



**Station Inspections - Critical Vessel Items**  
**Vessel Inspection Team**

November 10, 2020

Several Equipment Officers and Station Leaders have asked for clarification of **Critical Safety Items**. The following list consists of critical items contributing to either crew or vessel safety, and if not found in proper working order, vessel will not pass annual vessel inspection.

- **Fire extinguishers**
  - Check expiry and stowage
  - Required on vessels, boathouses/sheds
  - Annual inspection
- **EPIRB**
  - Check hydrostatic release expiry (2 years) and properly labelled, battery (5 years)
  - EPIRB Registration number
  - Station to check if contacts are current with DND
  - Automatic (Class 1) EPIRB upon expiry
- **Pyrrotechnics (SOLAS only, no pistol style flares)**
  - At least 6 flares for vessels UNDER 9m
  - 12 flares for vessels over 9m
  - SOLAS REQUIRED when existing flares expire
- **RADARS**
  - Functioning
  - Check alignment
- **Navigation lights**
  - Functioning
- **Sound signaling device**
  - Functioning - handheld acceptable, wired in preferred
- **Self-Righting Mechanism**
  - Hoses, bottles, valves, bag housing, pull cord, swim away line on transom
  - Inspected annually or as per manufacturer specification.
  - Service records (if applicable)
- **Kill cord (if equipped)**
  - Spare cord
- **VHF Radio**
  - Equipped and functioning
  - TC approved & waterproof
- **Compass**
  - Functioning
  - Test for deviation – if over 20 degrees out, deviation card or handheld compass required
- **Engine fire suppression system (Type II or if equipped)**
  - Original manufacturer equipment acceptable with annual inspection
  - No auto-activation fuse
  - Inspection records visible and current (if applicable)
  - Dampers
  - FirePro system for newer vessels or reinstallation – 5-year inspection

**Note:**

While the items above are listed as the critical safety items, a combination of several non-critical items with minor issues could generate a safety concern. In such a case, inspectors will discuss options with Safety Inspection Coordinator, who may in turn seek HQ guidance. If it is determined that collectively the minor issues could potentially cause harm to crews or vessel, the Safety Inspection Coordinator will reach out to the Station Leader to temporarily take the vessel out of service until issues are resolved.

Sincerely,

Marko Kessler  
RCMSAR Safety Inspection Coordinator