Court File No:
Vancouver Registry
Affidavit of D Kimmerly #1
Sworn June 22, 2020

FORM 80

IN THE FEDERAL COURT OF CANADA

IN THE MATTER OF THE *CANADA SHIPPING ACT*, 2001 S.C. 2001, C. 26 AND THE *MARINE PERSONNEL REGULATIONS* (SOR/ 2007-115)

Between:

BRITISH COLUMBIA FERRY AND MARINE WORKER'S UNION

Applicant

and

CANADA (MINISTER OF TRANSPORT)

Respondent

and

BRITISH COLUMBIA FERRY SERVICES INC.

Respondent

AFFIDAVIT OF D. KIMMERLY

I, Dan Kimmerly, Marine Engineer of the Town of Youbou in the Regional District of the Cowichan Valley, in the Province of British Columbia MAKE OATH AND SWEAR:

1. I am the elected president of the Ship's Officer Component and an officer of the British Columbia Ferry and Marine Workers' Union (BCFMWU) and have worked as an employee of BC Ferries for 13 years and as such have personal knowledge of the facts and matters hereinafter deposed to, save and except where the same are stated to be made on information and belief, and where so stated I verily believe them to be true.

BC Ferries

2. BC Ferries operates a large fleet of approximately 35 ferries on 25 routes in the coastal waters of British Columbia. The fleet carries approximately 9 million vehicles and over 22 million passengers annually.

3. Approximately one third of the fleet's vessels are over 45 years old, including the 60-year old *North Island Princess* and the 54-year old *Howe Sound Queen*.

4. As part of its process to renew its fleet, BC Ferries contracted to have two new vessels built in Europe in a new class of vessel outfitted with hybrid diesel-electric propulsion: the Island Class.

5. The Island Class vessels are designed to carry a maximum of 300 passengers and crew. BC Ferries took possession of the first two Island Class vessels, the *MV Island Aurora* and the *MV Island Discovery*, in or about February 2020.

6. These two new Island Class vessels replaced the *North Island Princess* which regularly sailed with a minimum complement of 7 crew and the *Quadra Queen II*, which regularly sailed with a minimum complement of 6 crew.

Transport Canada Regulation of Ferry Vessels

7. Transport Canada administers a complicated regulatory framework under the *Canada Shipping Act* and its regulations for Canadian Vessels. The relevant regulations include but are not limited to:

- Fire and Boat Drills Regulations
- Life Saving Equipment Regulations
- Marine Machinery Regulations
- Marine Personnel Regulations (MPR)
- Safety Management Regulations (SMR)
- Vessel Certificates Regulations
- Vessel Fire Safety Regulations

8. Ferry vessels operating in Canadian waters must be crewed with a minimum complement of personnel holding certificates of competency set by Transport Canada as determined by the vessel and its operations.

9. The crew complement is set out in a Minimum Safe Manning (MSM) Document which is issued by Transport Canada and posted aboard the vessel.

10. Canadian vessels with a MSM must meet all the requirements of the *MPR*, Part 2.

> *201. No Canadian vessel shall navigate anywhere, and no foreign vessel shall navigate in Canadian waters unless the requirements of this Part are met.*

11. To receive a MSM document, the authorized representative of the ferry operator submits either a Form A application under *MPR* 202 (3) (for a Safety Convention Vessel or a non Safety Convention Vessel with a Safety Management System) to Transport Canada or a Form B application (for a non Safety Convention Vessel).

> *202 (3) The authorized representative of a Canadian vessel shall apply to the Minister for the following document and the Minister shall issue the document following that application:*
>
> *...*
>
> *(b) in the case of a vessel that is not a Safety Convention vessel and that is required to carry an inspection certificate, a Safe Manning Document, valid for a maximum of 5 years after the day of its issuance, that specifies*
>
> *(i) the minimum number of members of the complement,*
>
> *(ii) the certificates required to be held by the members of the complement,*
>
> *(iii) any endorsements, conditions or limitations on the certificates referred to in subparagraph (ii),*
>
> *(iv) the voyages that the vessel is authorized to engage on, and*
>
> *(v) if applicable, the number of passengers that the vessel is authorized to have on board.*

12. In 2020, Transport Canada changed its process for processing MSM applications for vessels such as the Island Class. BCFMWU is not aware of how Transport Canada reaches its determination.

The Island Class MSM Decision

13. The Island Class vessels are non-Safety Convention Vessels with a Safety Management System. I was advised by BC Ferries that for the purposes of the MSM determination, the MV Island Aurora and the MV Island Discovery are identical and the applications were submitted and considered jointly.

14. I am advised by BC Ferries that they submitted a Form A application for the Island Class Vessels MSM which allowed the vessels to operate with a crew of 5, on or about March 8, 2020. A true copy of the application Form is attached as to this my affidavit as **Exhibit A.**

15. BCFMWU was not aware that BC Ferries has submitted an application to Transport Canada for a MSM Document for the Island Class Vessels until late May 2020. BCFMWU had no opportunity to provide any input into the process used by Transport Canada to review the MSM application.

16. On or about May 25, 2020, the BCFMWU learnt from BC Ferries that Transport Canada had approved its Form A MSM application for a level of 5 crew for the Island Class Vessels with up to one hundred forty five (145) passengers.

17. A true copy of the MSM Document for the MV Island Aurora which BC Ferries provided to me is attached to this my affidavit as **Exhibit B.**

18. A true copy of the MSM Document for the MV Island Discovery which BC Ferries provided to me is attached to this my affidavit as **Exhibit C.**

19. The crew complement for the Island Class MSM is

    - Master
    - Mate
    - Engineer
    - Deckhand
    - Rating

BCFMWU Concerns

20. I have reviewed the Transport Canada instructions for issuing a MSM document pursuant to Form B and under this process the MSM for the Island Class Vessels is a 7 person crew.

21. BCFMWU was surprised to learn that the Island Class vessels had an MSM of 5 crew because this is inconsistent with the BC Ferries safety policies and procedures and the MPR requirement.

22. Based on my knowledge and experience and information from BCMFWMU members who have worked on the Island Class vessels, a 5-person crew cannot meet the requirements of the MPR and BC Ferries policies,

23. The Island Classs Vessel Operations Manual is based on a crew of at least six crew, including an Engine Room Assistant. (ERA) Several of the procedures set out in the Vessel Operations Manual have roles for the ERA and require at least a six-person crew to execute.

Island Class 5 Crew MSM does not allow for safe Bridge Operations

24. I have reviewed the BC Ferries Fleet Operations Manual last updated June 7, 2020 and I have reviewed the BC Ferries Vessel Operations Manual for the Island Class Vessels, last updated June 7, 2020.

25. A 5 person crew on an Island Class vessel cannot complete several critical safety procedures maintaining a required bridge watch and a required engineering watch, deck watch, fire fighting, rescue boat operations, and passenger control.

26. BC Ferries requires two crew present on the bridge during normal operations and three during certain condition where there is restricted visibility and three

27. A true copy of the Fleet Bridge Manning Policy is attached to this my Affidavit as **Exhibit D.**

28. A true copy of the Fleet Bridge Team Role Policy is attached to this my Affidavit as **Exhibit E.**

29. A true copy of the Fleet Vessel Status Red (Red Zone) Policy requiring – heightened vigilance during critical operations. is attached to this my affidavit as **Exhibit F.**

30. A true copy of the Vessel Bridge Manning Policy is attached to this my Affidavit as **Exhibit G.**

31. The Vessel Bridge Policy requires a 3-person bridge watch during Red Zone situations: Navigator, Lookout, and Monitor in **Exhibit G.**

> When approaching a dock, navigating in a narrow passage, navigating in restricted visibility and any other circumstance that warrants heightened vigilance, the Bridge team shall consist of the Navigator, a Lookout/Helmsperson and a Monitor (three person Bridge manning).

32. The Monitor has specified duties as set out in **Exhibit E:**

- Maintains an overview of all bridge operations;
- Maintains situational awareness and has the authority to assume the Navigator or Co-Navigator role without a hand-over or checklist;
- Uses the PACE model of graded assertiveness to challenge the team in a cooperative, professional and effective manner, creating an atmosphere of challenge & response;
- Should avoid doing other tasks except those that directly relate to supervising, managing or controlling the watch;

33. The Lookout has specified duties as set out in **Exhibit E** including:

- ... no other duties shall be undertaken or assigned which could interfere with the keeping of a proper lookout (Reference STCW).
- Is required to give his/her uninterrupted attention at all times to the ship's navigation in order to inform the Navigator about other vessels, debris, floating objects or any other concerns.
- Position themselves to best monitor and report navigational hazards. With due
- Maintains a situational awareness of bridge operations including planned course alterations and speed adjustments.

34. However, the Muster List on the MSM Application **Exhibit A** has only a Navigator and Quartermaster on Bridge Watch duties.

Island Class 5 Crew MSM does not allow for safe Emergency Response

35. A crew of 5 cannot on an Island Class Vessel meet the BC Ferries emergency response team complements while meeting other regulatory requirements. A true copy of the Vessel Emergency Response Team Policy is attached to this my Affidavit as **Exhibit H.**

36. The MSM does not have an Engine Room Assistant (ERA) so the crew cannot form the Engine Room Team.

37. The Bridge Watch may require 3 crew for the roles of Navigator, Lookout and Monitor so if the Engineer is maintaining the Engineering Watch, then only one rating may be available to serve as the Emergency Response Team.

Island Class 5 Crew MSM does not allow for safe Rescue Boat Operations

38. A crew of 5 cannot on an Island Class Vessel meet the BC Ferries rescue boat operations and man overboard complements while meeting other regulatory requirements. A true copy of the Fleet Rescue Boat Policy is attached to this my Affidavit as **Exhibit I.**

39. A true copy of the Vessel Rescue Boat Policy is attached to this my Affidavit as **Exhibit J.**

40. Rescue boat operations require 4 crew for non-emergency situations or a man overboard situation. A crew of 5 cannot maintain a bridge and engineering watch while safely launching and recovering a rescue boat.

Island Class 5 Crew MSM does not allow for safe Fire Fighting

41. A crew of 5 cannot on an Island Class Vessel meet the BC Ferries fire response requirements while meeting other regulatory requirements. A true copy of the Vessel Fire Response Procedures is attached to this my Affidavit as **Exhibit K**

42. Under the Muster List, **Exhibit A,** the Chief Engineer is required to close the watertight doors, fire doors, valves, scuppers, side scuttles, skylights, portholes and other similar openings in the vessel, many of which are manual, while being on the bridge to operate fire systems, while also forming part of the fire response team. These tasks cannot all be completed in a safe and timely manner.

43. Under the Muster List, **Exhibit A,** the Mate is the on-scene response to a fire, and a rating is assigned the task of mustering the passengers while fighting the fire and conducting fire fighting operations. These tasks cannot all be completed in a safe and timely manner

Island Class 5 Crew MSM does not allow for sufficient Passenger Control

44. A crew of 5 cannot on an Island Class Vessel meet the BC Ferries passenger control requirements while meeting other regulatory requirements in the event that an evacuation is required.

45. A true copy of the Vessel Passenger Control Procedures is attached to this my Affidavit as **Exhibit L.**

46. A true copy of the Fleet Emergency Response Policy Procedures is attached to this my Affidavit as **Exhibit M.**

47. The Vessel Passenger Control Procedures set out the requirements for assisting passengers at two assembly points on deck 2 including assisting disabled passengers, communications, head count, and life jacket distribution.

48. Under the Muster List, **Exhibit A,** there is only one assembly point for passengers and the Engineer and Mate share passenger control duties at this assembly point on Deck 2 while also launching the rescue boat on Deck 4 and conducting a passenger sweep of the vessel in Deck 4

49. The two assembly points are set out on in the BC Ferries safety publication on Island Class Vessels for passengers. A true copy of the Island Class Passenger Safety Card is attached to this my Affidavit as **Exhibit N.**

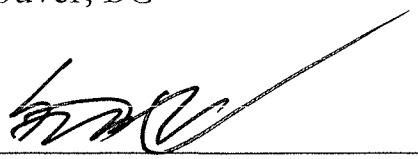
SWORN BEFORE ME at Vancouver, British Columbia on June 22, 2020

Commissioner for taking Affidavits

Dan Kimmerly

VICTORY SQUARE LAW OFFICE LLP
Craig Bavis, Lawyer
Suite 710-777 Hornby Street
Vancouver, BC V6Z 1S4
604-684-8421

This is **Exhibit A** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC



A Commissiner for taking Affidavits within British Columbia

SAFE MANNING DOCUMENT APPLICATION FORM A - CATEGORY 1 VESSEL

Safe Manning Document (SMD) Application for:

- Safety Convention vessel; or
- Vessel with a safety management system.

SECTION 1 VESSEL CONTACT DETAILS

Name of the authorized representative Corrine Storey			
Address 1321 Blanshard Street, Victoria, BC, V8W 0B6			
Mailing address (if different from above) Same as Above			
Name of contact person Darren Johnston			
Phone (250-978-1222)	Mobile (250-516-0775)	Fax	E-mail darren.johnston@bcferries.com

SECTION 2 VESSEL PARTICULARS

Name of the vessel Island Discovery	Port of registry VICTORIA BC	Year built 2019	Official number 842566	IMO number 9831751
Vessel type Passenger	Sub-type Vehicle			

Unusual characteristics, features of the vessel
Double Ended - Diesel Electric Battery Hybrid

Unobstructed all-round view at the conning position

(•) Yes ( ) No

Gross tonnage	Principal dimensions (LOA x B x Draught)	Classification society	Call sign
2277	80.8 x 17.0 x 3.25 m	BV	CFA 2994

Class of voyage

[ ] Unlimited[1] [ ] Near coastal, Class 1[1] [x] Near coastal, Class 2[1] [ ] Sheltered waters[1] [ ] Polar waters[2]

Trading area, length and nature of voyage (if applicable)

Inter-Island ferry service with crossing distances between 1 and 6.5 nautical miles.

Number of passengers	Number of special personnel[3]	Number of industrial personnel[4]	Auto Steering
145 (C license)	0	0	(•) Yes ( ) No

[1] has the same meaning as in section 1 of the *Vessel Certifcate Regulations*

[2] has the same meaning as regulation 1.4 of Chapter XIV of SOLAS

[3] has the same meaning as in chapter 1 of the *Code of Safety for Special Purpose Ships, 2008*

[4] has the same meaning as in paragraph 6 of the IMO Resolution 418(97)

Does emergency steering in the wheelhouse require a person at the wheel?	How many persons are required to perform emergency steering in the steering gear compartment? 12
⦿ Yes ○ No Note: NFU Steering, not a wheel	0

Is the vessel using a type approved electronic chart display and information system (ECDIS)?

⦿ Yes ○ No

Details of internal communication

☑ PA System ☑ Internal phone exchange ☑ Radio ☑ Other (specify): UHF Radios and Repeaters,Talk Backs

Vessel is fitted with self-tension mooring winches?

○ Yes ⦿ No

SECTION 3 MAINTAIN A SAFE RADIO WATCH

External communication	Radio maintenance agreement
○ GMDSS ○ MF/HF ⦿ VHF	○ Onboard ⦿ Shore based

Who is the primary GMDSS operator?

Master

SECTION 4 MAINTAIN A SAFE BRIDGE WATCH AT SEA

Planned deck watch arrangement

○ 2-watch ○ 3-watch ⦿ Day-system ○ Other (specify):

According to the vessel's tonnage, is there a provision of qualified deck or navigational watch officer to ensure that it is not necessary for the master to keep regular watches by adopting a three-watch system?

○ Yes ⦿ No ○ N/A Details: Vessel Tonnage allows the Master to stand a Navigational watch

Will the master undertake a navigational watch? ⦿ Yes ○ No

If affirmative give details

Master and Mate rotate as OOW while underway (see Appendix E, IMO 1047 1.2.1.2)

Will the master be required to undertake the vessel's pilotage? ○ Yes ⦿ No

If affirmative give details

N/A: Pilotage does not apply to a "ferry." Pacific Pilotage Regulations 9(3)(b).

SECTION 5 MAINTAIN A SAFE ENGINEERING WATCH

Planned engine room watch arrangement

○ 2-watch ○ 3-watch ⦿ Day-system ○ Other (specify):

Machinery space is fitted with fire detection?

⦿ Yes ○ No

Canada

SECTION 6 MACHINERY

Propulsion type

Motor	Turbine
Combustion engine - electric motor	

Is the vessel subject to the International Code of Safety for Ship using Gases or Other Low-flashpoint Fuels (IGF Code)?

◯ Yes ◉ No

Propulsive power (kW)[1 & 2]	Is the vessel equipped with high voltage systems above 1,000 volt?	Number of propellers or podded propellers	Fixed or controllable pitch propellers	Number of thrusters
1912 kW	Yes	2	Fixed	Bow: 0 Stern: 0

Auxiliary heating system	Number of main propelling machinery space	If more than one, independent?
Hot Water for HVAC	2	Yes

Engine control room (ECR) location	If not adjacent, number of decks above and specify location
2 ECRs: CCS-E in Technical Space, Deck 1	CCS-B, on Bridge Deck 5 - see Appendix B

Centralized engine control room notation?	Number of machinery spaces
Yes	From Fire Integrity Plan: 4 Machinery spaces; 5 Other Machinery spaces

Is there a valid unattended machinery space (UMS) notation?	Does the Chief Engineer stand a watch or perform designated duties in UMS?
◯ Yes (provide a copy of a valid UMS notation) ◉ No	Yes

All machinery spaces are covered by a bilge alarm system	Engine room watch alarm system	Fire pumps capable of remote control
◉ Yes ◯ No	◉ Yes ◯ No	◉ Yes ◯ No

Does the machinery essential to the safe operation of the vessel have automatic operational features that, while the machinery is in operation, provides fuel to the machinery and lubricates from a supply of lubricant that is sufficient to enable the machinery to operate continuously at full load for a period of at least 24 hours?

◉ Yes ◯ No

SECTION 7 OPERATE AND MAINTAIN IN A SAFE CONDITION MACHINERY SPACES

Who will undertake machinery space cleaning?

Shore-based cleaners or rating

Who will assist in the event of repairs in the engine room?

Rating and/or shore-based Fleet Support technicans and maintenance trades

SECTION 8 MAINTAIN SAFETY IN ALL VESSEL OPERATIONS IN PORT

What cargo handling gear is fitted to the vessel?

N/A

Who undertakes cargo operations?	Who secures cargo?
Vessel crew	Vessel crew

[1] If the propulsion machinery power is de-rated or adjusted downward, documentation covering the new power must be provided with the Application for minimum safe manning.

[2] The propulsive power must be as per the Certificate of Registry or provide explanatory.

Canada

SECTION 9 MEDICAL CARE

Describe medical care provided on board

OFA Level 1 with Transport Endorsement

SECTION 10 HOURS OF WORK AND HOURS OF REST

Give details of the intended work and rest schedule in port and at sea, ensuring that the work arrangements allow for sufficient rest periods to avoid fatigue

At sea

Vessels will be operated in accordance with BCF Fatigue Management Guidelines and WorkSafe BC regulation (see Appendix E, IMO 1047 1.1.11).

Day Vessel

- Daily Service 17 Hours
- 2 x 10 Hour Watches

In port

Not Applicable

- Vessel not staffed overnight
- Security provided by remote OSC Monitoring

SECTION 11 SAFETY EQUIPMENT

Life Saving Equipment (LSE) Regulations

(•) New ship ( ) Existing ship LSE regulation Class: Class III vessel

Means of embarkation (type)

Slide

Height of embarkation deck to the water line

Less than 3 Meters

Number and capacity of each lifeboat (open or closed)

None

Number and capacity of each life raft (inflatable/rigid)

2 x 150 and 2 x 100 inflatable life rafts

Number and capacity of each rescue boat

1 x 5 meter rescue boat 6 person capacity

Canada

Number and capacity of each fast rescue boat

N/A

15

Number and details of the marine evacuation system (MES)

2 x 150 Person MES Systems
2 x 100 Person Overcapacity System (see Appendix B)

Type of launching appliances for all survival crafts

Operator initiated gravity deployed or Float Free

Number of decks accessible to passengers

◉ Allowed 2 ○ Not allowed _____ Car deck and Sun Deck

Number and capacity of each muster station

2 x 225 - see Lifesaving Plan

Structural fire protection in areas of muster station and embarkation station

○ A60 ◉ Other - see Structural Fire Integrity Plan

SECTION 12 OTHERS

Cook

Does the vessel have a cook on board who holds a Ship's Cook certificate? ○ Yes ◉ No ○ N/A

If no, who performs the cooking duties? Day Vessel staff responsible to bring Meals

Security (if applicable)

Which qualified member of the crew is designated "ship security officer"? Master

How many members of the crew have security responsibilities? All crew

Provide a copy of the *Muster List* and the *rescue boat Muster List* required under the ***Fire and Boat Drills Regulations*** taking into account that:

i) there shall be sufficient crew assigned on the *Muster List* to provide the ability to operate the fire-fighting and emergency equipment, and

ii) there shall be sufficient crew assigned on the *Muster List* with the ability to muster and disembark all persons on board.

Unless clearly identified on the Muster List, provide information of the specific duties assigned to each crew member when the general emergency alarm signal or the fire alarm signal is sounded, including:

(1) closing the watertight doors, fire doors, valves, scuppers, side scuttles, skylights, portholes and other similar openings in the vessel;

(2) equipping the survival craft and the other life saving appliances;

(3) ensuring that the radio life saving equipment is placed on board the appropriate survival craft;

(4) preparing and launching the survival craft;

(5) preparing the other life saving appliances;

(6) mustering the passengers;

(7) using the radio communication equipment, including the principal communicator;

(8) performing the duties of fire parties; and

(9) performing any special duties assigned in respect of the use of the fire fighting equipment and installations.

On a vessel that carries passengers, **unless clearly identified** on the *Muster List,* provide information of the specific duties assigned to each crew member and to be performed by them in relation to the passengers during an emergency, including:

(1) warning passengers of the emergency;

(2) ensuring passengers are adequately dressed for protection against exposure and have donned their lifejackets correctly;

(3) assembling passengers at their designated muster stations;

(4) locating and rescuing passengers who are trapped in their staterooms or who are otherwise unaccounted for during an emergency;

(5) keeping order in passageways and on stairways and generally controlling the movements of passengers; and

(6) ensuring that a supply of blankets is taken to the survival craft.

Canada

SECTION 13 PROPOSED MANNING LIST

Grade/Capacity	Certificate - Endorsement - Qualification (STCW)	Number of Persons
Master	Master 3000 ton	1
Chief Mate	OOW	1
Officer in Charge of the Deck or Navigational Watch		
Deck or Navigational Watch Rating	Bridge Watch	1
Deck Rating Able Seafarer Deck		
Chief Engineer	EOOW with Chief Engineer Endorsement (3rd Class)	1
Second Engineer		
Officer in Charge of the Engineering Watch		
Able Seafarer Engine		
Engine-Room Rating		
Electro-Technical Officer		
Electro-Technical Rating		
Rating	MED's	1
Cook		

SECTION 14 ADDITIONAL INFORMATION FOR VESSEL

Certificate of Competency/Proficiency	Number of crew identified in section 13
Person(s) required to hold valid training certificate in Passenger Safety Management	2
Person(s) required to hold valid training certificate in Specialized Passenger Management (Ro-Ro Vessel)	3
Person(s) required to hold a Certificate of Proficiency in Advance Fire-fighting	3

What medical aid qualifications does the person assigned to provide first aid on board hold?

OFA Level 1 with Transport Endorsement

SECTION 15 ADDITIONAL INFORMATION TO SUPPORT THE PROPOSED MANNING

The authorized representative shall provide a proposal that takes into consideration IMO Resolution A.1047(27) when making the following assessments (additional pages should be attached if the space provided is insufficient)

An assessment of the tasks, duties and responsibilities that the vessel's complement must undertake to ensure the vessel's:

a) safe operation;

b) its security;

c) the protection of the marine environment; and

d) plan for dealing with emergency situations.

Refer to Appendix A, page 8.

An assessment of the positions that must be occupied on board the vessel and their number to ensure the vessel's:

a) safe operation;

b) its security;

c) the protection of the marine environment; and

d) plan for dealing with emergency, including the evacuation of passengers.

Refer to Appendix A, page 8.

Evidence that the minimum safe manning level is sufficient to deal with emergency situations, including the evacuation of passengers. 17

See Muster List (Appendix C, attached) or summary Appendix A, page 8.

☑ Documented ISM Safety Management System: BC Ferries complies with the ISM Code, a Document of Compliance certificate has been issued to the company valid until 2022-09-11 (Appendix D, attached). The company SMS is described in the Safety Manual 01.010 BCF Safety Management System. Policy, procedures and operations relevant to IMO 1047 were considered in the determination of safe manning and documented (Appendix E, attached).

☑ Risk Analysis report supporting the proposed manning of the vessel: A risk-based approach was used to determine minimum safe manning for normal and abnormal operations. Workshops were held from June 2019 to January 2020. BCF Risk Management policy ref. Safety Manual article 09.010.

☑ Description of the vessel's automation that could enhance the level of safety: Refer to Appendix B.

☑ Description of the required regulated equipment: Refer to Appendix B.

SECTION 16 SUBMISSION OF PLANS

Plans submitted with this application include

☑ Fire detection and fighting ☑ Fire control plan ☑ Life saving equipment ☑ General arrangement

☐ Other (specify): _____

SECTION 17 DECLARATION

I CERTIFY to the best of my knowledge, the information given by me on this safe manning document application form, including supporting documentation is correct.

I AGREE TO RESPECT THE DETERMINATION MADE BY THE SAFE MANNING TEAM.

Corrine Storey, Vice President & Chief Operating Officer — Print name

3 March 2020 — Date (dd-mm-yyyy)

Signature (owner or authorized representative)

Canada

APPENDIX A - Positions and tasks/roles/responsibilities

a) Safe Operation

A Risk Assessment was conducted to determine minimum safe manning for normal and abnormal operations. Workshops held from June 2019 to January 2020 determined manning levels for routine and emergency operations. Senior Masters and Chief Engineers examined various crew profiles using a tabletop scenario and task analysis spreadsheets (see Appendix F). The crew profiles for Watchkeeping and Docking are provided below with the task roles. Crew profiles for Security Operations, Protection of the Marine Environment and Emergency Situations are described in Sections (b), (c) and (d) below.

Watchkeeping

- Master - Master and Mate rotate as OOW.
- Mate - Master and Mate rotate as OOW.
- Deckhand - Lookout or Quartermaster, relieved at times by the Mate.
- Rating - Duties as required - ship's husbandry, maintenance, check offs as directed.
- Chief Engineer - Engineering Officer of the Watch, supervision of maintenance, administration, engineering routines.

Docking

- Master - On the Bridge - In command & Navigator.
- Mate - On the Bridge - Co-Navigator.
- Deckhand - Reports to the car deck after being relieved when Mate becomes Co-Navigator.
- Rating - Reports to the car deck.
- Chief Engineer - Engineering Officer of the Watch.

b) Security

Bomb Threat

- Master - On the Bridge - In command & Navigator.
- Mate - On the Bridge - Search Coordinator.
- Deckhand - Reports to the Mate - Searches as directed.
- Rating - Reports to Chief Engineer - Searh as directed.
- Chief Engineer - at the CCS, Engine Room - Search Coordinator.

Overnight Security

- Remote OSC monitoring
- CCTV recording
- Automated bildge and machinery sensors

c) Protection of the Marine Environment

Approved SOPEP details response to operational spills and accidents(multiple SOPEP documents attached, Appendix G).

On Deck Fueling and Spill Response

- Master - On the Bridge - In command & navigator.
- Mate - Loading of fuel truck on deck, rigs spill response gear.
- Deckhand - Assists loading of fuel truck and rigging of spill response gear.
- Rating - Assists Chief Engineer and sounds tanks.
- Chief Engineer - In charge on car deck.

d) Plan for dealing with Emergency Situations

A minimum crew profile of 5 is sufficient to deal with all four phases of an emergency response including: Initial Response, Emergency Stations, Prepare Evacuation Stations and Abandon Ship. The plan for these emergency response phases describing the positions required and detailed tasks, roles or responsibilities are documented in the Muster List (refer to Appendix C, attached). These positions and roles are summarized below on page 9 in excerps from the Muster List. Notations in the Muster List are provided below to indicate conformance with specific duties from page 5 above.

Notations

(1) closing the watertight doors, fire doors, valves, scuppers, side scuttles, skylights, portholes and other similar openings in the vessel;
(2) equipping the survival craft and the other life saving appliances;
(3) ensuring that the radio life saving equipment is placed on board the appropriate survival craft;
(4) preparing and launching the survival craft;
(5) preparing the other life saving appliances;
(6) mustering the passengers;
(7) using the radio communication equipment, including the principal communicator;
(8) performing the duties of fire parties; and
(9) performing any special duties assigned in respect of the use of the fire fighting equipment and installations.

(A) warning passengers of the emergency;
(B) ensuring passengers are adequately dressed for protection against exposure and have donned their lifejackets correctly;
(C) assembling passengers at their designated muster stations;
(D) locating and rescuing passengers who are trapped in their staterooms or who are otherwise unaccounted for during an emergency;
(E) keeping order in passageways and on stairways and generally controlling the movements of passengers; and
(F) ensuring that a supply of blankets is taken to the survival craft *(foil blankets are part of survival kit)*.

APPENDIX A - continued

(d) Emergency Situations - continued

Summary of Muster List

Position (Rank) and Tasks, Duties & Responsibilities for each of the four emergency response phases. Notations refer to list on page 8.

Initial Response & Emergency Stations

P/A Announcement, Radio (All Call) — Long Ring on the General Alarm

	EDN	Rank	INITIAL RESPONSE	EMERGENCY STATIONS
CREW	M	• Master	Bridge - In Command, Navigation and External Radio Communication (Notes 7,A)	Bridge - In Command. Navigator, Communicator
	D-01	• Mate	Mate forms IRP. Investigates the nature of emergency and assesses the type of response (Notes 8,9)	In Charge On Scene Emergency Response (Notes 8,9).
	D-02F	• Deckhand	Quarter Master on Bridge Duty	Assist Master on Bridge (assist in clearing sun deck as directed)
	R-01	• Rating	Report to Scene - Assist the Mate	As Directed by the Mate - Assisting the Mate or Sweep Passengers starting on sun deck then lounge (Notes 6,8,9).
	E-01	• Chief Engineer	On the Bridge - Monitors DCS / Internal Comms / CCTV	Bridge - Engineering response. Deploy Fitted System as Required (Notes1,8,9).
C license: Max Complement 150 (5 Crew / 145 Persons)				

Prepare Evacuation & Abandon Ship Plan

7 Short + 1 Prolonged Ring on the General Alarm — Verbal Order by Master

	EDN	Rank	PREPARE EVACUATION STATIONS	Report to	ABANDON SHIP PLAN	Abandon at
CREW	M	• Master	Bridge - In Command. Navigation, Communicator - Secures Vessel for Evacuation	Bridge	Verbal Order to ABANDON SHIP -Secures Bridge, FINAL PASSENGER SWEEP (Notes C,D,E), Accounts for all Pax and Crew, MES Feeder, Counts Passengers	MES
	D-01	• Mate	Takes over I/C Pax Control at Assembly Station. Assigns and Briefs the Rescue Boat Team (Notes B,C).	Assembly Station	I/C MES (Notes B,C,E)	MES
	D-02F	• Deckhand	In Rescue Boat - Coxswain (Notes 2,3,5).	Rescue Boat	In Rescue Boat - Coxswain, assist passenger boarding as required	R/B
	R-01	• Rating	In Rescue Boat - Assist in Boat (Note 2).	Rescue Boat	In Rescue Boat - Assist in Boat (Note 2,3,5,F)	R/B
	E-01	• Chief Engineer	SECONDARY PASSENGER SWEEP (Note C,D,E), Assists PRAs, 1 MES deployed (no link raft required). (Notes 3,4)	MES	MES Feeder, Counts Passengers	MES
C license: Max Complement 150 (5 Crew / 145 Persons)						

This is **Exhibit B** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, British Columbia

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Transport Canada / Transports Canada

Document no. – N° du document: 2020-06445-500 21

MINIMUM SAFE MANNING DOCUMENT
NON-CONVENTION

DOCUMENT CONCERNANT L'EFFECTIF MINIMAL DE LA SÉCURITÉ NE RESSORTISSANT PAS À LA CONVENTION

Issued under the provisions of the ***Canada Shipping Act, 2001***, ***Marine Personnel Regulations***, paragraph 202(3)(b)

Délivré en vertu de la ***Loi de 2001 sur la marine marchande du Canada***, ***Règlement sur le personnel maritime***, de l'alinéa 203(3)b)

Name of vessel / Nom du bâtiment	Port of Registry / Port d'immatriculation	Type of vessel / Type de bâtiment	Official number / Numéro officiel
Island Aurora	Victoria BC	Ro-Ro Passenger Ferry	842567

Gross tonnage / Jauge brute	Propulsive power / Puissance de propulsion	Periodically unattended machinery space / Surveillance non continue de la tranche des machines
2277	1900 kW	○ Yes – Oui ◉ No - Non

Watch arrangement / Système de quart: ○ 2-watch 2-quart ○ 3-watch 3-quart ◉ Day vessel Bâtiment de jour

Number of passengers, if applicable[1] / Nombre de passagers, le cas échéant: 145

[1] A passenger-carrying vessel must have on board a separate Minimum Safe Manning Document for each minimum complement required on the basis of the number of passengers the vessel is authorized to have on board.

[1] Un bâtiment transportant des passagers doit avoir à bord un document concernant l'effectif minimal de sécurité distinct pour chaque effectif minimal exigé par rapport au nombre de passagers que le bâtiment est autorisé à transporter.

Trading area / Description of voyages - Zone d'exploitation / Description des voyages

Near Coastal Voyage, Class 2

No. of personnes / N° de personnes	Grade / Capacity / Rang / Capacité	Certificate / Endorsement / Brevet / Visa
1	Master	Master 3000 Gross Tonnage, Domestic
1	Chief mate	Watchkeeping Mate, Near Coastal
1	Engineer	Third-class Engineer
1	*Deck Rating	Bridge Watch Rating or Able Seafarer
1	Rating	MED with respect to basic safety

Special requirements or conditions, if any – Prescriptions ou conditions spéciales, le cas échéant

Person assigned to provide first-aid on board must hold a valid first-aid certificate.

The master and Authorized Representative of the vessel shall ensure that every person assigned a function on that vessel receives the on-board familiarization and safety training as per the section 205 of the Marine Personnel Regulations.

Limitations on the validity of the document – Conditions de validité du document

*The person assigned as a principal communicator during an emergency must hold at least a Restricted Operator's Certificate (ROC-MC).

Issued at – Délivré à: Vancouver B.C. (Place – Endroit) on – le: 22-05-2020 (dd-mm-yyyy / jj-mm-aaaa)

Date of expiry – Date d'expiration: 21-05-2025 (dd-mm-yyyy / jj-mm-aaaa)

Bhatia

Narinder Bhatia

Marine Safety Inspector – Inspecteur de la Sécurité maritime

TERA-416 Canada

ORIGINAL

(SEAL - CACHET)

Canada

82-0692 (1712-04)

This is **Exhibit C** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

_____

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Transport Canada / Transports Canada

Document no. – N° du document
2020-06444-500

23

MINIMUM SAFE MANNING DOCUMENT
NON-CONVENTION

DOCUMENT CONCERNANT L'EFFECTIF MINIMAL DE LA SÉCURITÉ
NE RESSORTISSANT PAS À LA CONVENTION

Issued under the provisions of the ***Canada Shipping Act, 2001***, ***Marine Personnel Regulations***, paragraph 202(3)(b)

Délivré en vertu de la ***Loi de 2001 sur la marine marchande du Canada***, ***Règlement sur le personnel maritime***, de l'alinéa 203(3)b)

Name of vessel / Nom du bâtiment	Port of Registry / Port d'immatriculation	Type of vessel / Type de bâtiment	Official number / Numéro officiel
Island Discovery	Victoria BC	Ro-Ro Passenger Ferry	842566

Gross tonnage / Jauge brute	Propulsive power / Puissance de propulsion	Periodically unattended machinery space / Surveillance non continue de la tranche des machines
2277	1900 kW	○ Yes – Oui ◉ No - Non

Watch arrangement / Système de quart: ○ 2-watch 2-quart ○ 3-watch 3-quart ◉ Day vessel Bâtiment de jour

Number of passengers, if applicable[1] / Nombre de passagers, le cas échéant: 145

[1] A passenger-carrying vessel must have on board a separate Minimum Safe Manning Document for each minimum complement required on the basis of the number of passengers the vessel is authorized to have on board.

[1] Un bâtiment transportant des passagers doit avoir à bord un document concernant l'effectif minimal de sécurité distinct pour chaque effectif minimal exigé par rapport au nombre de passagers que le bâtiment est autorisé à transporter.

Trading area / Description of voyages - Zone d'exploitation / Description des voyages

Near Coastal Voyage, Class 2

No. of personnes / N° de personnes	Grade / Capacity / Rang / Capacité	Certificate / Endorsement / Brevet / Visa
1	Master	Master 3000 Gross Tonnage, Domestic
1	Chief mate	Watchkeeping Mate, Near Coastal
1	Engineer	Third-class Engineer
1	*Deck Rating	Bridge Watch Rating or Able Seafarer
1	Rating	MED with respect to basic safety

Special requirements or conditions, if any – Prescriptions ou conditions spéciales, le cas échéant

Person assigned to provide first-aid on board must hold a valid first-aid certificate.

The master and Authorized Representative of the vessel shall ensure that every person assigned a function on that vessel receives the on-board familiarization and safety training as per the section 205 of the Marine Personnel Regulations.

Limitations on the validity of the document – Conditions de validité du document

*The person assigned as a principal communicator during an emergency must hold at least a Restricted Operator's Certificate (ROC-MC).

Issued at – Délivré à: Vancouver B.C. (Place – Endroit)

on – le: 22-05-2020 (dd-mm-yyyy / jj-mm-aaaa)

Date of expiry – Date d'expiration: 21-05-2025 (dd-mm-yyyy / jj-mm-aaaa)

Bhatia

Narinder Bhatia

Marine Safety Inspector – Inspecteur de la Sécurité maritime

TCR-416 Canada

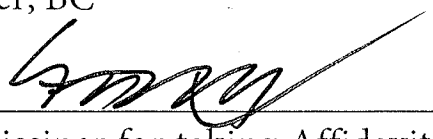
ORIGINAL

(SEAL – CACHET)

82-0692 (1712-04)

Canada

This is **Exhibit D** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC



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Bridge Manning

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.020	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

INTRODUCTION

This article defines the minimum Bridge Manning levels for defined navigational activity and vessel type. This policy meets or exceeds Marine Personnel Regulations and STCW.

POLICY

The minimum bridge manning requirements that shall usually be applied for all vessels are outlined in the table below in Standards. Bridge manning shall be consistent between similar classes of vessels operating on the same route.

The Master shall be on the bridge during Arrivals and Departures.

Increased bridge manning (e.g., extra lookout) should be considered for:

- arrivals
- departures and
- during routine navigation if high traffic density, proximity to navigational hazards or degraded visibility (e.g., darkness and backscatter) is expected to impact bridge team performance.

While the vessel is in the dock and propulsion is in 'Bridge Control' a qualified deck officer shall be on the bridge.

BCF References:	External References:
FOM 07.10.30.050 Navigating In or Near an Area of Restricted Visibility	Marine Personnel Regulations and STCW

Date: June 6, 2020

Bridge Manning

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.020	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

STANDARDS

	Departure	Routine Navigation	Arrival	Critical Navigational Passages or High Traffic Density	Navigation in or Near Restricted Visibility*
Cable Ferry	*Lead Operator or Operator*	*Lead Operator or Operator*	*Lead Operator or Operator Lookout*	*N/A*	*Lead Operator or Operator Lookout*
Minor Vessel <500 tons	*Navigator QM/Lookout*	*Navigator QM/Lookout*	*Navigator Co-Navigator*	*Navigator Co-Navigator*	*Navigator Co-Navigator*
Minor Vessel ≤1000 tons	*Navigator QM/Lookout*	*Navigator QM/Lookout*	*Navigator Co-Navigator*	*Navigator Co-Navigator QM/Lookout*	*Navigator Co-Navigator QM/Lookout*
Minor or Intermediate Vessel >1000 tons	*Navigator QM/Lookout*	*Navigator QM/Lookout*	*Navigator Co-Navigator*	*Navigator Co-Navigator QM/Lookout*	*Navigator Co-Navigator Lookout QM (Required if on Hand Steering)*
Major Vessel ≥3000 tons	*Navigator Co-Navigator Lookout QM*	*Navigator Lookout QM (Required on Hand Steering)*	*Navigator Co-Navigator Lookout QM*	*Navigator Co-Navigator Lookout QM*	*Navigator Co-Navigator Lookout QM (Required if on Hand Steering)*

*For additional requirements (**e.g. additional lookout**), see FOM 07.10.30.050 Navigating In or Near an Area of Restricted Visibility

RECORDS AND COMPLIANCE

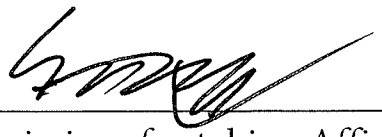
In addition to the minimum manning requirements, any changes to manning requirements for the voyage and weather conditions shall be documented in the Class or Vessel Specific Manuals. These include but are not limited to:

- In the Dock
- Departures
- Routine Navigation
- Arrivals
- Critical Navigational Passages
- Navigation in Restricted Visibility
- Emergency Situations

BCF References:	External References:
FOM 07.10.30.050 Navigating In or Near an Area of Restricted Visibility	Marine Personnel Regulations and STCW

Date: June 6, 2020

This is **Exhibit E** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC



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Bridge Team Roles and Responsibilities

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.010	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

INTRODUCTION

This article defines the roles and responsibilities of the Bridge Team on all vessels.

POLICY

The bridge team must create an environment where the most junior member of the team feels empowered to speak up and question any order they do not understand, believe is detrimental to safe navigation, or is a departure from the established plan.

The foundation of a role-based bridge team is the Navigator and Co-navigator. These are the officers actively conning and monitoring the vessel's progress, including real-time risk management, navigational safety and collision avoidance. The relationship between the Navigator and Co-Navigator is a cooperative partnership working together towards the common goal of safely navigating the vessel. This relationship is not driven by a rank structure.

The principle philosophy is that the Navigator should expect, and demand, that they are questioned and challenged by the Co-Navigator and other members of the team. The Navigator must respond to the challenges in a cooperative, professional and effective manner, and act accordingly, creating an atmosphere of 'challenge & response'. (see also FOM 07.10.40.010 – PACE)

RESPONSIBILITIES

Note: The roles and responsibilities outlined below start with the basic bridge team structure found on a minor vessel. Additional roles are described and are to be added as required based on vessel manning requirements. In order to provide mentoring, build experience and develop skills for less experienced members of a team, some parts of the roles listed below may be assigned to a more junior person, provided that appropriate supervision is maintained and that the responsibilities can be resumed at short notice by the qualified person who is assigned the role in accordance with the vessel's manning list.

Officer of the Watch

The Officer of the Watch (OOW), as the senior officer in the bridge team, is responsible and accountable to the Master for the safe conduct of the vessel, bridge administration and the management of the bridge team. The OOW continues to be responsible for the safe navigation of the ship despite the presence of the master on the bridge, until informed specifically that the master has assumed that responsibility and this is mutually understood. The OOW must hold a valid vessel/route clearance. The OOW is normally the Navigator. When this is not the case, this must be clearly stated and understood by all bridge team members.

Navigator

The Navigator role may be performed by the Master, any Officer assigned to the watch (or a familiarizing officer acting as Navigator under the supervision of the OOW). On a Cable Ferry, this role is performed by a Lead Operator or Operator.

BCF References:	External References:
	Marine Personnel Regulations (SOR/2007-115) STCW

Date: June 6, 2020

Bridge Team Roles and Responsibilities

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.010	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

The Navigator is responsible for the following tasks:

- The conn of vessel;
- Verifies all steering and propulsion orders; confirms all orders are implemented correctly and have the desired effect (including monitoring the helm indicator and the Rate of Turn indicator)
- Ensures that all navigational tools are correctly set up;
- Use of propulsion and steering including hand steering or Autopilot;
- Monitors the execution of the passage plan, identifies navigational hazards and checks the ship's position using all available navigation tools and equipment including visual and blind navigation techniques;
- Monitors vessel traffic, and takes early and effective actions to avoid close quarter situations;
- Is responsible for all internal and external communications, delegating whenever possible;
- Ensures checklists are completed;
- Uses the PACE model of graded assertiveness to challenge the team in a cooperative, professional and effective manner, creating an atmosphere of 'challenge & response'. (see also FOM 07.10.40.010 – PACE); and
- Actively engages the bridge team to ensure a shared mental model (ie.:"Thinking out loud" and briefings/debriefings).

Lookout

A lookout shall be any member of the deck department during normal operations; no other duties shall be undertaken or assigned which could interfere with the keeping of a proper lookout (Reference STCW). The Lookout is responsible for the following tasks:

- Is required to give his/her uninterrupted attention at all times to the ship's navigation in order to inform the Navigator about other vessels, debris, floating objects or any other concerns;
- Position themselves to best monitor and report navigational hazards. With due regard to the size of the bridge a lookout will usually move around to maintain full situational awareness;
- Maintains a situational awareness of bridge operations including planned course alterations and speed adjustments;
- As a member of the Bridge Team, question or request clarification using the PACE model of graded assertiveness for any concern or developing situation;
- Reports and receives acknowledgement, for visual sightings and sound signals; and
- Remains as Lookout until relieved of their responsibilities. Upon being relieved or stood down, shall provide all relevant information to their relief or the OOW.
- For vessels of at least 500 GT a Lookout shall have at a minimum:
  - an able seafarer certificate or
  - a bridge watch rating certificate.

Quartermaster

The QM shall be familiar with all of the vessel's steering systems (including the use of the autopilot) and is responsible for the following tasks:

BCF References:	External References: Marine Personnel Regulations (SOR/2007-115) STCW

Bridge Team Roles and Responsibilities

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.010	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

- Steers the vessel when hand steering is required, keeping the Navigator apprised of any steering concerns;
- Maintains familiarity with the use of the autopilot and verifies transfer between modes of steering;
- Maintains situational awareness with respect to geographical names, local conditions and ship's speed/heading;
- Shall be aware of the bridge team structure;
- As a member of the Bridge Team, question or request clarification using the PACE model of graded assertiveness for any concern or developing situation; and
- Supports the Navigator as required when a Co-Navigator is not part of the bridge team.

Co-Navigator

The Co-Navigator role may be performed by the Master, any Deck Officer assigned to the watch, or a trainee officer under supervision. On a Cable Ferry, this role is performed by a Lead Operator or Operator. The Co-Navigator supports the Navigator by performing the follow tasks:

- Maintains situational awareness and is capable of assuming the Navigator role without a hand over;
- Monitors the Navigator, the execution of the passage plan, and the ship's position, using all available navigation tools, equipment, visual and blind navigation techniques;
- Monitors vessel traffic and recommends action to the Navigator;
- Monitors all steering and propulsion orders; confirms all orders are implemented correctly and have the desired effect (including monitoring the helm indicator and the Rate of Turn indicator);
- As a member of the Bridge Team, question or request clarification using the PACE model of graded assertiveness for any concern or developing situation;
- Acknowledges and reports on any alarms received;
- Supports the Navigator with internal/external communications;
- Supports the Navigator by conducting check lists; and
- Maintains bridge records.

Monitor

At the Master's discretion, and if the bridge team composition permits, a Monitor shall be considered for critical navigational passages, high traffic density, when operating in or near an area of restricted visibility, or at any other time deemed necessary. The role of the Monitor shall be performed by Master or the Chief Mate ~~OOW~~.

> Note: If the Master is the Monitor on a regular basis, the Master would seldom drive the ship as the Navigator. For this reason, the Master may appoint the Chief Mate to act as the Monitor when one is determined necessary

The Monitor is responsible for the following tasks:

- Maintains an overview of all bridge operations;

BCF References:	External References: Marine Personnel Regulations (SOR/2007-115) STCW

Date: June 6, 2020

Bridge Team Roles and Responsibilities

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.010	Bridge Team Management	Bridge Teams	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

- Maintains situational awareness and has the authority to assume the Navigator or Co-Navigator role without a hand-over or checklist;
- Uses the PACE model of graded assertiveness to challenge the team in a cooperative, professional and effective manner, creating an atmosphere of challenge & response;
- Should avoid doing other tasks except those that directly relate to supervising, managing or controlling the watch;
- Shall immediately take over the conn:
  - whenever the capability or competence of the Navigator has been exceeded;
  - when required by the circumstances in order to avoid collision, grounding or other events that would cause harm to the vessel, crew or passengers; and
  - at the Master's discretion
- During blind pilotage/restricted visibility exercises, takes responsibility as the safety monitor (see FOM 07.10.30.050 – Navigating in or Near an Area of Restricted Visibility)

Bridge Team Assistant

Where onboard resources permit, the Master or the OOW may assign an additional officer or experienced rating to the role of Bridge Team Assistant who may assist the Navigator or Co-Navigator with the following tasks:

- Maintains the bridge record keeping and checklists;
- Identifies and reports alarms outside of the immediate conning station;
- Performs internal and external communications;
- As a member of the Bridge Team, question or request clarification using the PACE model of graded assertiveness for any concern or developing situation; and
- Completes any additional tasks as assigned.

BCF References:	External References: Marine Personnel Regulations (SOR/2007-115) STCW

Date: June 6, 2020

This is **Exhibit F** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

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Vessel Status

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.10.20.030	Bridge Team Management	All Departments	Sr. Manager Nav Standards	Ex. Dir. Fleet Operations

INTRODUCTION

This policy provides guidelines to the bridge team for setting the appropriate vessel status level.

POLICY

Bridge Teams shall utilize Vessel Status Red in order to maintain the appropriate level of situational awareness during:

- Departures
- Arrivals
- Critical Navigational Passages
- Navigation in Restricted Visibility
- Emergency Situations

DEFINITIONS

- Vessel Status Red (Red Zone) – heightened vigilance during critical operations.
- Vessel Status green (Green Zone) – normal vigilance during routine operations.

PROCEDURES

Using a risk based approach the OOW or Master shall at any time consider a change to Vessel Status Red for any situation they deem necessary. This may include but is not limited to:

- Navigation in proximity to hazards
- Adverse meteorological and/or tidal conditions
- Equipment malfunction
- High Traffic density
- Training/Exercises
- Search and Rescue operations
- Emergency Situations

All crew shall be advised of the change in Vessel Status using UHF radio or other appropriate means.

Vessel Status Red

- Communication on the vessels radios and phones shall be limited to emergency and safety related matters
- Visitors to the bridge shall be restricted to those conducting audits and those with prior Master's approval.
- Visitors shall be briefed on the need for silence on the bridge

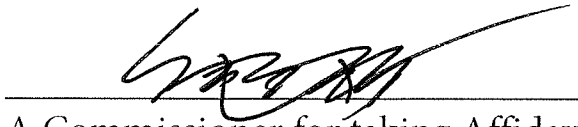
RECORDS AND COMPLIANCE

VSMs shall indicate those segments of the voyage where Vessel Status Red shall be applied based on workload and hazards.

BCF References:	External References:
BCF Operations Policy – Status Red	ICS Bridge Procedures Guide

Date: June 6, 2020

This is **Exhibit G** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, British Columbia



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Bridge Resource Management

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.01.04.050	Bridge Procedures	Vessel Crew	Sr. Master	Marine Supt.

Introduction (*background and objectives)*

NEW ARTICLE

See Bridge resource management articles in Fleet Operations Manual (FOM) articles 07.10.20.010 Bridge Team Roles and Responsibilities, and 07.10.40.010 Bridge Team Communications.

Bridge Team (Resource) Management (BRM) on Island Class Vessels

It should be noted that on Island Class vessels the normal underway composition of the Bridge team will consist of the Navigator/Officer of the Watch (OOW) and a Lookout (two person Bridge manning).

When approaching a dock, navigating in a narrow passage, navigating in restricted visibility and any other circumstance that warrants heightened vigilance, the Bridge team shall consist of the Navigator, a Lookout/Helmsperson and a Monitor (three person Bridge manning).

On departure the Bridge team shall consist of a Navigator and Lookout/Helmsperson. On departure in restricted visibility the departure shall be delayed until the Bridge team of a Navigator, Lookout/Helmsperson and Monitor is assembled, situationally aware and a common understanding, and acceptance, of the departure plan is achieved.

In all other respects the BRM policies as per the FOM should be complied with.

BCF References:	External References:
FOM 07.10.20.010 Bridge Team Roles and Responsibilities	TP4330E

Date: June 7, 2020

This is **Exhibit H** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

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Emergency Response Teams

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.100	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Introduction (*background and objectives)*
Overview of response teams.

The shipboard command structure is organized and trained to reflect the Incident Command System (ICS). Emergency response teams will be set up to combat any emergency that arises. Three main teams will be set up with responsibility for the following functions:

Bridge - Master:
The Master is in overall command on the vessel, coordinating the emergency response actions. He is responsible for the safety of the passengers and crew, and has overall responsibility for pollution prevention and clean up.

Engine Room Team - Chief Engineer and ERA:
The Chief Engineer is in charge of the technical response for any emergencies, i.e. damage control, emergency power, temporary repairs. The Chief Engineer is responsible for providing the Master with technical support and advice.

Passenger Control Team - Ratings:
Responsible for coordinating passenger evacuation, in support of the Mate, through crowd control, keeping passengers informed, issuing lifejackets, clearing passengers from area of incident, etc.

Emergency Response Team - Mate and Ratings:
Responsible for coordinating on-scene response (except for machinery space emergencies) and for coordinating and directing crew members during vessel evacuation.

BCF References:	External References:

Date: June 7, 2020

This is **Exhibit I** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

A Commissiner for taking Affidavits within British Columbia

Rescue Boat Operations

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.50.090	Deck Department Operational Standards	All Department Employees	Sr. Manager Seamanship	Ex. Dir. Fleet Ops

INTRODUCTION

This policy describes the safe operation of rescue boats in support of crew proficiency, training, equipment maintenance and SOP requirements.

POLICY

Roles

The Rescue Boat team shall consist of four roles:

1. In-Charge
2. Coxswain
3. Assist in Boat
4. Davit Operator

The Chief Officer, Mate or BSC Operator shall conduct a watch safety briefing and assign crew to take the roles of In-Charge, Coxswain, Assist in Boat and Davit Operator with due regard to their training and experience. The safety briefing shall be recorded in the Ship's Log Book.

The Chief Officer, Mate or BSC Operator shall ensure that the Coxswain has completed the Rescue/Shepherd Boat Operations (RSBO) Course prior to sailing. If the Coxswain does not have the RSBO then they must have completed a Fast Rescue Craft course or equivalent.

An OFA shall be available for rescue boat operations including drills.

In-Charge

- As the Safety Monitor, the In-Charge shall always supervise the rescue boat launch and recovery
- Except in an evacuation, the In-Charge shall always be an officer (or a BSC Operator)

Note: Where, due to crew limitations, the In-Charge may also need to take on an additional role (e.g. Davit Operator) authorisation must be given in writing by the Marine Superintendent.

The detailed procedures and responsibilities of the team are described in Appendix A.

Safety Restrictions

The following safety restrictions remain in effect until further notice:

- Launch/recovery drills shall continue to be conducted without crew in the boat with the exception of the Fleet Maintenance Unit training site.

BCF References:	External References:
BCF Rescue/Shepherd Boat Operator's Course FOM 07.50.090A Rescue Boat Checklists and Procedures FOM 07.50.090B Quick Reference Guide FOM 07.50.090C Authorization Form FMS V2.03.0220 Engineering Changes FMS V2 03.9220 FMS V2 03.9240 FOM 07.30.122 Small Fuel Spills on Deck	CSA 2001 LSA Code 2017

Date: June 6, 2020

Rescue Boat Operations

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.50.090	Deck Department Operational Standards	All Department Employees	Sr. Manager Seamanship	Ex. Dir. Fleet Ops

- The rescue boat may be operated on the water for proficiency training providing the Marine Superintendent has authorized a launch to water level. Crew shall be standing by in another boat (such as a terminal support boat) as a means of entering the rescue boat. Prior to recovery, hooks shall be inspected by the Coxswain.
- Other than for marine emergencies such as man-over-board, search and rescue or an evacuation, no personnel shall be in a rescue boat when lowering and/or raising.
- For an unmanned rescue boat recovery, the Coxswain must visually inspect the release hook and insure the pin is in. Where applicable, the release handle must be moved back to the closed position and secured with the safety pin.

DEFINITIONS

- **Safety Monitor -** The role of the Safety Monitor is to ensure that the work activity in the Control Zone is performed in accordance with the fall protection plan and in a manner that minimizes the potential for a worker to fall. A Safety Monitor will:
  - Be present at all times when a worker is in the Control Zone (unless routine maintenance is being carried out and any worker within the Control Zone is wearing Fall Restraint)
  - Have complete authority over the launch and recovery of the rescue boat as it relates to the prevention of falls
  - Engage in no other duties while acting as the Safety Monitor except the operation of the davit directly controlling the boat (See Note #1 above)
  - Be positioned to have a clear and continuous view of the work
  - Be able to have normal voice communication with the workers being protected
  - Monitor no more than one rescue boat at a time
  - Must be wearing a high visibility safety vest in order to be instantly distinguishable from other workers.
- **Control Zone -** means the painted yellow hash mark area between an unguarded edge of a vessel, building or structure and a safe distance of at least 2 metres (6.5 feet) - see Safety Manual 07.06.050 Fall Protection.
- **Descent Control System (DCS) –** The DCS is an auto-belaying safety system used during rescue boat launching and recovery that provides the user with a controlled descent in the unforeseen event of a fall from height. The DCS is only to be used during rescue boat launching and recovery and must follow the DCS procedures and inspection checklists.

PROCEDURES

BCF References:	External References:
BCF Rescue/Shepherd Boat Operator's Course FOM 07.50.090A Rescue Boat Checklists and Procedures FOM 07.50.090B Quick Reference Guide FOM 07.50.090C Authorization Form FMS V2.03.0220 Engineering Changes FMS V2 03.9220 FMS V2 03.9240 FOM 07.30.122 Small Fuel Spills on Deck	CSA 2001 LSA Code 2017

Date: June 6, 2020

Rescue Boat Operations

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.50.090	Deck Department Operational Standards	All Department Employees	Sr. Manager Seamanship	Ex. Dir. Fleet Ops

The In-Charge and the Rescue Boat team shall follow the local procedures and checklists in the VSM based on FOM 07.50.090 Appendix A and B as well as the Rescue Boat Support Team Visits Memo of September 25 2018.

Prior to responding to a marine emergency, or as part of a drill, the In-Charge shall complete a safety briefing which includes the key steps in the vessel's Launch and Recovery procedures.

The In-Charge shall go through the vessel's Pre-Launch Checklist and the vessel's In the Boat Checklist with the Coxswain using closed-loop communication.

Closed Loop communication must be used for key action steps in the launch and recovery sequence including:

- Bridge, Rescue Boat Station #__, checklists and briefing complete, request permission to launch
- Ready to raise the boat
- Raising the boat
- Ready to slew/luff
- Luffing/Slewing out
- Ready to be lowered
- Lower to the water
- Free and clear
- Pin in - Ready to be raised
- Raise the boat
- Luffing/Slewing in
- Lower to the cradle

All rescue boats, whilst in the stowed position on their davits, are classed as a fall protection zone. Whenever the rescue boat is launched and recovered, crew members inside the rescue boat shall wear anti-exposure suits, PFD/Harnesses, head protection and be secured to the DCS (if fitted).

MAINTENANCE

Any damage, deficiency or alteration to the OEM configuration of a rescue boat or associated equipment shall be reported immediately to the Chief Officer (OOW on live-aboard vessels) who will review the damage, deficiency or modification and advise the Chief Engineer (EOOW on live-aboard vessels) and raise a work request in the maintenance management program. **No configuration changes are authorized without following the FMS change request process (FMS Article V2.03.0220 Engineering Changes).**

BCF References:	External References:
BCF Rescue/Shepherd Boat Operator's Course FOM 07.50.090A Rescue Boat Checklists and Procedures FOM 07.50.090B Quick Reference Guide FOM 07.50.090C Authorization Form FMS V2.03.0220 Engineering Changes FMS V2 03.9220 FMS V2 03.9240 FOM 07.30.122 Small Fuel Spills on Deck	CSA 2001 LSA Code 2017

Date: June 6, 2020

Rescue Boat Operations

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.50.090	Deck Department Operational Standards	All Department Employees	Sr. Manager Seamanship	Ex. Dir. Fleet Ops

Maintenance routines shall follow a vessel specific checklist. The maintenance routines shall be in accordance with OEM requirements and Fleet Maintenance Standards V2.03.9240. External service technicians and contractors shall provide a written record of the condition of davits and boats in the service reports.

Inspection

Rescue boat and davit inspection routines shall be documented in the VSM in 08.02.02.010E – *Appendix E – Rescue or Support Boat [Inspection] Checklist* or similar article and include the following:

- A daily inspection, as per the VSM daily inspection checklist and in accordance with FOM 10.20.10.070
- On a monthly basis, the ship's crew shall examine the rescue boat hull and deck for holes, cracking, seam separation or bulging of the hull.
- During raising and lowering of the boats, without crew, monitor the normal trim and any changes shall be investigated. Open the transom and right-assist plug checking for water.
- Ensure that the painter is adjusted to the correct length such that when the boat is in the water it is directly underneath the davit and does not come tight while raising the boat.
- Clearances between the boat, engine, deck, davit, controls to enable safe operation.
- If fitted, daily and monthly rescue boat checks shall include inspections of the DCS and its components as per OEM requirements.

All rescue boat servicing will include weighing the boat in the operating condition without crew on board. Senior Masters shall verify the weight is included on the service report and note any changes from previous years. On completion of the servicing the Senior Master shall confirm that the weight of the boat and crew, using 85 kg per person, is within the SWL of the davit for the full boat stated compliment and that this is marked on the boat and the davit.

TRAINING

- It is the objective of Fleet Operations that all seagoing deck crew complete the BCF Rescue/Shepherd Boat Operations Course or equivalent training approved by Transport Canada
- The Coxswain shall have completed the BCF Rescue/Shepherd Boat Operations Course
- The BSC Operator In Charge shall also have completed the BCF Rescue/Shepherd Boat Operations Course
- At least one crew member in each rescue boat shall have a radio operator's certificate, which shall be at least a Radio Operator's Certificate – Maritime (ROC-M)

BCF References:	External References:
BCF Rescue/Shepherd Boat Operator's Course FOM 07.50.090A Rescue Boat Checklists and Procedures FOM 07.50.090B Quick Reference Guide FOM 07.50.090C Authorization Form FMS V2.03.0220 Engineering Changes FMS V2 03.9220 FMS V2 03.9240 FOM 07.30.122 Small Fuel Spills on Deck	CSA 2001 LSA Code 2017

Date: June 6, 2020

Rescue Boat Operations

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
07.50.090	Deck Department Operational Standards	All Department Employees	Sr. Manager Seamanship	Ex. Dir. Fleet Ops

Training at FMU Richmond

Operational Training shall ensure that a daily operational briefing for all Operational Training RIB activities be completed prior to daily training. The briefing shall cover:

- RIB/shore radio communications protocols for "check in/check out" and emergency responses
- RIB passage plan, intended areas of operation and estimated timeline of activities
- A list of BCF employees participating in Operational Training
- Primary and secondary Operational Training contacts and an FMU contact

RECORDS AND COMPLIANCE

Senior Masters shall develop safe and efficient procedures and checklists that are consistent by class of vessel and included in the VSM that include, but are not limited to:

- Rescue Boat Checklists and Procedures (Appendix A)
- Operating procedures and a quick reference guide with pictures (e.g., Appendix B)

It is recommended that vessel specific Rescue Boat Checklists and Procedures be laminated and posted.

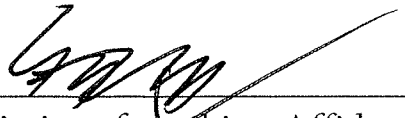
Each Launch and Recovery drill or event shall be recorded in a crew's MED book.

Each vessel is responsible for tracking and recording each launch in order to fulfill davits maintenance requirements as per FMS V2.03.9920 and V2.03.9240.

BCF References:	External References:
BCF Rescue/Shepherd Boat Operator's Course FOM 07.50.090A Rescue Boat Checklists and Procedures FOM 07.50.090B Quick Reference Guide FOM 07.50.090C Authorization Form FMS V2.03.0220 Engineering Changes FMS V2 03.9220 FMS V2 03.9240 FOM 07.30.122 Small Fuel Spills on Deck	CSA 2001 LSA Code 2017

Date: June 6, 2020

This is **Exhibit J** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC



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Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Introduction

NEW ARTICLE

This article describes the safe operation of rescue boats in support of crew proficiency, training, equipment maintenance and SOP requirements.

POLICY

This policy will discuss the procedure for launching of the rescue boat in 3 different circumstances:

1. Non-Emergency Training Launch.
2. Emergency – MOB Launch.
3. Emergency – Abandon Ship/Evacuation Launch.

- **The procedure for a "Non-Emergency Training Launch" and an "Emergency – MOB Launch" will have the same procedural steps, but during an "Emergency – MOB Launch" the OFA will be assigned to the role of Assist in Boat.**
- **Although not formalised at this time – the deck 2 door below the rescue boat is to be used for crew entering and leaving the boat. Crew are not to be in the boat between the level of deck 4 and deck 2.**

The Mate shall assign crew to the roles of Coxswain and Assist with due regard to their training and experience.

The Mate shall ensure that the Coxswain has completed the Rescue/Shepherd Boat Operations (RSBO) course prior to sailing. If the Coxswain does not have the RSBO then they must have completed a Fast Rescue Craft course or equivalent.

The safety briefing conducted prior to launching of the rescue boat shall be recorded in the ship's logbook or on specific documentation provided for this operation.

In-Charge

- The In-Charge shall always supervise the rescue boat launch and recovery.
- The In-Charge shall always be an Officer.

During an Emergency – Abandon Ship/Evacuation Launch, the In-Charge will take on the additional role of Davit Operator. This authorisation has been given by the Marine Superintendent.

The detailed procedures and responsibilities of the rescue boat launch team are described in Appendix A.

BCF References:	External References:

Date: June 7, 2020

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Non-Emergency Training and Emergency – MOB Launch

Roles

The rescue boat launch team shall consist of four persons:

1. In-Charge.
2. Coxswain.
3. Assist in Boat.
4. Davit Operator.

The detailed procedures and responsibilities of the team are described in Appendix A.

Emergency – Abandon Ship/Evacuation Launch

Roles

The rescue boat launch team shall consist of three persons:

1. In-Charge/Davit Operator.
2. Coxswain.
3. Assist in Boat.

The detailed procedures and responsibilities of the team are described in Appendix A.

DEFINITIONS

- **Stand-by Condition** – The default stand-by condition of the davit is for normal operations, for which the emergency system/isolation valve is normally kept closed.
- **Davit Operator Launch** – The davit is operated with the use of a davit operator, using the hand-held remote control.
- **Self-Launch** – The davit is operated by the coxswain from the rescue boat, using the luffing handle and brake line. (Note: the OEM manual refers to this type of launch operation as emergency operation in a dead-ship condition.)
- **Emergency System/Isolation Valve** – The valve that must be opened for Self-Launch operations.
- **Dead-Ship Condition** – This is when there is no power to the davit. Recovery of the rescue boat in this condition is shown in the OEM manual. This method is not a standard operating procedure and should only be used for exceptional circumstances.

RESPONSIBILITIES

- The In-Charge is responsible for every step of the rescue boat launch and recovery sequence and must stop the sequence in the event of any equipment failure or procedural error.
- At any step, any person that notices a safety issue can stop the operation verbally "STOP, STOP, STOP, Stop the Launch". This order may be supplemented with hand signals, radio communications, or any available means.

BCF References:	External References:

Date: June 7, 2020

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Personal Protective Equipment (PPE)

In-Charge and Davit Operator

The In-charge and the Davit Operator shall wear lifejackets during rescue boat operations.

Rescue Boat Crew (Coxswain and Assist in Boat)

Rescue boat crew shall wear an anti-exposure suit with a lifejacket, and a rescue boat helmet equipped with a chin strap. The chin strap shall be secured at all times when in the boat. Regular gloves, neoprene gloves and goggles are also available for the Coxswain and other crew members.

Non-Emergency Training and Emergency – Mob Launch

Pre-Launch Procedures

1. Clear away the boat.
2. Prepare for launch style: Davit Operator launch.
3. Complete both pre-launch "At the Station" and "In the Boat" checklists contained in VSM 08.01.180A.
4. Conduct pre-launch briefing prior to requesting permission to launch. An aide memoir for the briefing is listed below:
    a) Purpose of launch.
    b) Confirm roles.
    c) Location/Nature of the emergency.
    d) Number of persons in distress.
    e) Max persons in boat for recovery or alternate recovery plan.
    f) Plan including over side assessment, sea state, wind, navigational hazards, traffic, and any other concerns.
    g) If rafts need to be towed or repositioned, discuss process.
    h) Questions/Additional information.

Launch Procedures – Non-Emergency Training and Emergency – MOB Launch

1. In-Charge requests permission to launch boat, confirming with Bridge that briefing and the pre-launch "At the Station" and "In the Boat" checklists are complete. *"Bridge, rescue boat station, checklists and briefing complete, request permission to launch".*
2. In-Charge does a complete over side assessment – including ships speed, position, and lee. (This is a continuous assessment).
3. The In-Charge (D-01) instructs the Assist in Boat (D-03 or D-04) to proceed to and the open the pilot door on deck 2.
4. The Assist in Boat (D-03 or D-04) responds via portable radio with closed loop once the pilot door is open.
5. The Davit Operator (E-02), disengage emergency stop button.
6. Davit Operator (E-02) luffs out boat. *"Luffing the boat".*
7. Luffing is paused after boat is clear of chocks.
8. The Coxswain (D-02) tends the painter to balance boat.
9. Luffing is continued until davit fully luffed.

BCF References:	External References:
Date: June 7, 2020	

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

10. Davit Operator (E-02) reports boat is ready to be lowered. *"Ready to be lowered to Deck 2".*
11. Davit Operator (E-02) lowers the boat. *"Lower to Deck 2".*
12. Coxswain (D-02) uses the painter to maintain the boats position during descent.
13. When the boat is nearing the deck 2 level, the Assist in Boat (D-03 or D-04) calls to stop lowering of the boat. The Assist in Boat (D-03 or D-04) relays instructions via the In-Charge (D-01) to the Davit Operator (E-02) to adjust the rescue boat to the correct level at deck 2.
14. Once the rescue boat is at the correct level at deck 2 level, In-Charge (D-01) and the Coxswain (D-02) proceed to the pilot door on deck 2.
15. The rescue boat in to be bowsed in and secured. Procedure to be developed.
16. After the In-Charge confirm the boat is safe to enter, the Coxswain and Assist in Boat board the rescue boat.
17. The bowsing is released and confirmed clear.
18. Coxswain (D-02) reports boat is ready to be lowered. *"Ready to be lowered".*
19. Davit Operator (E-02) lowers the boat. *"Lower to the water".*
20. Coxswain (D-02)/Assist in Boat (D-03 or D-04) releases the hook.
21. Coxswain (D-02) attaches kill switch lanyard to themselves.
22. Coxswain (D-02) maneuvers the boat away from ship.
23. Coxswain (D-02) orders release of painter line.
24. Rescue boat crew informs Bridge that the boat is away from the ship. *"Free and clear".*
25. Davit Operator (E-02) retrieves painter from the water.

Pre-Recovery Procedures (Ship Side)

1. In-Charge prepares station for recovery:
   - Power available; davit fully luffed out; sufficient lighting.
   - Shipboard crew standing by in roles and positions (In-Charge (D-01), Davit Operator (E-02)).
   - In-Charge (D-01) to establish communications with the Bridge to confirm ready to receive boat. The In-Charge to be at the pilot door.

Recovery Procedures

1. Rescue boat crew request permission from Bridge to come alongside.
2. Master gives clearance for rescue boat to approach.
3. Boat crew approaches the ship from abeam to 45 degrees abaft the beam.
4. Davit Operator (E-02) lowers painter to the water.
5. Rescue boat crew retrieve painter and secure.
6. Coxswain (D-02) goes astern, once painter attached, and maneuvers the boat under the hook.
7. Coxswain (D-02) has the Assist in Boat (D-03 or D-04) rebuild the hook and connect to the bridle.
8. Coxswain (D-02) maintains astern propulsion and orders the slack in the lifting bridle to be taken up.
9. Coxswain (D-02) visually inspects the hook for proper assembly; ensuring the pin is in.
10. Coxswain (D-02) gives order to raise clear of water. *"Pin in – ready to be raised".*
11. The engine is turned off as the engine leaves the water and kill lanyard removed.

BCF References:	External References:

Date: June 7, 2020

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

12. Rescue boat crew completes the recovery checklist and confirm with In-Charge (D-01).
13. Coxswain (D-02) ensures boat crew seated out board.
14. Coxswain (D-02) orders boat to be raised. *"Raise the boat"*.
15. Davit Operator (E-02) stops raising at the deck 2 height and confirms with Coxswain and the In-Charge.
16. The rescue boat is bowed and secured or luffed in.
17. Once the In-Charge is satisfied the rescue boat is secure, the Coxswain and Assist in Boat exit the rescue boat via the pilot door.
18. The Assist in Boat releases the bowsing/securing gear.
19. The In-Charge instructs the Davit Operator to luff out, raises the rescue boat, and return it to the stowed position.
20. The In-Charge instructs the Assist in Boat to secure the pilot door, once the door is secure the Assist in Boat proceeds to deck 4.
21. After the In-Charge confirms the pilot door is secure, proceeds to deck 4.
22. The Coxswain assists as required with the recovery then proceeds back to deck 4.
23. The Davit Operator confirms with the In-Charge once the rescue boat has been recovered returned to the stowed positon.
24. In-Charge confirms with the Bridge that the boat is back on board and secure. *"Rescue boat #__ inboard, secure in the cradle, ship is free to maneuver"*.
25. In-Charge and Coxswain inspect rescue boat, davit, hook and embarkation area for operational readiness.
26. In-Charge to confirm with Bridge that station is secure.
27. Boat crew complete full standard weekly inspection procedure (using fall protection as per normal operations) and confirm with the Bridge when inspection complete.

Emergency Abandon Ship/Evacuation Launch

Pre-Launch Procedures

1. Clear away the boat.
2. Prepare for launch style: Davit Operator launch.
3. Complete both pre-launch "At the Station" and "In the Boat" checklists contained in VSM 08.01.180A.
4. Conduct pre-launch briefing prior to requesting permission to launch. An aide memoir for the briefing is listed below:
    a) Purpose of launch.
    b) Confirm roles.
    c) Location/Nature of the emergency.
    d) Number of persons in distress.
    e) Max persons in boat for recovery or alternate recovery plan.
    f) Plan including over side assessment, sea state, wind, navigational hazards, traffic, and any other concerns.
    g) If rafts need to be towed or repositioned, discuss process.
    h) Questions/Additional information.

BCF References:	External References:
Date: June 7, 2020	

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Launch Procedures – Emergency Abandon Ship/Evacuation Launch

1. In-Charge requests permission to launch boat, confirming with Bridge that briefing and the pre-launch "At the Station" and "In the Boat" checklists are complete. *"Bridge, Rescue Boat Station, checklists and briefing complete, request permission to launch".*
2. In-Charge does a complete over side assessment – Including ships speed, position, and lee. (This is a continuous assessment).
3. Coxswain confirms Assist in Boat is ready and ensures boat crew are seated outboard.
4. Coxswain orders boat luffed out. *"Ready to luff the boat".*
5. The In-Charge/Davit Operator, disengage emergency stop button.
6. The In-Charge/Davit Operator luffs out boat. *"Luffing the boat".*
7. Luffing is paused after boat is clear of chocks.
8. Coxswain adjusts position to balance boat.
9. Luffing is continued until davit fully luffed.
10. Coxswain reports boat is ready to be lowered. *"Ready to be lowered"*
11. In-Charge/Davit Operator lowers the boat. *"Lower to the water".*
12. Assist in Boat tends the painter to maintain the boats position during descent.
13. When the boat is waterborne, the Coxswain starts engine, goes astern on painter and maintains the boat position perpendicular under falls.
14. Coxswain/Assist in Boat releases the hook.
15. Coxswain attaches kill switch lanyard to themselves.
16. Coxswain maneuvers the boat away from ship.
17. Coxswain orders release of painter line.
18. Boat crew informs Bridge that the boat is away from the ship. *"Free and clear".*
19. Person assigned retrieves the painter away to ensure it does not foul boats or rafts in the water.

This procedure is for **Emergency – Abandon Ship/Evacuation Launch**. There is no recovery procedure written, as there will be no intention to come back to the ship.

BCF References:	External References:
Date: June 7, 2020	

Launch and Recovery of Rescue and Shepherd Boats

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.180	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

MAINTENANCE

Any damage, deficiency or alteration to the OEM configuration of a rescue boat or associated equipment shall be reported immediately to the Chief Officer who will review the damage, deficiency or modification and advise the Chief Engineer and raise a work request in the maintenance management program. **No configuration changes are authorized without following the FMS change request process (FMS Article V2.03.0220 Engineering Changes).**

Routine Inspections

The inspection routines include the following:

- A daily inspection on each watch, as per the daily inspection checklist VSM articles 10.160A Appendix A Rescue Boat and Davit Maintenance Checklist and 10.160B Appendix B Rescue Boat and Davit Maintenance Quick Reference Guide.
- A weekly inspection, as per the weekly inspection checklist.
- Further maintenance as per FMS requirements (9240 Rescue Boat Station Equipment).
- After annual maintenance, the Master shall verify the weight is included on the service report and note any changes from previous years, confirming that the weight of the boat and crew is within the SWL of the davit.

Starting Rescue Boat Engines

Except if necessary during an emergency – to prevent damage to the impellors – engines should be started with the boat and leg in the water, or with flushing muffs in place and water turned on.

TRAINING

Training and qualifications required for rescue boat operations are as follows:

- The Coxswain shall have completed the BCF Rescue/Shepherd Boat Operations course.
- At least one crew member in each rescue boat shall have a radio operator's certificate, which shall be at least a Radio Operator's Certificate – Maritime (ROC-M)

RECORDS AND COMPLIANCE

Rescue boat checklists and procedures are laminated and posted at the rescue boat stations and in the fire and boat locker.

Each launch and recovery drill or event shall be recorded in crew MED books and in the ship's log.

BCF References:	External References:
Date: June 7, 2020	

NEW ARTICLE

LAUNCH AND RECOVERY OF RESCUE AND SHEPHERD BOATS CHECKLIST

Pre-Launch At the Station Checklist See Quick Reference Guide		
1.	Lighting – ON.	
2.	Davit Power – Check status.	
3.	Accumulator Pressure – Charged (min 230 bar).	
4.	Emergency Stop Button – Pushed IN during boat checks.	
5.	Emergency System Valve/Isolation Valve – Set for launch type.	
6.	Painter – Clear.	
7.	Self-Lowering Line – Not fouled.	
8.	Boat Stowage – Weight hanging on falls, hull touching chocks.	
9.	PPE – Worn.	
10.	Emergency Stop Button – Pulled OUT once boat checks completed.	

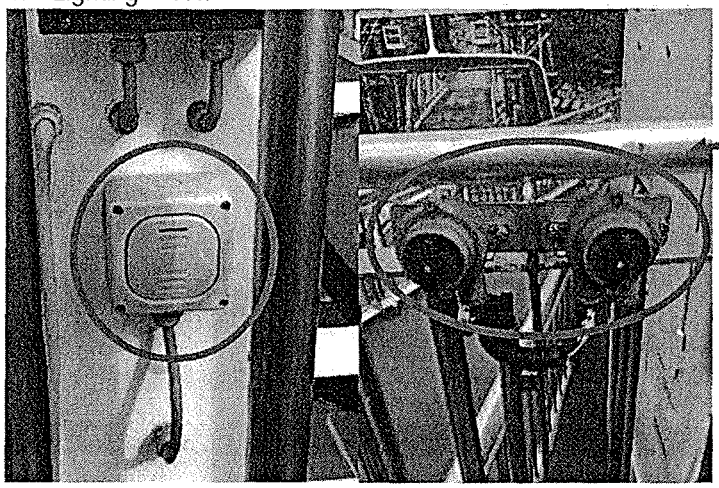
Pre-Launch In the Boat Checklist See Quick Reference Guide		
1.	Painter/Toggle – Set.	
2.	Gear Bags – Loaded.	
3.	Charging Cable – Unplugged.	
4.	Battery Switch – ON.	
5.	Navigation Lights – ON.	
6.	Radio – Checked VHF 16 with Bridge and In-Charge (GMDSS and boat radio). Bridge will then assign a working frequency for drills.	
7.	Kill Switch – Ready.	
8.	Straps/Shackles – Correct.	
9.	Hook and Pin – Secure.	
10.	Brake/Self Launch Bag Line – Ready (if used).	
11.	Socks – Up.	

Recovery Checklist See Quick Reference Guide		
1.	Hook and Pin – Assembled and pin in.	
2.	Straps and Shackles – Correct.	
3.	Painter – Toggled and tended as needed.	

NEW ARTICLE

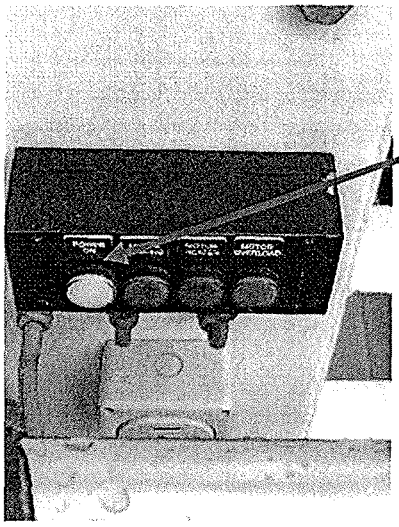
PRE-LAUNCH AT THE STATION CHECKLIST

1. Lighting – ON.



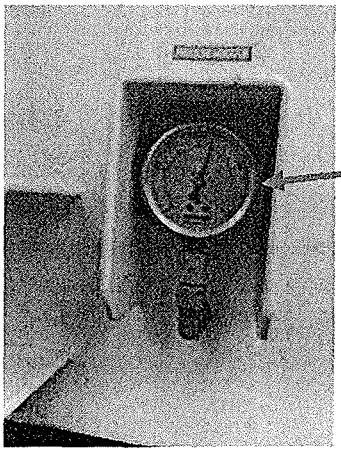
These three light switches are over-side lights for rescue boat operations.

2. Davit Power – Check status.



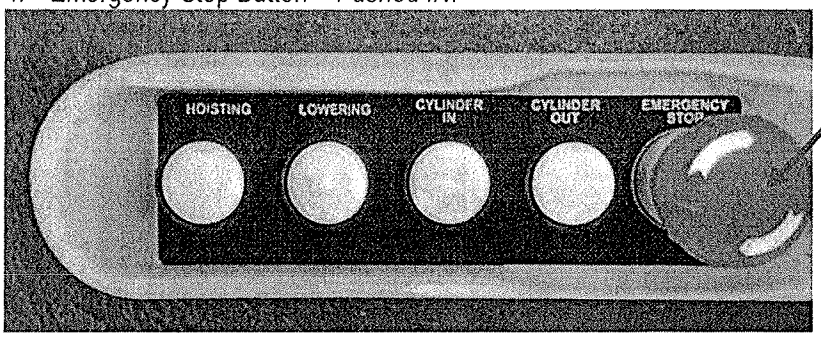
Check if davit has power. If no power, then self-launch required.

3. Accumulator Pressure – Charged to minimum 230 bar.



Check accumulator pressure. If needed, pump up pressure with handle.

4. Emergency Stop Button – Pushed IN.



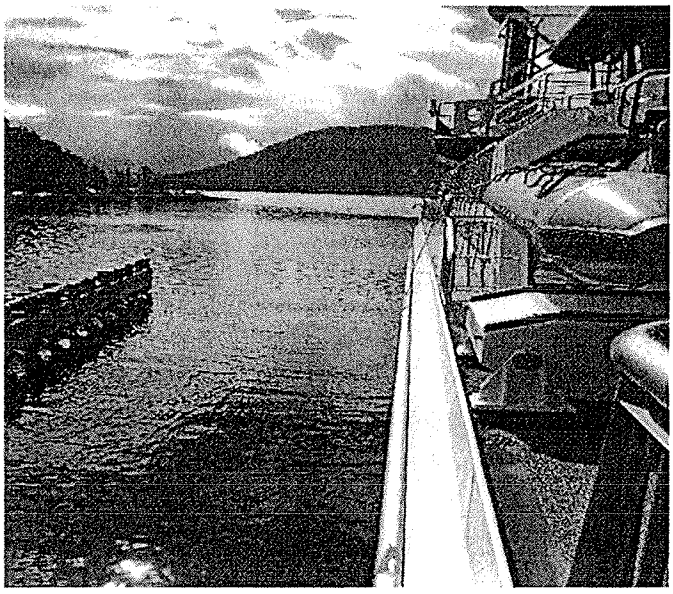
Emergency stop.
Pushed IN for safety to prevent use until needed.

5. Emergency System/Isolation Valve – Set for launch type.

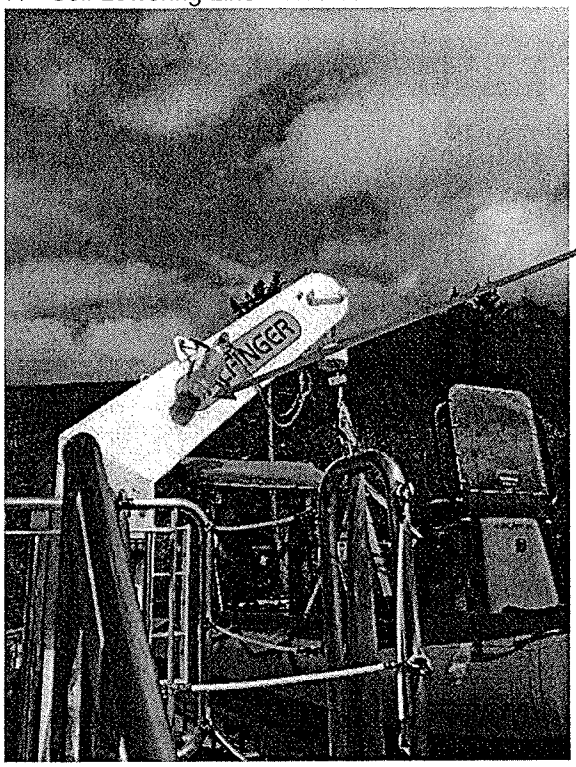
If davit has power, valve closed (handle at 90 degrees to pipe).

If davit has NO power, open valve to operate self-launch (handle in-line with pipe).

6. Painter – Clear.

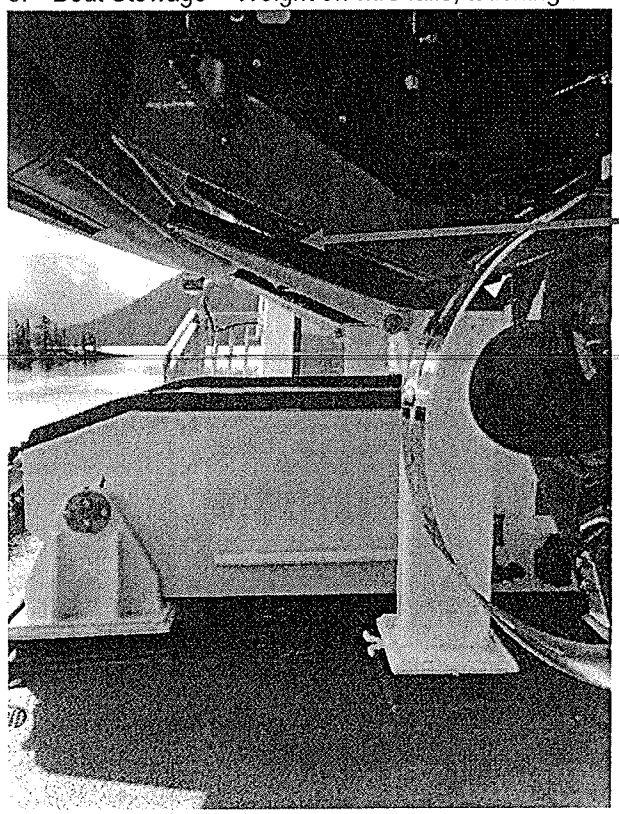


7. Self-Lowering Line – Not fouled.



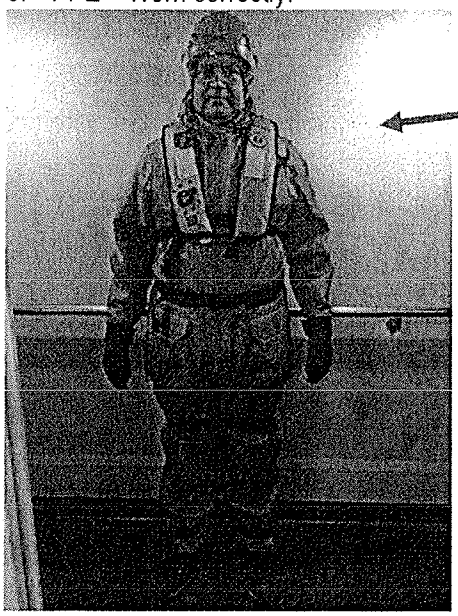
Self-lowering lines stowed clear or made available for self-launch. Stowed in orange bag.

8. Boat Stowage – Weight on wire falls, touching self-releasing chalks.



Hull is touching chalks, weight is on wire falls.

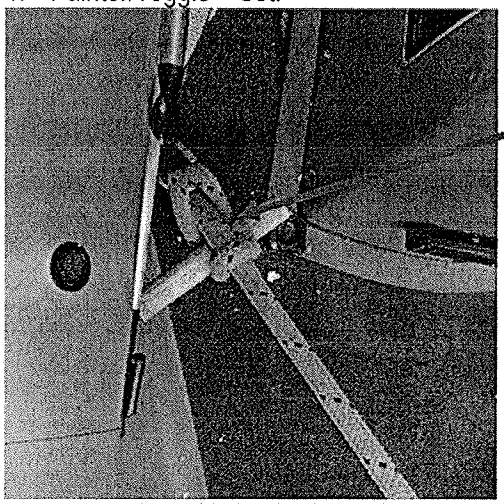
9. PPE – Worn correctly.



PPE includes immersion suit, helmet and lifejacket.

PRE-LAUNCH IN THE BOAT CHECKLIST

1. Painter/Toggle – Set.



Check that the painter is correctly toggled and clear from obstructions on the ships side.

2. Gear Bags.

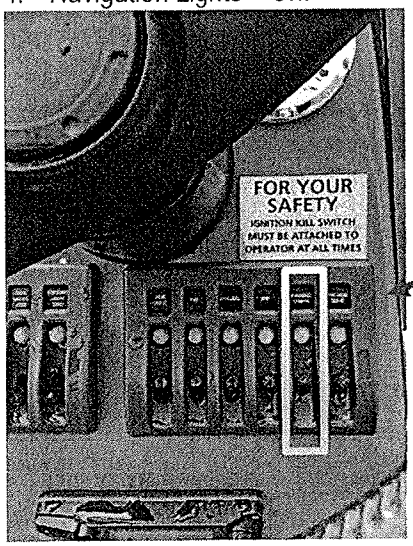
Place gear bag(s) into rescue boat, bags as needed for the emergency.

3. Battery/Charging Cord.

Remove the charging cord.

Turn battery to the "ON" position.

4. Navigation Lights – On.

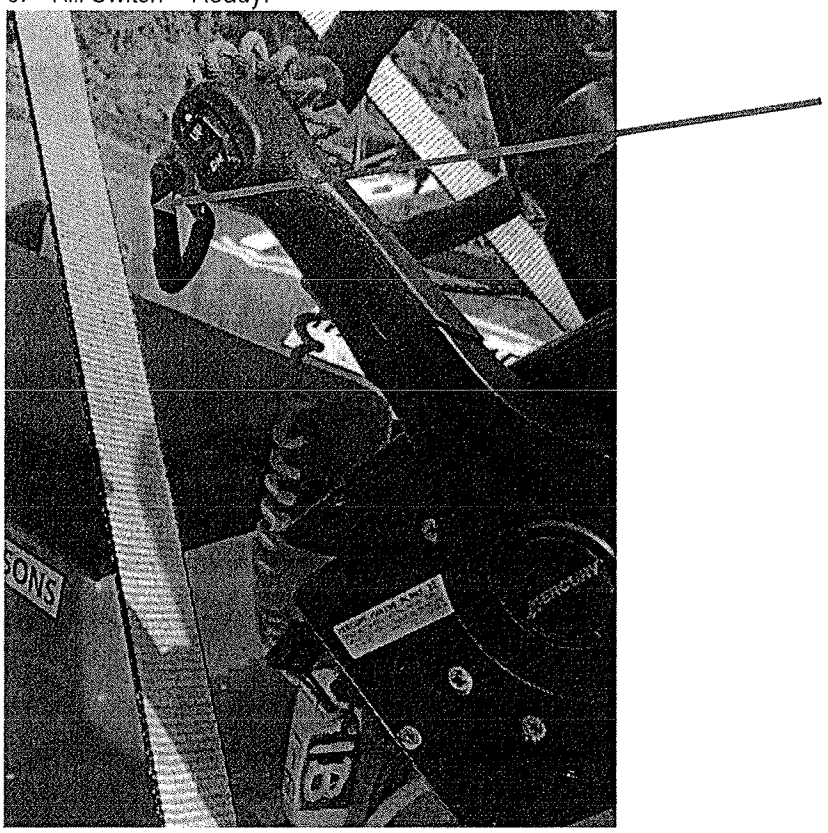


Turn on nav. lights and other lights as needed.

5. Radio Checks (GMDSS and Boat Radio).

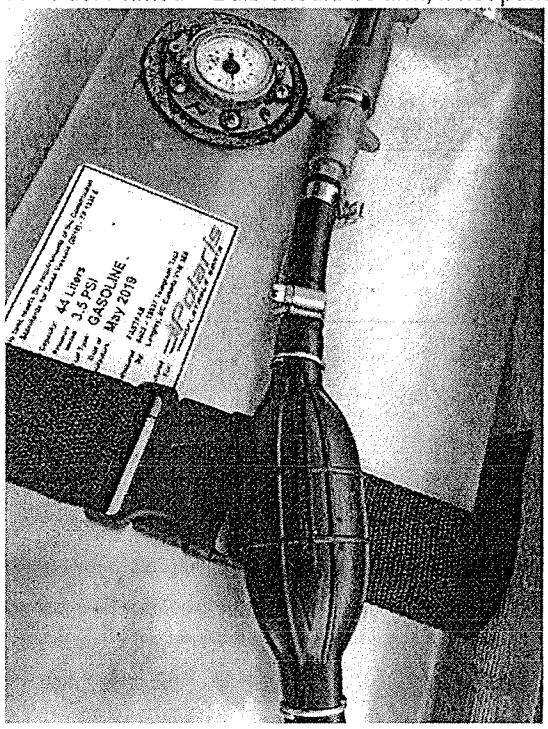
Channel 16 for all emergencies.

6. Kill Switch – Ready.

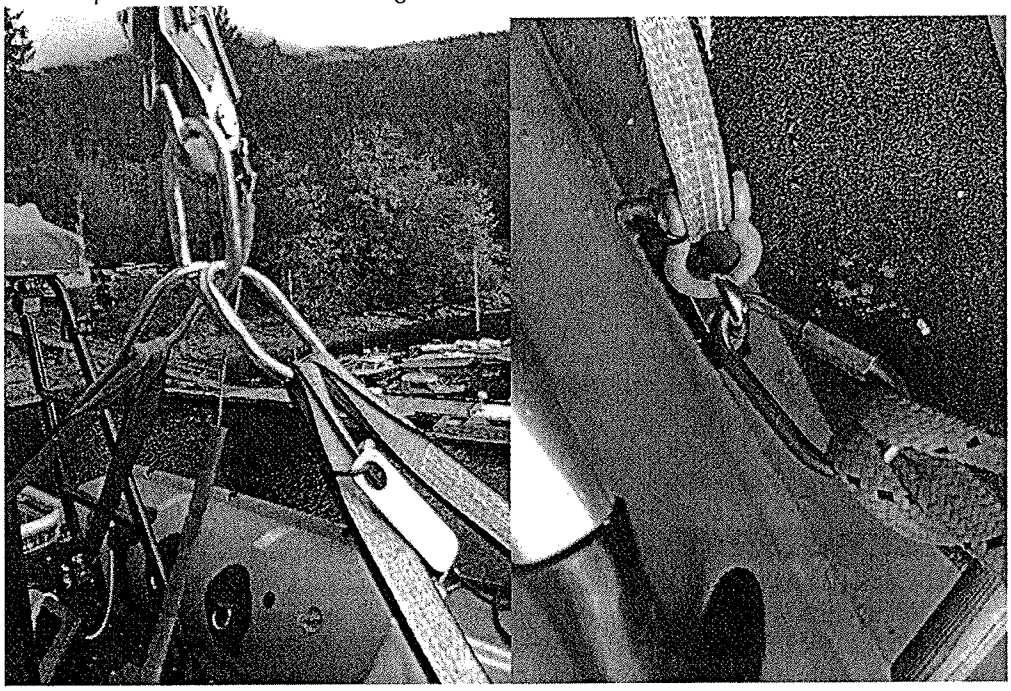


Kill switch ready for use, attach to suit.

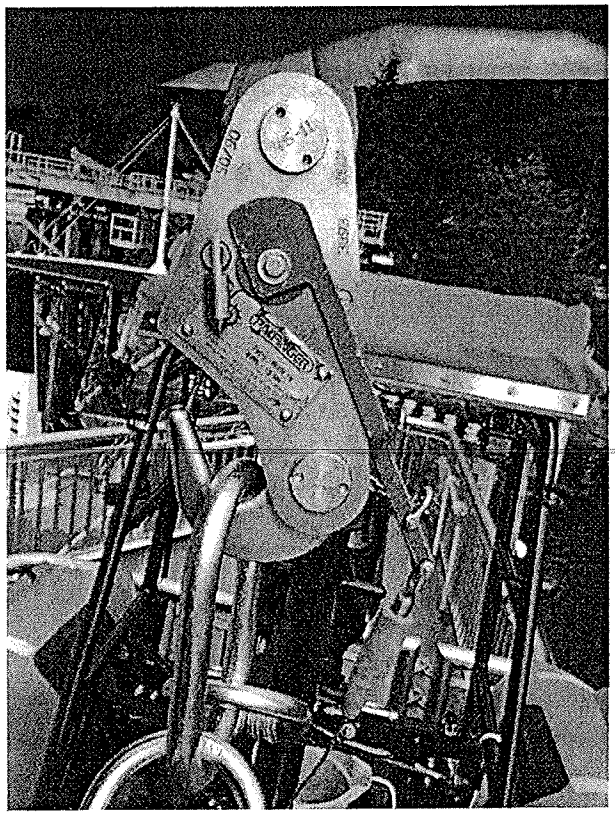
7. Fuel Primed – Bulb should be firm, if not pump up to get pressure.



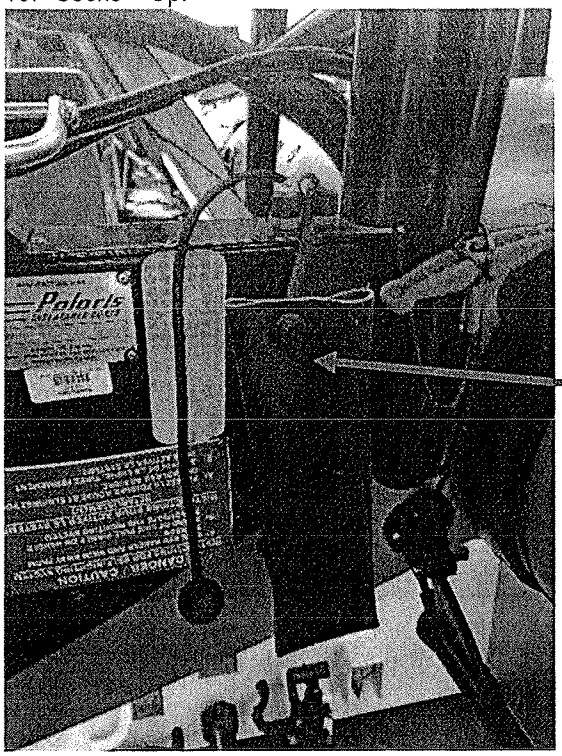
8. Straps/Shackles – Clear and aligned.



9. Hook and Pin – Secure.



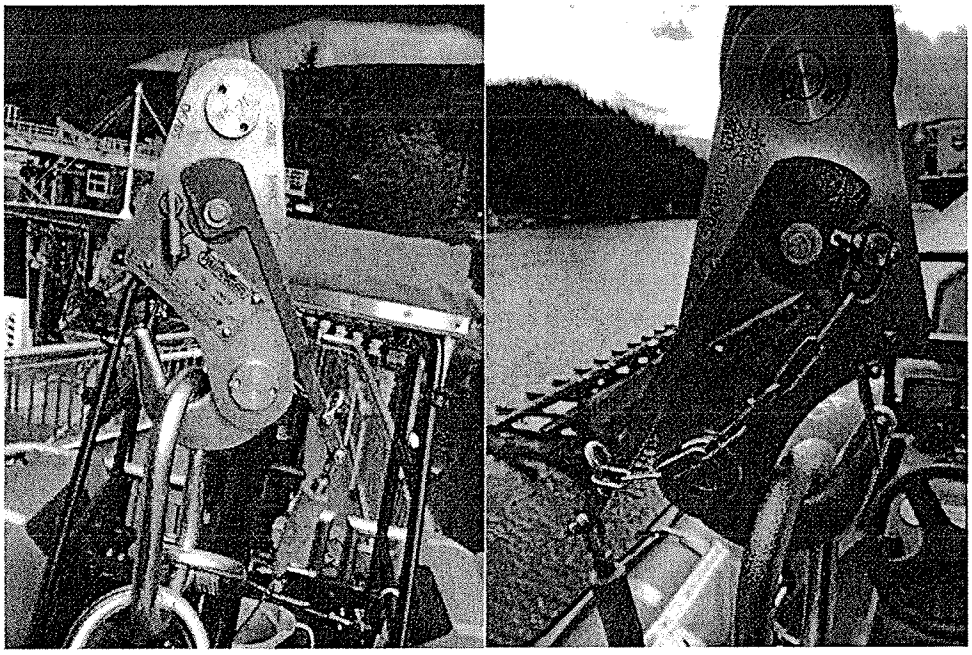
10. Socks – Up.



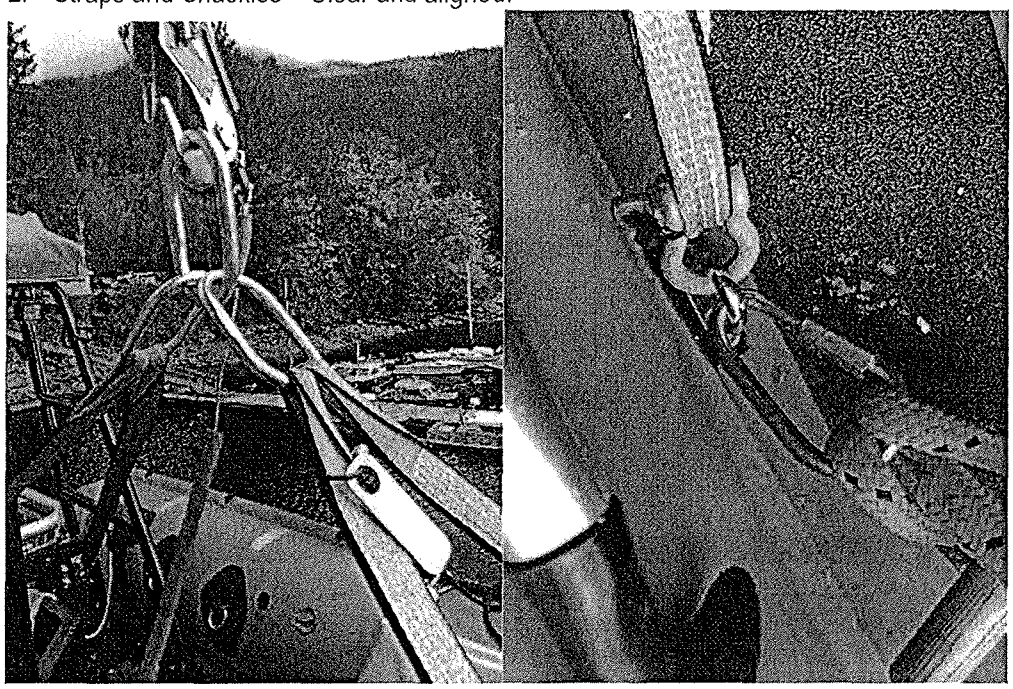
Both drain socks UP.

RECOVERY CHECKLIST

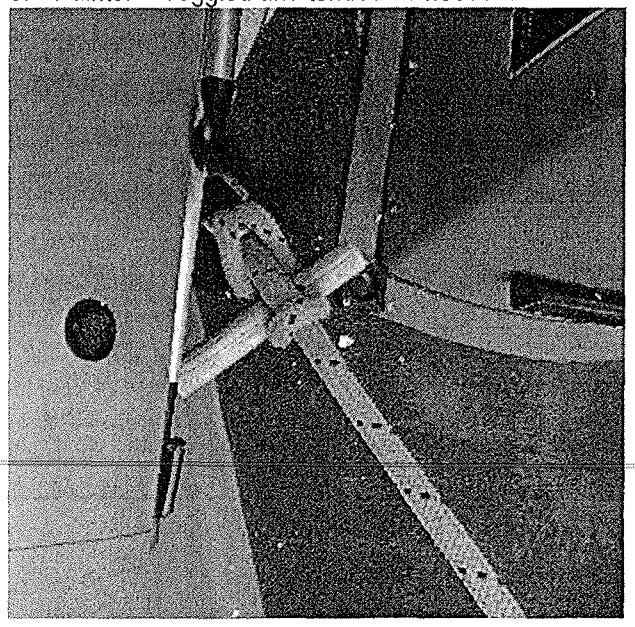
1. Hook and Pin.



2. Straps and Shackles – Clear and aligned.



3. Painter – Toggled and tended as needed.



Man Overboard Procedures

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.190	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Introduction *(background and objectives)*

NEW ARTICLE

Defines procedures to follow in the event a passenger or crew member is reported to have fallen overboard.

Fleet Operations Manual articles 08.30.020, 08.30.020A, and 08.30.020B shall be read in conjunction with this article.

ON RECEIVING THE REPORT

The OOW will:

1. Make the signal for "Man Overboard":
   - 3 prolonged blasts on ship whistle.
   - 3 prolonged tones on General Alarm.
   - PA announcement to Muster Crew at the Rescue Boat.
2. Release lifebuoys if appropriate to the situation.
3. "DROP" electronic position markers - radar/GPS.
4. Inform the Master.
5. Ring Standby and inform the ECR of the situation.
6. Navigate/slow the vessel commensurate to the circumstances until relieved by the Master.
7. Alert nearest vessel(s).
8. Inform shore authorities (MCTS/RCC and OSC in accordance with the Major Accident Card).

The Master will:

1. Manoeuvre the vessel to best effect recovery.
2. Inform shore authorities when the rescue operation is completed.

The Mate will:

1. Oversee organization of the Rescue Boat Party.
2. Ensure passenger control is established and davit area kept secure.
3. Establish radio communications with the rescue boat and the Bridge.
4. Launch the rescue boat when approved by the Bridge.
5. Recover the rescue boat on completion of the operation. The Rescue Boat may take any recovered persons directly ashore for treatment.

Other Crew Members:

- Designated passenger control to the scene to begin securing areas on each side of the rescue boat, as well as putting barriers across the doorways and stairwells to direct people away. Any duties directed by Officer in charge.
- OFA go to scene to assist set up and passenger control.
- OFA equipment to scene by designated crew.

BCF References:	External References:
FOM 08:30.020 – Man Overboard FOM 08.30.020A – Man Overboard Checklist FOM 08.30.020B – Parbuckling Technique	

Date: June 7, 2020

NEW ARTICLE

MAN OVERBOARD

Bridge Receives MOB Notification			Unable to Locate Man Overboard	
Release life-ring/smoke float.			Retrace vessel's route.	
Drop event marker on ECDIS/GPS.			Direct R/Boat as appropriate.	
Maneuver vessel for recovery.			Refer to IAMSAR, Section 3.	
Raise alarm/Sound signal (Three long - bells and whistle).			Continue search until MOB sighted and recovered or stood down by RCC.	
Standby Engines/Bridge status red.				
Extra lookouts under OOW direction.				
			COMMUNICATIONS	
			Call Master.	
			Contact MCTS/Broadcast urgency message.	
			PA announcement to crew – assign boat.	
Casualty Sighted			Establish an open line with OSC.	
Maneuver vessel/create lee as appropriate.			Keep passengers updated.	
Launch rescue boat.				
Direct R/Boat towards casualty.				

This is **Exhibit K** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

A Commissiner for taking Affidavits within British Columbia

Fire Response Plan

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Introduction (*background and objectives)*
NEW ARTICLE
Guidance for vessel firefighting.

Table of Contents:

SECTION 1 – GENERAL PRINCIPLES AND INFORMATION

POLICY

The BCF firefighting philosophy, detailed in the Fleet Operations Manual (FOM), emphasises a defensive firefighting posture and it states that the order of priority is the:

- Safety of life.
- Safety of the vessel.
- Protection of the environment.

On the Island Class vessels, in accordance with the firefighting philosophy:

If an incipient fire cannot be immediately extinguished by using portable equipment or fixed firefighting systems, all efforts shall be directed toward evacuating the compartment and containing the fire to:

- Restrict the passage of flames and/or smoke to adjacent compartments.
- Enhance the overall safety of the passengers and crew.
- Provide safe routes for the orderly mustering of passengers at the assembly stations or other safe areas of the vessel.
- Facilitate the safe and orderly evacuation of the ship in the event the Master issues the order to abandon ship.

Technological Impact on Fire Response and Training

The Island Class vessels are constructed to the requirements of *SOLAS Chapter II-2 Construction – Fire Protection, Fire Detection and Fire Extinction* regulations, which may differ from the equipment on legacy vessels. The fire response includes remote monitoring, automatic fire extinction, remote equipment control and the use of fixed firefighting equipment in the initial stages of a fire.

Fire Response and Training Guide

Information specific to a space on the vessel, such as the location of dampers, firefighting equipment, fire bulkheads, etc. is shown on the vessels fire control plan.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

Date: June 7, 2020

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08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Checklists and Incident Plotting
The checklists appended to this article are to be used in training, drills and fire response. The FOM article 08.10.20.010A – Appendix A – Firefighting Incident Plotting details the incident plotting to be used. Incident plotting information is shown on the fire control plan.

Power Management Systems (PMS) and Propulsion Redundancy
This vessel is fitted with a power management system that controls the propulsion system. This system will respond automatically to the loss of a component, such as an engine or battery bank, to maintain propulsion. Combined with the redundancy in thrusters, engines, battery banks and switchboard, it is unlikely for the vessel to immediately experience a complete loss of propulsion due to a fire in any engineering space.

Structural Fire Protection
Passenger and crew spaces above deck 1, all evacuation routes and evacuation stations are protected with structural fire protection. On the machinery deck (deck 1) all spaces are divided with structural fire protection. The open main vehicle deck and the gallery deck do not have a vertical fire zone subdivision. Deck 4 and deck 5 are single fire zones. Further details are available on the fire control plan and the fire integrity plan.

Ventilation
The vessel is fitted with HVAC and forced ventilation in various spaces. Ventilation emergency shutdowns are located on the wheelhouse safety console and in the deck 2 fire locker.

Fire Detection
All spaces on the vessel, except void spaces and tanks, are fitted with heat, flame or smoke detectors. Control systems for the fire detection system are on the Bridge and the CCR. Further details are available on the fire control plan, the AMS system screens and SEA training material.

Fixed Fire Protection Systems
The vessel is fitted with a comprehensive set of fixed firefighting systems, including:

- A wet pipe Hi-Fog heat activated water mist system in the crew pantry, engine room technical and thruster rooms.
- A dry pipe Hi-Fog push button activated water mist system in the generator rooms, the emergency generator room and the battery rooms.
- A water deluge drencher system on both vehicle decks including the portions of open deck.

Spaces not fitted with fixed fire protection systems are all tanks and void spaces, the passenger lounge and crew change rooms and offices. These spaces are classified as having no or little fire risk.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	
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Control Systems

A comprehensive set of controls for fire detection, monitoring (CCTV), ventilation, fixed firefighting systems, communication, and fire and watertight doors is fitted in the Bridge and ECR. There is a ready room deck 2 car deck. This room on deck 2 is fitted with control systems for bilge pumping, fixed firefighting systems, and diesel fuel isolation valves. Details are available in the VSM, SEA material and operating manuals.

Command and Control

The command and control organization during fire response is also shown on the muster list.

- The **Master** is in command of the vessel, located on the Bridge (Incident Command Post) and conducts the overall coordination of the incident response, and shall ensure that the 'preservation of life' is the primary objective of the team.
- The **Chief Engineer** is in charge of the technical response from the ECR/Bridge station and provides technical support and advice to the Master and emergency response parties. With the fitted equipment the **Chief Engineer** is also a remote member of the initial response party and provides rapid initial assessment and fire response.
- The **Mate** is the on-scene commander of the initial response party and ERT/Fire party for all incidents on or above the main vehicle deck. During the initial response stage, if the **Mate** is the on duty navigation officer (OOW) he will remain on the Bridge until relieved by the **Master**.
- The **ERA** is under the direction of the **Chief Engineer** and assists with technical response.
- A **D/H** in cooperation with the **Mate** is in charge of passenger control and management.

Incident Command Post (ICP)

The Bridge is the Incident Command Post (ICP). When the deck department is not present, the incident command post will be the Engine Control Room (ECR). During an incident the functions of **Incident Command**, **Principal Communicator** and **Recorder** are filled by the ICP team. While all three functions are required, multiple functions can be assigned to a single crewmember and reassigned as necessary. The **Principal Communicator** is responsible for establishing and maintaining good communications and information flow related to the incident. The **Recorder** is responsible for maintaining an accurate record of the incident response, which may include marking up the fire plan, to assist the incident commander in tracking progress and making effective decisions. The standard BCF incident planning marks as shown in the Fleet Operations Manual shall be used during incident response.

Communications

Internal communications are made by hand-held radio, or internal hard-line phones.

- During the initial response, hand-held radios are normally kept on normal operating frequencies, or switched as necessary to a common frequency to facilitate communications.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

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- At the initiation of emergency stations, all crew will be directed to use the emergency channel on the hand-held radio.
- The emergency response party and command (Bridge) communications have priority over hand-held radio communications. All other parties are to exercise discretion with radio communications to avoid interference with critical response party and command communications, and may use hard-line phones as an alternative to the hand-held radio.

External communications are made by VHF radio, FM (BCF Company) radio, and cellular telephones.

- The priority for VHF communications is with the RCC, and vessels in the vicinity providing assistance.
- Communication will be established with the OSC, via speakerphone, on the Bridge. This connection will be kept open to facilitate OSC information gathering and their ability to provide information and assistance to the Master.

Initial Response Party (IRP), Emergency Response Team/Fire Party (ERT/FP) Leadership

There is one IRP during the initial response phase of an emergency. On progression to emergency stations, the IRP will be supplemented with additional crewmembers and becomes the ERT/FP. To enhance the rapid assembly of the initial response party. Further escalation of the response will result in the Mate assuming command of the ERT/FP. When an entry into a machinery space is approved, the attack team leader shall be the **ERA.** Further information is available in VSM article 08.01.100 – Emergency Response Teams.

Entry into a Fire Zone/Compartment Entry

A compartment entry by an attack team should only be considered in order to preserve life without compromising the overall safety of the vessel, or where there is a high probability of success in suppressing the fire, with minimal risk to the attack team. This process is to be a planned entry using the BC Ferries incident plotting method shown on the fire control plan (FOM article 08.10.20.010A – Firefighting Incident Plotting). All compartment entries shall be approved by the on-scene commander, after consultation with the Master.

Emergency Escapes

Emergency escapes from engineering deck spaces are installed for crew escape. As heat and smoke from fire will rise, these escapes should not, so far as practicable, be used for entry for life saving or attack team purposes. Where possible, all entries to engineering compartments should be made through watertight doors to facilitate safe and effective compartment entry. To facilitate extraction of an injured crewmember with the adjoining spaces compromised the emergency escape hatches shall be considered for access.

Watertight Door Control

For fires on deck 1, the watertight doors are the primary entrance to all spaces. For fire assessment and compartment entries, control of watertight doors should, so far as practicable, be maintained locally to facilitate

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	
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compartment entry. Pressing the 'Emergency Stop' button at a watertight door will prevent the door from being closed remotely.

Post Fire Inspections

After any fire event, an inspection must be conducted to determine whether equipment has been affected by the fire. Any affected equipment will be inspected, tested and repaired as necessary to confirm proper operation prior to the resumption of normal operations.

SECTION 2 – RESPONSE ORGANIZATION

The fire response plan is organized with the duties of the following parties:

- Fire discoverer.
- Command and control.
- Initial response party.
- Emergency response team/Fire party/Attack team.
- Engineering party.
- Passenger management party.

Fire Discoverer

The fire discoverer is a crewmember who first becomes aware of a fire, which may be through direct observation, remote monitoring or by way of a passenger report. The priority of the fire discoverer is to raise the alarm, and then respond to the fire.

Note: With the fitted remote monitoring and control systems, the fire discoverer may not be located at the fire, but in a remote monitoring location such as the bridge or the ECR. From the Bridge or ECR, the fire discoverer will not be able to conduct all of the listed duties, which will be sub sequentially carried out by the IRP. A memory aid is FIREE (Find, Inform, Restrict, and Extinguish/Evacuate).

The fire discoverer duties are to inform:

- Immediately raise the alarm using all available means (radio, hard-line, messenger etc.).
- Activate a pull station in the vicinity.
- Shout in the immediate vicinity "Fire, Fire, Fire in (location)".

After communicating the fire alarm, further duties are to restrict and extinguish:

- Clear all persons from the area.
- Contain the fire by closing doors and shutters, especially fire doors.
- Where practicable and the fire is small, attack it with portable extinguishers.
- Remain on-scene and report to the on-scene commander of the initial response party.
- Activate local fire suppression equipment, if available.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

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- Commence laying out hoses for boundary cooling.
- Report to assigned emergency duties when directed by the commander of the IRP.
- Isolate fuel sources (notify the Master).
- De-energize machinery and shutdown ventilation, if applicable (notify the Master).

Command and Control

The command and control team is the Bridge team, including the Master that navigates the vessel and is in command of the vessel. This team's priority is to safely navigate the vessel and direct the emergency response.

The command and control team duties are to:

- Navigate the vessel according to the proximity of navigational hazards and the emergency situation, taking into consideration at least – Port of refuge, beaching location, limiting the wind over the deck or directing smoke away from the response parties.
- Establish and maintain internal communications with all members of the incident command team.
- Establish and maintain external communication – MCTS, OSC, other vessels/terminals.
- Receive confirmation all parties are checked in and accounted for.
- Confirm location of the fire and requested staging area.
- Use the remote camera system to identify the area of concern and the possible impact to passengers and crew.
- Make appropriate announcement by all available means to muster the IRP to the scene and/or the ERT/FP to the staging area.
- Provide direction to and liaise with passenger management crewmember on where to muster the passengers including any routes that should be avoided.
- Provide direction to the emergency response teams, ensuring the priority of all responders is the preservation of life.
- Evaluate and give direction on requests to enter a fire zone. Only approve where the entry is for the preservation of life, or, the probability of success is high and the risk to the attack team is minimal.
- Provide update announcements to the passengers and crew by PA.
- Determine requirement for and communicate need for external assistance.

Initial Response Party (IRP)

The initial response party is the first crew party to report to the scene and their priority is to provide a rapid response to the emergency. Depending on the nature of the emergency, the IRP may provide direct firefighting response, or secure the area and prepare for further response. The IRP is supplemented by the Engineering Officer in the CCR/Bridge station, who provides technical assistance as required.

The IRP duties are to:

- For spaces on or above deck 2 main vehicle deck, muster directly to the scene.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

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- For spaces on deck 1 engineering deck, muster at the deck 2 fire locker (IRP members shall not enter a space on deck 1 engineering deck unless directed by the on-scene commander).

After mustering, the on-scene commander shall assess the situation and report their findings to the Master with a recommended course of action, which includes a recommended staging area for the ERT/FP, should the incident escalate. Following the assessment, the IRP duties are to.

- Utilise local portable equipment in an attempt to quickly extinguish the fire.
- Move all passengers in the vicinity to an adjacent space that is smoke free.
- Where the fire cannot be quickly extinguished move all passengers from the area and establish containment boundaries around the fire.
- Shut down power, ventilation and close dampers as necessary in the compartment (notify the Master).
- Activate the Hi-Fog or other local fixed fire extinguishing system.
- Rig fire hoses for boundary cooling, on all sides.
- Isolate fuel sources, if applicable (notify the Master).
- Communicate to and update the Master on plans, actions and results.

Emergency Response Team/Fire Party

The emergency response team/fire party provides the emergency response if the situation is not controlled by the IRP and emergency stations alarm is sounded. The priority of this party is to provide further emergency response beyond the abilities of the IRP. The on-scene commander should report to the staging area to direct the ERT/FP, ensuring a seamless transition from initial response to emergency stations. For fires on deck 1 engineering deck, the 3rd Engineer will lead the ERT/FP party as on-scene commander.

The ERT/FP duties are to:

- Report to the Master when ready and that all crew are accounted for.
- Develop an initial action plan, which will normally entail defensive actions.
- Execute, monitor and revise the action plan in response to the developing situation.
- Brief the members of the fire party with the location and nature of the fire, boundaries established, whether any known casualties, use of fixed systems and the response plan.
- Establish and monitor fire and smoke boundaries.
- Asses and initiate boundary cooling on all six sides as required.
- Clear passengers and crew not assigned to the fire party from the immediate area.
- Isolate power and ventilation. Close dampers.
- Determine if there are any casualties and/or crew/passengers unaccounted for.
- Close additional fire doors in the vicinity, as deemed necessary.
- Monitor the accumulation of water and ensure pathways are established to remove excess water.
- Communicate to and update the Master on plans, actions and results.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

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Attack Team

The attack team is made up of the members of the ERT/FP that enter a compartment to directly attack, evaluate or follow-up a fire in a compartment. The on-scene commander may determine that the response requires an attack team, in addition to a defensive action. Prior to deploying an attack team, the on-scene commander shall:

- Receive approval from the Master to enter the area that is Immediately Dangerous to Life and Health (IDLH). The Master should only approve the request where the entry is for the preservation of life, or, the probability of success is high and the risk to the attack team is minimal.
- Designate an Attack Team Leader (ATL) and establish communications.
- Develop an action plan, which includes a specific strategies and tactics. Ensure the action plan is known to all members of the attack team.
- Record the time the team goes on air and determine when the team will depart the fire zone based on air remaining.
- A backup team should be immediately available to assist for all entries into an IDLH hazard area.

Engineering Party

The engineering party provides remote assessment, monitoring, technical support and recommendations to the Master and the on-scene commander, and their priority is to support the response teams, the Master and to maintain engineering services. The Chief Engineer is in charge of the engineering party, and assisted by the ERA. Their responsibilities include, but are not limited to:

- Muster as per the muster list, report if all crew are accounted for.
- If in an engineering space, contact the ECR for a situation report and then use a safe escape route to proceed to muster station.
- Establish and maintain communications with the Master and emergency response teams.
- Ensure that all firefighting systems, including pumps are operational.
- Activate Hi-Fog FFE for engineering spaces.
- Isolate fuel sources (notify the Master).
- De-energize machinery and shutdown or manage ventilation, as requested (notify the Master).
- Maintain lighting throughout remainder of vessel.
- Monitor the status of containment and advise the Master accordingly.
- Dispatch the ERA to the emergency response party when the fire is on the engineering deck.

Passenger Management

Passenger management crewmember provides passenger control, musters passengers, and sweeps the vessel during an emergency. Their priority is the safe mustering of passengers. Duties of the passenger management crewmember include, but are not limited to:

- Establish and maintain communications with the Master.
- Report to the Master when ready and that all crew are accounted for.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

Date: June 7, 2020

Fire Response Plan

No.	Chapter	Specific Audience (who should be notified)	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

- Commence mustering the passengers in accordance with any specific instructions provided by the Master.
- Recruit assistance from able-bodied passengers.
- Post guards at all exits to restrict passengers departing the assembly station.
- Restrict passengers from returning to the vehicle deck, unless escorted by a crewmember and approved by the Master.
- Manage the assembled passengers by providing clear leadership and direction to prevent panic.
- Commence distribution of lifejackets and provide demonstration in donning.
- Keep passengers occupied and apprised of progress with frequent situation updates.
- Assist with passenger announcements as delegated.

SECTION 3 – RESPONSE PLANNING

Fire Response Plan

The following actions form the fire response plan. Actions may occur simultaneously.

Initial Response

- Fire alarm turned in – Fire Alarm activated or fire/smoke reported.
- **Fire Discoverer** responds to fire (FIREE).
- **Command and Control** team activates initial response.
- **Initial Response Team** proceeds to scene or staging site.
- Assess, local FF, local pax control.
- **Engineering Team** provides technical response.
    - Assess, activate Hi-Fog, natural gas switchover and isolation, ventilation, electrical isolation.

Emergency Stations (If Situation is Not Controlled by IRP)

- **IRP** recommends course of action and staging area.
- **Command and Control** team sounds emergency stations alarm.
    - Fire party muster area, pax control instructions, incident plotting.
- **Fire Party** proceeds to staging area.
- **Engineering Team** provides technical response.
    - Assess, activate Hi-Fog, ventilation, electrical isolation.
- **Fire Party** responds to fire.
    - Assess, boundary cooling,
- **Passenger Management Team** musters passengers in assembly station.
- If entry, **Attack Team** briefing/equipment inspection by on-scene commander.
- **Command and Control** team tracks SCBA time with incident plotting.
- **Attack Team** enters compartment.

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

Date: June 7, 2020

Fire Response Plan

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

- **Attack team** leaves compartment.
- Fire response continues until fire is out or vessel is prepared for evacuation.

Post Incident

- Overhaul fire, check adjacent compartments, test atmosphere (gas/air) prior to entry with no SCBA and post sentry. Use PPE (respirator) for post fire entry.

The following response details will be completed and made into cards by deck for use by the on-scene commander and the Chief Engineer.

Island Class – Fire Response Details			
6	**Top Deck**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
5.5	**Wheelhouse**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
5	**Wheelhouse**	Power	
	Underfloor	Dampers	
		Fans	
		Pumps	
		Light	

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

Date: June 7, 2020

Fire Response Plan

No.	Chapter	Specific Audience (who should be notified)	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

		Adjacent Spaces (3D)	
		Hazards	
4	**Accommodation Deck**		
4	**Mess**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
4	**Office**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
3	**Gallery Deck**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
2	**Main Car Deck**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	

BCF References:
FOM 08.10.20.010 Firefighting Procedures - Vessels
FOM 08.10.20.030 Firefighting Drills
FOM 08.30.010 Fire Response Above Decks
FOM 08.30.011 Fire Response Vehicle Decks
FOM 08.30.012 Fire Response Machinery Spaces

External References:

Fire Response Plan

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

		Hazards	
1	**Engine Spaces**		
	Thruster Room 1	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
1	**Generator Room 1**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
1	**Technical Space**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	
1	**Generator Room 2**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	

BCF References:
FOM 08.10.20.010 Firefighting Procedures - Vessels
FOM 08.10.20.030 Firefighting Drills
FOM 08.30.010 Fire Response Above Decks
FOM 08.30.011 Fire Response Vehicle Decks
FOM 08.30.012 Fire Response Machinery Spaces

External References:

Date: June 7, 2020

Fire Response Plan

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.140	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

1	**Thruster Room 2**	Power	
		Dampers	
		Fans	
		Pumps	
		Light	
		Adjacent Spaces (3D)	
		Hazards	

BCF References:	External References:
FOM 08.10.20.010 Firefighting Procedures - Vessels FOM 08.10.20.030 Firefighting Drills FOM 08.30.010 Fire Response Above Decks FOM 08.30.011 Fire Response Vehicle Decks FOM 08.30.012 Fire Response Machinery Spaces	

Date: June 7, 2020

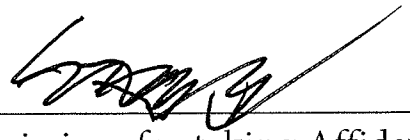
NEW ARTICLE

FIRE – Machinery Space / Accommodation / Vehicle Deck

Maintain Incident Plotting Board

Fire/Smoke Reported to the Wheel House				
Initial Response Party Announcement			**Machinery Space – High Fog**	
IRP actions and assessment			High Fog Activated	
If situation escalates			Evacuate the space – head count	
Emergency Stations Alarm			Close dampers	
Confirm Staging Area			Activate fuel shutoffs	
Close Fire doors – local control when appropriate			**Passenger Lounge**	
Isolate power			Evacuate the space – head count	
Shut down Ventilation as required			Close doors	
UHF Radios to EMERG Channel			Boundary Cool	
Manoeuvre vessel for best fire/smoke dispersal			**Crew Mess – High Fog**	
Vehicle Deck Sweeps			High Fog auto-activated	
All crew accounted for			Evacuate, head count, boundary cool	
Vehicle Deck Fire			**External Communications**	
Check for Dangerous Goods			Call Master	
Drencher System			MCTS / PAN / MAYDAY	
PAX in Campers, Vans , Trucks confirmed evacuated			Establish open line with OSC	
			Keep passengers updated	
If Emergency is out of control, consider moving to Prepare Evacuation Stations				

This is **Exhibit L** referred to in the Affidavit of
Dan Kimmerly sworn this 22nd day of June, 2020
at Vancouver, BC



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British Columbia

Passenger Control

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.210	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Introduction *(background and objectives)*
NEW ARTICLE

Crowd Control Responsibilities
Under the overall direction of the Master, the Mate is responsible for passenger control within the assembly stations.

Passenger Assembly Stations
Deck 2, assembly station "A" within the passenger lounge or asembly station "B" on the P/S of the main car deck. Other areas may be directed by the Master and as circumstances dictate. Ships crews are responsible for crowd control/passenger assistance as detailed on the muster list and MED crew duties sheets.

Passenger Assembly/Embarkation Areas
Combined assembly/embarkation area "A" for MES #1 is the passenger lounge area on the S/S of deck 2.

Combined assembly/embarkation area "B" for MES #2 is the P/S of the main car deck on deck 2.

Embarkation Areas
Passengers will already be at the embarkation area(s) when they are mustered on the deck 2. If the Master decides to muster the passengers at different location this embarkation plan will need to be communicated to the crew during the emergency.

Passenger Control Equipment
Assembly station "A" passenger control kits are located in the lifejacket locker on deck 2 in the passenger lounge.

Assembly station "B" passenger control kits are located in the lifejacket locker on deck 2.

Portable PA's (bullhorn) are available to be used to assist in passenger control and are included within the passenger control kits.

Special Considerations
Elderly and disabled passengers - Assign suitable able bodied passenger to assist.

Families - If at all possible, keep family groups together.

Small children/infants - Assign suitable able bodied passengers to assist parents as required.

Make a PA announcement to request marine experienced and medically qualified passengers to assist crew dealing with the emergency.

BCF References:	External References:

Date: June 7, 2020

Passenger Control

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.210	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Injured passengers - To be attended to by the OFA.

If the PA system is not functioning, passenger control instructions will be relayed verbally.

Passenger Control Checklist
Refer to Safety Manual article 08.020A PSM Checklist.

Passenger Control Assembly Stations

- When the passengers are mustered at the assembly stations, the in charge passenger control shall post a responsible person(s) at each exit with the instructions to keep all passengers from leaving the area.
- In charge passenger control will ask for any person requiring assistance to identify them self. Passengers requiring assistance may need extra support. The person in charge of passenger control should look to able bodied passengers to assist.
- When all the passengers are mustered at the assembly stations, the crew shall obtain an accurate count of the passengers at each station. This count will be relayed to the Master. If the combined count does not tally with the reported passenger count, the Master shall assign a crew member to carry out a systematic secondary search of the vessel. The crew member conducting secondary search will report back to the Master as they re-clear each deck.
- If time permits an attempt to gather names and other personal data from the passengers should be undertaken. The information should then be put in a waterproof bag and assigned for safe keeping with a crew member.

Passenger Control Party Activities at Assembly Stations

- Assembly station crew will demonstrate how to correctly don the lifejackets.
- A lifejacket will be issued to each person. Special attention is to be made to ensure children's lifejackets are fitted correctly and are not adult lifejackets. Infant lifejackets are available as well. *Note there are no distinctive colors or identification markers to readily identify between adult and children lifejackets. In the confusion of an emergency, it's always a good idea to check to ensure children have the correct lifejackets.* Assembly station crew to request passengers to assist their neighbor in donning their lifejackets and checking they are secure.
- Assembly station crew shall ensure that families or groups are kept together as much as possible.
- Where possible assembly station crew will request the passengers to be seated in the assembly station. Regular situational updates shall be provided directly by the Master over the ship's PA or by a designate.
- The assembly station crew will instruct the passengers on the evacuation routes to their designated lifesaving embarkation area. Additional instruction will be given on the method of evacuation. These instructions will be followed by announcements reassuring the passengers that this is only a precaution.
- Crew will await further instructions from the Master.

BCF References:	External References:

Passenger Control

No.	Chapter	Specific Audience *(who should be notified)*	Sponsor	Approver
08.01.210	Emergency Response	Vessel Crew	Sr. Master	Marine Supt.

Assembly Station Status Reports

- The assembly station in charge will report to the Master the ongoing status of the readiness for possible evacuation of the passengers in their assembly station.

Washrooms

- When the passengers are mustered at the assembly stations for any length of time the use of washrooms may be required. In order to maintain passenger control the responsible persons stationed at the exits adjacent to the washrooms will be directed to limit access and movement as best as possible. There are washrooms in or near the assembly stations.
- Normally the washrooms should be locked after they are searched to minimize the area required to be re-searched.

Security/Restricted Access

The passenger control shall ensure that when conducting a space-by-space sweep of the vessel, when areas are cleared of passengers they shall be locked to restrict further access. This includes washrooms. Washrooms adjacent to the assembly stations may need to be opened depending on the duration of the emergency.

BCF References:	External References:

Date: June 7, 2020

This is **Exhibit M** referred to in the Affidavit of Dan Kimmerly sworn this 22nd day of June, 2020 at Vancouver, BC

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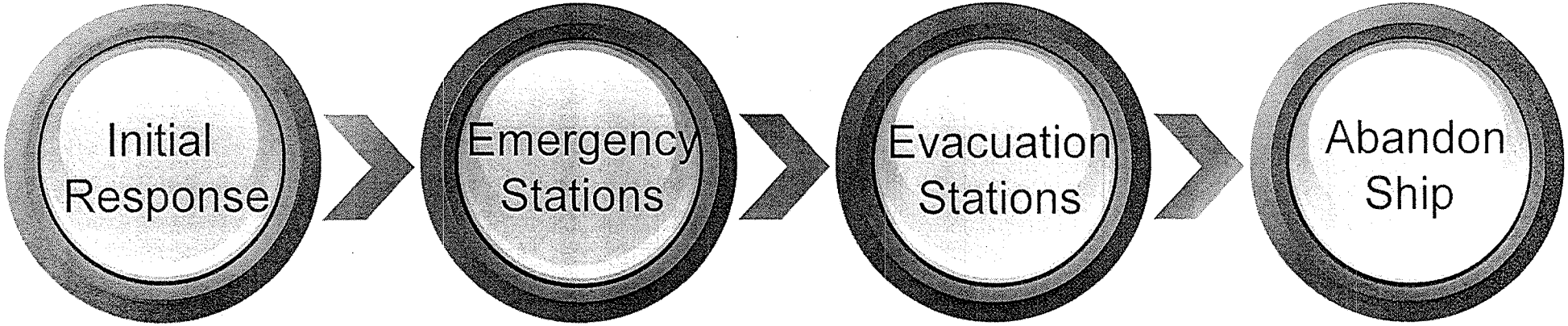
Emergency Response Flow Diagram

Emergency Discovered
Alarm Raised

Calling Initial Response team on
PA and Radio



Emergency
Stations Signal
1 Long Ring

Evacuation
Stations Signal
7 Short 1 Long Rings

Abandon Ship Signal
Verbal Order by the Master

Initial Response Team on scene to assess situation and report

Take action as required including local Passenger Control

Fire party to fire locker and Suit Up unless otherwise directed

Determine Muster Areas, Staging Areas and check the safe escape routes

Passenger services may continue

IF THE EMERGENCY REQUIRES A LARGE SCALE RESPONSE ...

Priority is to contain the situation/fire using damage control or boundary Cooling

Services close down

Muster passengers to Designated Assembly Station

Account for all Crew

Issue life jackets and Conduct PAX count

IF THE EMERGENCY CAN NOT BE CONTAINED...

All crew to Evacuation Stations

Rescue / shepherd boats launched

Prepare & deploy evacuation systems

Inform Bridge after unit deployed

WHEN READY, THE MASTER WILL ORDER "ABANDON SHIP"

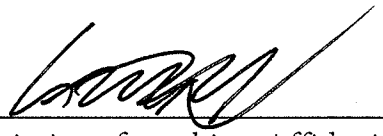
Commence evacuation

Conduct PAX & crew count at each evacuation station

Post Abandonment Team (PAT):

- **Account for all PAX / Crew**
- **Conduct final deck sweep**
- **PAT evacuate via designated station**

This is **Exhibit N** referred to in the Affidavit of
Dan Kimmerly sworn this 22nd day of June, 2020
at Vancouver, BC



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British Columbia

PREPARED FOR EMERGENCIES

From the Captain and Officers on the bridge deck, right down to the Officers and crew in the engine room, all our employees are certified by Transport Canada to deal effectively with emergency situations.

As part of our ongoing commitment to safety, operational guidelines call for regular and frequent safety drills for all crew members on every ship.

Over 1,000 drills will be conducted this year to ensure the highest safety standards for BC Ferries' vessels and crews.

In the event of an emergency, always follow the instructions of ship's personnel. Please note that in the case of an emergency, vehicle access may be prohibited.

Emergency Signals

The following signals are used to alert crew members to an emergency:

EMERGENCY STATIONS - a continuous sounding of the General Alarm.

PERSON OVERBOARD - three long soundings of the whistle and general alarm, followed by a PA announcement. In case of Person Overboard situations, keep outer decks clear where rescue operations are underway.

EVACUATION STATIONS - seven or more short soundings followed by one prolonged sounding of the ship's General Alarm and/or whistle.

Signals will be followed by an announcement explaining the nature of the emergency. If you hear an emergency signal our crew will take immediate charge of the situation and explain exactly what to do.

Ship Evacuation

There are two marine evacuation systems, one on each side of Deck 2. Each station has sufficient capacity to evacuate 250 persons.

Should there ever be a need to evacuate the ship, crew members will direct you to one of these evacuation stations.

Rescue Boats

This vessel carries one rescue boat on Deck 4 to assist with Person Overboard situations as well as towing life rafts to help passengers to safety in the event of an evacuation.

Life Jackets

Life jackets are stowed in marked lockers on Deck 2. You'll find them in the passenger lounge and portside of the main vehicle deck.

There are three types of lifejacket available: one for infants up to 15 kg, one for children from 15-43 kg, and one for adults. In the unlikely event of an emergency, crew members will instruct you on the proper use of your life jacket.

Assembly Stations

In the event of an emergency, there are two Assembly Stations that may be used to direct passengers away from a situation or to prepare for evacuation. Assembly stations are located within the Deck 2 passenger lounge and on the portside of the main vehicle deck.

Fire Suppression

Fire extinguishers are located throughout interior passenger areas. The onboard fire detection system monitors heat, smoke and manual alarm devices.

The information contained here applies to the Island Class vessels only. Locations and complement of safety equipment on other vessels will vary.

Any questions or comments?

Call BC Ferries toll-free: **1-888-BC-FERRY** (223-3779).
Visit us online at **bcferries.com.**

053402

sailSAFE
A CLEAR COMMITMENT

Accessibility, Evacuation & Safety
ISLAND CLASS

BCFerries

Our Commitment to Safety

At BC Ferries, passenger safety is our highest priority. We consistently adhere to the safety regulations established by Transport Canada, which meet or exceed all international standards. You can rest assured that our vessels' design, operation, crew training and rescue equipment always work together to put safety first.

ACCESSIBLE SERVICES

BC Ferries provides a variety of services for persons with disabilities to ensure a safe and comfortable journey for all our passengers.

Please note: Persons with disabilities who will require special assistance in the event of an emergency are asked to advise the ship's crew. Once you have boarded the vessel, please discuss your specific needs with the Chief Mate.

In addition, persons with disabilities are encouraged to fill out and carry a C-MIST* card with them at all times. In the event of an emergency, passengers can be helped more efficiently by listing their specific needs in five key areas (communication, medical needs/support, independence, supervision and transportation).

A C-MIST card can be downloaded from the BC Ferries website at: www.bcferries.com/travel_planning/disabilities

* C-MIST stands for Communication, Medical, Independence, Supervision and Transportation

Personal Assistance

BC Ferries staff are available to answer any questions you might have and to familiarize passengers with the available amenities. Customers who require personal assistance while onboard our ships are asked to travel with a companion who is able to provide the level of assistance required. If you have any questions about the types of assistance we can provide, please call 1-888-BC FERRY (223-3779).

Service Animals

Service animals are permitted in our terminals and onboard our ships. Grass areas are available at most terminals. We appreciate you helping us keep our terminals clean by cleaning up after your service animal.

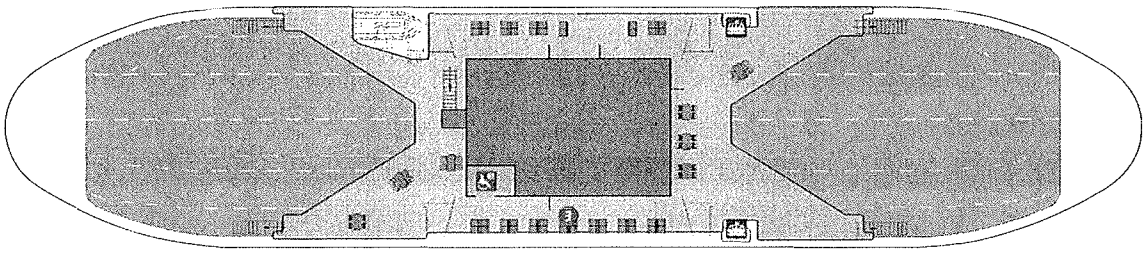
DECK 5 Bridge Deck
DECK 4 Sun Deck (vessel map)
DECK 3 Gallery Deck
DECK 2 Main Vehicle Deck (vessel map)

Vessel Stats

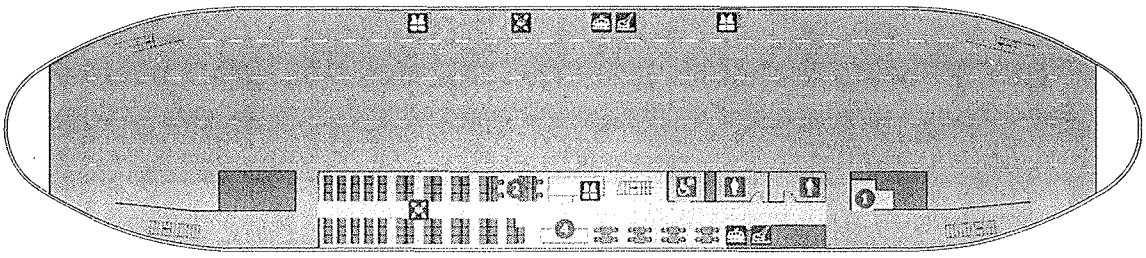
BUILT 2019
OVERALL LENGTH 80.8 m
CAR CAPACITY 47
PASSENGER & CREW CAPACITY 300
MAXIMUM SPEED 14 knots
HORSEPOWER Each propulsive motor is rated at 956 kW = 1912 kW

Island Class

DECK 4 Sun Deck



DECK 2 Main Vehicle Deck



- Pet Area
- Work/Study Stations
- Solarium Heated Seating Area
- Vending Machines
- Accessible Washrooms
- Washrooms
- Life Jackets
- Life Rafts
- Evacuation Assembly Station
- Marine Evacuation Slide