<input type="checkbox"/> Improper position/posture	<input type="checkbox"/> Insufficient care	<input type="checkbox"/> Infraction or unsafe practice
<input type="checkbox"/> Failure to use PPE	<input type="checkbox"/> Operating without authority	<input type="checkbox"/> Failure to lockout	<input type="checkbox"/> Other (Explain)

Explanation of contributing factors: _____

Details of property damage (if any): _____

To your knowledge, has the employee had a previous similar injury or has this similar hazard been reported before? Yes No N/A

Corrective Measures: Actions taken to prevent a recurrence (more than one item may apply):

<input type="checkbox"/> Request job safety analysis	<input type="checkbox"/> On-the-job training	<input type="checkbox"/> Perform housekeeping	<input type="checkbox"/> Review PPE
<input type="checkbox"/> Improve work procedure	<input type="checkbox"/> Check with manufacturer	<input type="checkbox"/> Re-training of person(s)	<input type="checkbox"/> Discipline of persons
<input type="checkbox"/> Repair or replace equipment	<input type="checkbox"/> Install safety guard/device	<input type="checkbox"/> Reassignment of person	<input type="checkbox"/> Other (Explain)

Explanation of corrective measures: _____

Signature of Employee Reporting Incident:	Date:	Signature of Supervisor:	Date:
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Guidelines to follow when investigating an incident

Task

- Was a safe work procedure used?
- Had conditions changed to make the normal procedure unsafe?
- Were the appropriate tools and materials available?
- Were they used?
- Were safety devices working properly?
- Was lockout used when necessary?

Material

- Was there any equipment failure?
- What caused it to fail?
- Was the machinery poorly designed?
- Were hazardous substances involved?
- Were they clearly identified?
- Was a less hazardous alternative substance possible and available?
- Was the raw material substandard in some way?
- Should personal protective equipment (PPE) have been used?
- Was the PPE used?

Environment

- What were the weather conditions?
- Was poor housekeeping a problem?
- Was it too hot or too cold?
- Was noise a problem?
- Was there adequate light?
- Were toxic or hazardous gases, dusts or fumes present?

Personnel

- Were workers experienced in the work being done?
- Had they been adequately trained?
- Can they physically do the work?
- What was the status of their health?
- Were they tired?
- Were they under stress (work or personal)?

Management

- Were safety rules communicated to and understood by all employees?
- Were written procedures available?
- Were they being enforced?
- Was there adequate supervision?
- Were workers trained to the work?
- Had hazards been previously identified?
- Had procedures been developed to overcome them?
- Were unsafe conditions corrected?
- Was regular maintenance of equipment carried out?
- Were regular safety inspections carried out?

Appendix A – Familiarization and Training Checklist

Vessel Name:

All crew members should know the location and proper use of the following: (Check those appropriate)

Life Saving Equipment (if applicable or if carried)	
<input type="checkbox"/> Life Jacket (Keyhole)	<input type="checkbox"/> Personal Flotation Devices (PDF)
<input type="checkbox"/> Immersion Suit (Survival Suit)	<input type="checkbox"/> Rescue Throwing Device
<input type="checkbox"/> Insulated Work Suit (Floater Suit)	<input type="checkbox"/> Safety Harness / Life Line
<input type="checkbox"/> Life raft and/or Life boat	<input type="checkbox"/> Personal Safety Clothing (hard hat, safety boots, gloves, etc.)
<input type="checkbox"/> Life Ring / Life Buoy	<input type="checkbox"/> First Aid Kit
<input type="checkbox"/> Boarding Ladder	<input type="checkbox"/>
Fire Fighting Equipment	
<input type="checkbox"/> Portable Fire Extinguishers	<input type="checkbox"/> Water Pumping Equipment
<input type="checkbox"/> Fixed Fire Extinguishing Equipment	<input type="checkbox"/> Water Hoses and Nozzles
<input type="checkbox"/> Fire Buckets	<input type="checkbox"/> Fire Axes
Communication Equipment	
<input type="checkbox"/> Flares and other Signaling Devices	<input type="checkbox"/> Emergency or Hand-Held Radiotelephone
<input type="checkbox"/> VHF Radiotelephone	<input type="checkbox"/> EPIRB Transmitter
<input type="checkbox"/> Digital Selective Calling (DSC) Transmitter	<input type="checkbox"/> SART (if applicable)
Emergency Systems	
<input type="checkbox"/> Fuel Shut-off Valves	<input type="checkbox"/> Hydraulic Equipment Shut-off
<input type="checkbox"/> Salt Water Intake Valves	<input type="checkbox"/> Pumping Systems
<input type="checkbox"/> Emergency Ventilation Closures (E/R)	<input type="checkbox"/> Fixed Bilge Pumping Systems

All crew members should know their responsibilities to the following situations:

Emergency and Accident Prevention	
<input type="checkbox"/> Fire Aboard (Fire Prevention)	<input type="checkbox"/> Overhead Objects / Equipment
<input type="checkbox"/> Down Flooding (Watertight Integrity)	<input type="checkbox"/> Sharp Objects
<input type="checkbox"/> Loose Objects and Equipment on Deck	<input type="checkbox"/> Special Hazards
Emergency Response	
<input type="checkbox"/> Muster List / Duties in Emergency	<input type="checkbox"/> Fire
<input type="checkbox"/> Chain of Command	<input type="checkbox"/> Collision
<input type="checkbox"/> Ship Board Alarms	<input type="checkbox"/> Grounding
<input type="checkbox"/> Dangerous Weather	<input type="checkbox"/> Flooding / Down Flooding
<input type="checkbox"/> Person Injured	<input type="checkbox"/> Abandon Ship
<input type="checkbox"/> Person Overboard	<input type="checkbox"/> Survival
<input type="checkbox"/> Person Unconscious in Confined Space	<input type="checkbox"/>

Date of Training: _____

Crew Signatures: _____

Training & Familiarization as per Section 205, Transport Canada Marine Personnel Regulations

Appendix B – Risk Assessment

The initial risk assessment below was completed for Fishing Vessel _____ on _____ by _____.

HAZARDS	RISKS	COMMENTS	CORRECTIVE ACTIONS/CONTROLS
Working on the Wharf	Injuries from falling. Drowning.	Use controls within 2m of wharf edge. A PFD will help prevent drowning and assist in a rescue.	Wear proper PPE: - fall protection at heights of 3m or more; - moveable guardrail sections; - TC/CCG/USCG approved PFD.
Work on Fishing Vessel	Drowning. Falls overboard. Strains and sprains. Contact with moving equipment. Cables, lines rigging. Slips, trips and falls. Down flooding.	A PFD prevents drowning and assists in a rescue. Refer to Fish Safe handbook. Use Familiarization and Training Checklist each trip. 3 bilge pumps and genset for backup power. Vessel and all equipment must be inspected as necessary.	Wear proper PPE: - TC/CCG/USCG approved PFD; - gloves; - CSA approved footwear with good grip; - impervious clothing as needed. Follow Captain's instructions, safe work and emergency procedures. Every crewmember should carry a knife in case of entanglement. Conduct regular emergency drills; MOB, life raft, etc. Ensure hatches are sealed/secured. Work as a Team. Be aware of working conditions. Report hazards.
Setting day/Dumping Day, Limited Visibility	Increased risk of being caught in lines/traps. Falls overboard. Drowning.	Special provisions may include the use of a spotter, cameras, headsets, etc.	Maintain visibility and contact between the Captain and all crewmembers. Safe work procedure.
Working/Walking surfaces	Injury as a result of a slip, trip or fall.	On deck falls.	Slip resistant surfaces. CSA approved footwear with good grip. Be aware of ice/slippery conditions. Good housekeeping and storage practices.

<p>Fire</p>	<p>Personal injury. Property damage.</p>	<p>Workplace organisation and proper storage necessary. Cooking on an electric range.</p>	<p>Store flammables properly in vented area. Maintain engine room clear. Housekeeping, organisation. Firefighting equipment is available and inspected regularly. Life safety systems. Emergency procedures. Conduct regular fire and abandon ship drills. Keep stove and hot surfaces free of combustibles.</p>
<p>Overhead/Crane</p>	<p>Overloading beyond capacity. Equipment failure. Potential head injury.</p>	<p>Must be marked with maximum load Device must be regularly inspected and certified. Possibly wear bump caps when hoist is in use.</p>	<p>Assess complete hoisting mechanism and mark maximum load capacity Inspect annually and maintain records. Discuss use of bump caps with JOHSC</p>
<p>Driving Trucks and Vehicles</p>	<p>Injury due to collision. Vehicle damage. Distracted driving</p>	<p>Vehicles should be inspected/serviced regularly and records maintained. Drivers should be trained, and asked to submit driver abstracts.</p>	<p>Defensive driver training. Pre-use circle checks, and logbook. Service and maintain vehicles. Safe driving, no cell phone policy</p>
<p>Sun exposure</p>	<p>Sunburn, skin cancer.</p>	<p>Summer fishery. Exposure hazard exists even on cloudy days.</p>	<p>Regularly apply sunscreen to exposed skin.</p>
<p>Noise</p>	<p>Hearing loss.</p>	<p>Mechanical equipment, wind noise.</p>	<p>Use hearing protection. Consider baseline and regular audiometric testing.</p>
<p>Hot and cold environments</p>	<p>Heat stress. Hypothermia.</p>		<p>Cover up and seek shade whenever possible. Drink plenty of water. Dress in layers appropriate to conditions.</p>

Machine Hazards	Entanglement. Cuts. Burns. Engine exhaust.	NOTE: Install drive belt guard on genset.	Ensure all moving equipment is guarded against accidental contact.
Confined Space	Exhaust gases or flammables in engine room. Air quality in fish hold.	Spaces are adequately vented. CO monitor/ alarm are operating.	Sufficient ventilation to prevent buildup of hazardous gases, or oxygen depletion. Assess conditions before each entry and implement program if needed, complete with rescue plan.
Tools	Cuts and injury to hands and other body parts. Repetitive strain injury.	Hand tools should be maintained and cutting tools must be sharp. PPE (e.g. gloves) should be used as needed.	Proper tool maintenance and storage. PPE, wear proper gloves
Ropes and lines	Entanglement.	Wharf line.	Watch out for nip points
Hoists and rigging	Entanglement. Caught in hauler, boom	Equipment is marked with maximum load capacity. See safe work procedure for lobster fishing.	Keep hands away from moving equipment, cables and lines. Never place hands on intake side of pulleys and hauler. Annual inspection and certification of all hoists and lifting devices. Check equipment before each use.
Chemicals	Exposure, inhalation. Skin contact.	Bilge cleaner. Bleach.	Ensure sufficient ventilation. Wear a proper cartridge respirator. Gloves and protective clothing. Consult safety data sheet.
Knives	Cuts.	Opening bait boxes.	Bait is thawed before use. Ensure cutting tool is sharp. Use retractable blade.
Manual Material Handling Shifting Loads	Overexertion, strains, sprains. Unsecured loads may shift, tip or fall.		Use proper lifting techniques. Use mechanical power advantage when possible. Secure all equipment and loads.

<p>Fatigue</p>	<p>Falling asleep while operating a vessel. Increased risk of injury and loss. Poor performance and productivity.</p>	<p>Fishers frequently work when fatigued. Safety risks are regularly underestimated</p>	<p>Fatigue management strategy. Create awareness of hazard, conditions and prevention. Watch-keeping mates for extended trips, mandatory for voyages of 18 hours or more, wharf to wharf Functioning Watch Alarm</p>
<p>Tying up at the Wharf</p>	<p>Falling overboard Caught in lines Being caught between the boat and the wharf</p>	<p>Communication between the Captain and all crewmembers is key</p>	<p>Always wear a PFD Be aware of potential hazards Keep body parts out of pinch points Follow Captain’s instructions</p>