

**REPORT TO THE MINISTER OF JUSTICE AND  
ATTORNEY GENERAL**

**PUBLIC FATALITY INQUIRY**

*THE FATALITY INQUIRIES ACT*

**RONALD MARTIN STANLEY**

**The Provincial Court of Alberta  
Court House  
10260 – 99<sup>th</sup> Street  
Grande Prairie, Alberta  
T8V 6J4**

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ATTORNEY GENERAL**

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**CANADA  
PROVINCE OF ALBERTA**

**WHEREAS** a Public Inquiry was held at the Court House in the City of Grande Prairie on the 16<sup>th</sup>, 17, and 18<sup>th</sup> days of January, 2001, before the Honourable **Donald E. Patterson**, an Assistant Chief Judge of the Provincial Court of Alberta.

A Jury was **not** summonsed and the Inquiry was held into the death of

**RONALD MARTIN STANLEY**  
Aged 62 years

Date and Time of Death: 12<sup>th</sup> July, 1999 at approximately 1:00 PM

Place: The Sulphur River, near Grande Cache, Alberta

Medical Cause of Death: Drowning

Other Significant Conditions: Blunt Cranial Trauma

Manner of Death: Accidental

## CIRCUMSTANCES UNDER WHICH DEATH OCCURRED

1. Ronald Martin Stanley came to Grande Prairie from his home in Prince Edward Island with some of his children to attend his daughter's wedding on July 10<sup>th</sup>, 1999. His son in law, Kevin Alistair Mullin thought that white water rafting on a mountain river might provide a different activity for those attending the celebration. He contacted the Grande Cache Chamber of Commerce and was given the name of Dan's River Rafting. This business is owned and operated by Mr. Daniel Wilson. Mr. Mullin had several telephone conversations with Mr. Wilson. Various options as to rivers were discussed. Mr. Wilson was advised that no one in the party had any experience in white water rafting, that his 16 year old daughter and 62 year old father in law would be in the party. It was agreed that the venue would be the Sulphur River. This was described as a class II to III in terms of difficulty.<sup>1</sup>
2. The party arrived in Grande Cache just after 10 in the morning. Mr. Wilson required that everyone sign waivers. While this was underway, Mr. Mike Wiszniowski began a briefing about the trip and some safety precautions. Two rafts would be used for the trip. Mr. Wilson would be in the first; Mr. Wiszniowski would be the guide in the second. The rafts, equipment and people were then taken to the top of a steep bank leading to the Sulphur River. Each of the rafts was pushed over the bank. One of them went down without incident; the other began tumbling end over end.

3. When rafts, equipment and personnel were finally assembled by the river, wet suits, booties, and either life jackets or personal floatation devices were handed out. The distinction between life jackets and personal floatation devices (PFDs) is that the former are designed to keep the face of the wearer out of the water; the latter simply aids the floatation of the wearer. There was a problem finding life jackets or PFDs of the proper size to fit everyone in the party and there were a number of exchanges back and forth. One member of the party had a Velcro belt wrapped around him to hold the device on; another had a jacket on which only one buckle could be done up. Mr. Ron Stanley, Sr.<sup>2</sup> was given a PFD.
4. Michael Stanley asked if they should be wearing helmets. Mr. Wilson advised the group that "his insurance company" required helmets on the passengers if the river was a class III-IV. However, because this was a class II-III river, helmets were not required. Mr. Wiszniowski made a disparaging comment, referring to helmets as "brain buckets". There were five helmets visible in the first raft. None were visible in the second raft, although Mr. Wiszniowski stated he had helmets in a bag. It is common ground that there were not enough helmets for everyone. At the hearing, Mr. Wilson said that if everyone wanted to wear a helmet, he would go back up the hill and phone for more. In my view, the parties were deliberately discouraged from wearing helmets. In the result, no one did.
5. At the edge of the river, the Guides gave further instructions. Each passenger was given a paddle. They were advised that the guide would give commands concerning paddling. Mr. Wilson advised that some people would be thrown into the river and that everyone would get wet. He also gave instructions to go to

shore for anyone thrown from a raft. The possibility of a raft flipping over was not discussed. Just before embarking, Mr. Wilson asked if anyone wanted to “speak to a lawyer or a minister”. The rafts left the shore at approximately 12:15 p.m. The passengers in the Wilson raft were Kevin Mullin; his 16 year old daughter, Sarah; Michael and David Stanley and their father Ron Stanley. Their position in the raft is set out in Appendix A.

6. At the rear of each of the rafts was a retaining mechanism built from electrical conduit brazed together to hold two steering oars operated by the guide. The mechanism on the raft that tumbled down the hill had been bent in the process. A few minutes after the launch, Mr. Wilson pulled his raft to shore. One of the steering oars would not go all the way into the water. Assisted by Michael, Mr. Wilson pulled on the frame and was able to straighten it somewhat. (See Appendix B.) Mr. Wilson also states that he complained about the paddling of the “crew” at this time. None of the people in the vessel recall this.
7. Thirty minutes into the trip the Wilson raft encountered a ledge. The water dropped 2 to 3 feet. Instead of approaching the ledge head on, the raft went over it sideways. It then rolled over, throwing everyone into the river. In the course of the rollover, Mr. Ron Stanley’s head struck a rock rendering him unconscious. After briefly floating in an eddie he was swept down stream. In due course the raft was righted, and taken to shore. Michael swam to shore further upstream where he remained until picked up by the second raft. The Wilson raft then left with Kevin, Sarah and David and Dan. Upon rounding a bend in the river, they first observed Ron Stanley’s PFD floating in the water. They then observed Mr.

Ron Stanley's feet and buttocks out of the water with his head and torso fully submerged. By this time, approximately one-half hour had elapsed since the raft flipped over.

8. David Stanley, Kevin Mullen and Dan Wilson began artificial respiration and CPR on Ron Stanley. Those in the second raft had not seen the accident, and they came to shore to pick up Michael. Because they were unaware of Ron Stanley's peril, they spent a leisurely 45 minutes before arriving at the scene of the first boat. One of the second boat's occupants, Mr. Peter Donohoe was a registered nurse. He checked Ron Stanley for vital signs. There was no carotid heartbeat and the pupils were fixed. He concluded that Mr. Stanley was dead, but nevertheless began assisting the others in administering CPR. In due course, the RCMP and ambulance authorities were notified, and Ron Stanley was transported to the Grande Cache Hospital, where he was pronounced dead.
9. It is common ground that the reason the raft flipped over is that it went over the ledge sideways. Two conflicting versions as to why this happened have been given in evidence. I will set both out. However, the experience related by those in the second raft provides a useful background. Both Mr. Donohoe and Mr. Ronald Stanley recalled Mr. Wisziniowski advising them about the upcoming ledge about 5 minutes in advance. He told them that they would "have to paddle like crazy". They carried out his instructions. The raft headed into the ledge straight ahead and went over without a problem apart from the fact that Mr. Donohoe lost his paddle. Mr. Wilson states that he advised the passengers about the ledge about 30 to 35 feet away. He gave the instruction: "All Forward"

meaning everyone was to paddle. He states that at the top of the ledge, those on the left side of the raft stopped paddling. As a result, the front of the raft swung left causing it to go over sideways. When the raft flipped, he was able to stand up with the water up to his waist. He secured a handle on the boat with one hand, and briefly had Ron Stanley by his PFD with the other. However, Mr. Stanley slipped from his grasp and began floating face first down the river. He saw blood on the back of Mr. Stanley's neck. He realized that he was unconscious and unable to help himself.

10. The recollection of David Stanley is that Dan was preoccupied with talking to his father, and that he was not giving instructions soon enough. He recalled no warning about the waterfall. Kevin Mullen saw the water dropping down and was alarmed that they were not going straight over. He states that they were not paddling as they were coming to the falls. Sarah Mullen recalls that Dan and her grandfather were talking about Europe. She states that Dan mentioned the ledge, and that just before the raft flipped, she heard the instruction "paddle". None of the passengers recall seeing Mr. Wilson holding onto Ron Stanley. Each mentioned that Mr. Wilson seemed very upset and was cursing continuously.
11. Mr. Wilson asserted that the passengers in his raft "were the worst paddlers he'd ever had". Mr. Wilson also states that he has guided some 1200 raft trips. I am bound to observe that the surviving passengers who testified were highly intelligent people, in reasonable physical condition, fully capable of understanding and carrying out a command. That they were the worst paddlers encountered in 1200 trips stretches credulity. It is also necessary to examine Mr.

Wilson's explanation that the craft went over the ledge sideways because of asymmetric paddling. There were only 2 paddlers on the right side; one of whom, Sarah, complained that she was having trouble paddling. On the other hand, Mr. Wilson had the long steering oars with a great deal of leverage. It was the view of one of the persons investigating this accident that the oars should easily overcome any problem with unbalanced paddling. I felt that Mr. Wilson's comments were disingenuous.

12. It is clear that had the unconscious Ron Stanley been reached in time, his drowning would have been prevented. It is possible that if those in the second raft had been made aware of the peril, with strenuous paddling they could have caught him in time. Although it probably had little effect on the outcome, an unconscionably long time elapsed before the police and ambulance authorities could be notified.

### **RECOMMENDATIONS FOR THE PREVENTION OF SIMILAR DEATHS**

13. Under the provisions of the *Constitution Act, 1867*, jurisdiction over navigable waters is vested in the federal government. This includes regulation of watercraft and the qualification of those that operate them. It also includes investigation of accidents or situations where public safety is compromised. On the other hand, small business and land operations, particularly in provincial parks fall within the purview of the province. In this Inquiry, we have had the benefit of investigations by representatives of a number of authorities. Cpl. Dale Clarke of the RCMP



conducted the initial investigation. Captain Tharmalingam Ketheeswarinthan, (Captain Kethees) is a senior marine inspector for Transport Canada. He was seconded to the Prairie Region for the purpose of conducting a safety audit of Dan's Rafting. He reported to Clark Norris, manager of Inspection Services in the Prairie Region. Captain Kethees conducted an audit of the rafting vessels and safety equipment and procedures of Dan's Rafting. He found a large number of deficiencies, and pursuant to s. 310 of the *Canada Shipping Act*, the raft was detained. Captain Peter H. Ward investigated on behalf of the Transportation Safety Board of Canada. He personally contacted the manufacturers or their representatives of the raft and the life jackets and PFDs. He has prepared a report which will be released in due course. Mr. Cal Vonn Bricker is a senior manager for Alberta Environment. Among other things, he is responsible for provincial coordination of the *Small Vessel Regulations* and enforcement in the province of the federal fishery regulations. He explained certain permit regulations and the special status of Wilmore Wilderness Park. I am grateful for the expertise and thoroughness of these investigators. While I do not intend to set forth their individual findings, each has contributed to the recommendations which follow.

14. Mr. Ron Stanley is the first whitewater rafting fatality in Alberta. In the province of British Columbia there have been 4 such accidents resulting in 12 deaths. No doubt these tragedies are the reason for the enactment of s. 7.1 of the Boating Restriction Regulations which prohibits operation of a commercial river raft in certain waters unless authorized by a permit, and the requirement that those seeking a permit abide by the River Rafting Standards prescribed by Transport

Canada. It was left to the provinces to designate which waters would be covered by s. 7.1. Thus far, only British Columbia has seen fit to do so and it has designated all rivers in the province as waters for which a permit is required. The River Rafting Standards are inapplicable in Alberta. There may be some rivers in this province which are relatively placid most of the time, but rains and spring runoff can quickly change this. **RECOMMENDATION: That the Province of Alberta immediately designate all rivers within the province as white waters for which a permit is required to operate a commercial river raft.**

15. The balance of the recommendations will proceed on the basis that the River Rafting Standards will prevail in Alberta. For reference, the current standards are annexed as Appendix C. Section 32 of the standards requires protective headgear where risk of head injury may exist. According to Mr. Wilson's advice to his customers, there was a great likelihood of being thrown out of the raft. In a swift river, this could easily result in head contact with rocks. **RECOMMENDATION: That protective headgear, of the correct size, and meeting the requirements of the Canadian Standards Association specifically established for whitewater rafting be worn by each person when there is any risk, including falling out of the raft, or being struck by overhanging branches on the river.**

16. Alberta rivers are fed from glaciers and snow pack. The favourite white water rivers are very cold. All passengers on the Stanley trip were given wet suits, but neither guide was wearing one. There is some suggestion that Mr. Wilson was suffering from hypothermia by the time the raft got to shore. Obviously, in an emergency a guide should never be handicapped in this way. It was pointed out

that on other rivers in Canada, and even in Alberta further down stream, wet suits would not always be desirable because of the danger of heat prostration.

***RECOMMENDATION:* That a determination be made based on air and water temperature below which wet suits must be worn by all passengers and the guide on the raft.**

17. Whitewater rafting carries a significant danger that an ejected person may be rendered unconscious and drown. It is imperative that all lifejackets be designed to keep the wearers face out of water to the greatest extent possible.

***RECOMMENDATION:* That the lifejackets referred to in s. 16 a) of the standards be reviewed to ensure that they are designed to keep the wearer's face out of the water to the greatest extent possible.**

18. In paragraph 12 above, the lack of communication between the rafts was discussed. ***RECOMMENDATION:* That where more than one raft is engaged on a trip, each guide carry a small waterproof 2-way radio to enhance communication between rafts.**

19. Paragraph 12 also dealt with the problem of obtaining emergency assistance when an accident occurs on the river. Mr. Wilson advised that because of the high canyon walls, cell phones wouldn't work, and he did not believe that satellite phones would work either. Captain Peter Ward described a device called a Personal Locator Beacon (PLB) which transmitted distress signals on 406 Mhz and on the aircraft distress frequency of 121.5 MHz. This device receives location information from the Global Positioning System which it rebroadcasts on the distress frequencies. Subsequent to the Inquiry, Captain Ward forwarded

particulars of one such device manufactured by ACR Electronics – the GyPSI 406. It is small, light, and waterproof. **RECOMMENDATION: That one Personal Locator Beacon be carried as part of the emergency equipment with each trip.**

20. In order to allay safety concerns of his customers, Mr. Wilson was fond of saying that “his insurance man takes him out to dinner”. In fact, Mr. Wilson carried no public liability insurance whatsoever at the time of the accident. However, he raises an important point. An insurer carrying a significant exposure will be very sensitive to any unnecessary risks taken by his insured. Such scrutiny would enhance the overall safety of the operation. The Alberta Government website indicates that anyone guiding a river rafting trip must carry liability insurance of \$1,000,000.00 per occurrence. However, current regulations do not require this. **RECOMMENDATION: That the Permit Holder be required to carry liability insurance of \$1,000,000 per occurrence.**

21. Finally, there is no doubt that those that choose to go whitewater rafting do so for the excitement; they don't choose this kind of conveyance to look at the scenery. The operators of these tours no doubt say many things to increase the sense of danger and adventure. They can be forgiven for that. However, it is imperative that the customer only senses the danger; not actually experiences it.

Dated at the City of Grande Prairie, Province of Alberta this 5<sup>th</sup> day of March, 2001.



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Donald E. Patterson

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<sup>1</sup> Rivers are classified from I to VI. A class I river is described as "Easy" waves small, passages clear; no serious obstacles. Class II "Medium" Rapids of moderate difficulty with passages clear. Requires experience plus fair outfit and boat. Class III "Difficult" Waves numerous, high, irregular; rocks; eddies; rapids with passages clear though narrow, requiring expertise in maneuvering; scouting usually needed; requires good operator and boat. Class IV "Very difficult" Long rapids; waves powerful, irregular; dangerous rocks; boiling eddies; passages difficult to scout; scouting mandatory first time; powerful and precise maneuvering required. Demands expert boatman and excellent boat and outfit. Class V "Extremely Difficult" Exceedingly difficult, long and violent rapids; following each other almost without interruption; riverbed extremely obstructed; big drops; violent current; very steep gradient; close study essential but often difficult. Requires best person, boat and outfit suited to the situation. All possible precautions must be taken. Class VI "Unrunnable"

<sup>2</sup> To avoid confusion and for simplicity, Mr. Ronald Stanley, Sr. (the deceased) will hereafter be referred to as Ron Stanley. His son will be referred to as Ronald Stanley.

**COUNSEL**

**Mr. Lorne H. Merryweather**  
Alberta Justice  
Counsel to the Inquiry

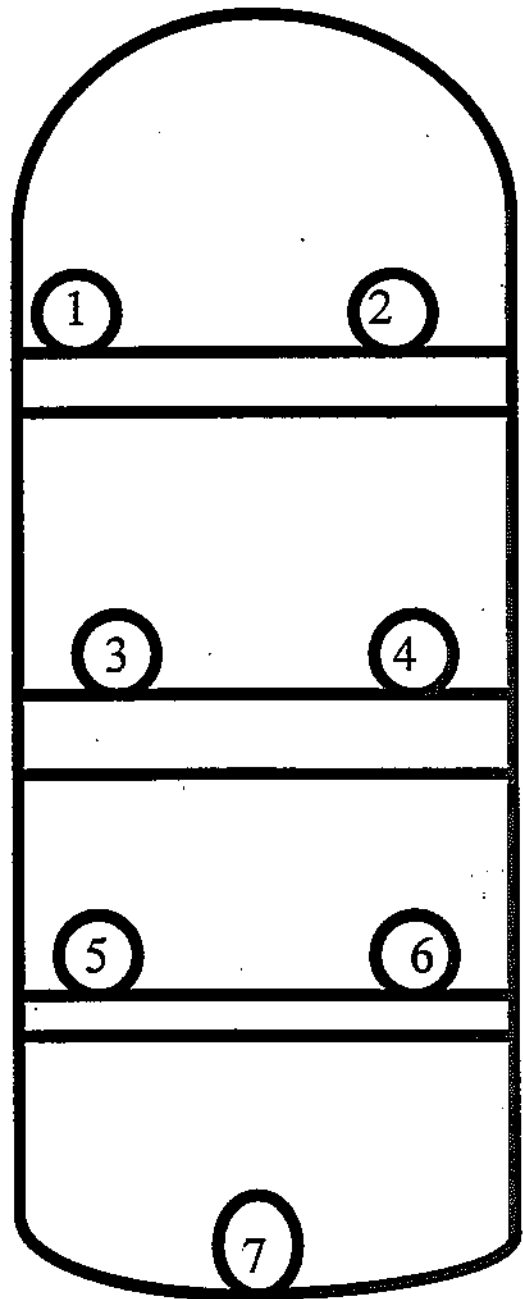
**Mr. John Young**  
Counsel to Transport Canada

# **A P P E N D I X A**

**(Distribution of Persons on the Raft)**

**Distribution of passengers on the raft:-**

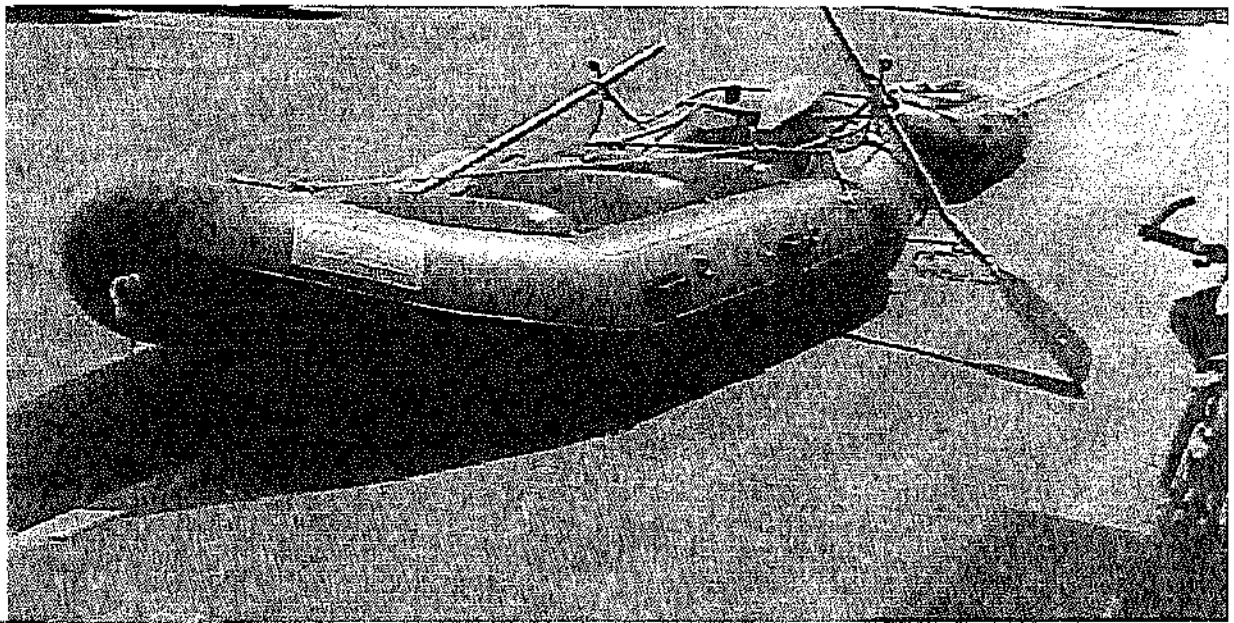
- 1. Kevin Mullin
- 2. Sarah Mullin
- 3. Ron Stanley
- 4. Michael Stanley
- 5. David Stanley
- 6. Stores
- 7. Dan (Guide)

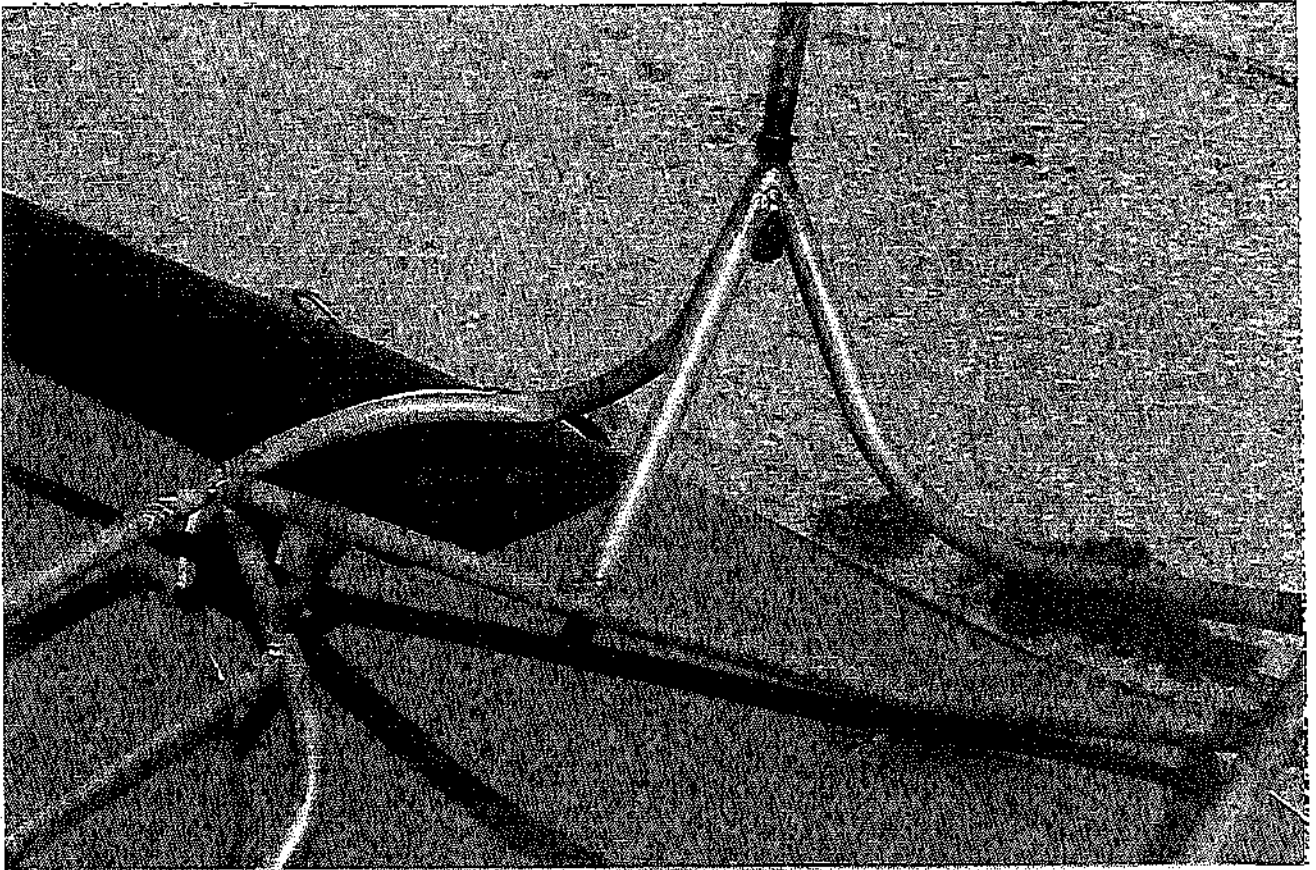


# **A P P E N D I X B**

**(Rafts and Steering Oar Mechanism)**







# **A P P E N D I X C**

**(River Rafting Standards)**

RIVER RAFTING STANDARDS  
STANDARDS AND CONDITIONS

For the issuance of a permit to conduct  
a commercial river raft operation  
on waters restricted pursuant  
to the Boating Restriction Regulations

Short Title

1. These Standards may be cited as the RIVER RAFTING STANDARDS.

Interpretation

2. In these Standards

"Act" means the CANADA SHIPPING ACT;

"approved" means approved by the Board of Steamship Inspection;

"A.S.T.M." means the American Society for Testing and Materials;

"C.G.S.B." means the Canadian General Standards Board;

"C.S.A." means the Canadian Standards Association;

"designated provincial authority" means a person designated by a province and acceptable to the Minister as the person authorized to issue or cancel a permit relating to that province;

"guide" means a person in charge of a river raft, who meets the qualifications set forth under Schedule II of these Standards, and is in possession of a valid certificate issued by the designated provincial authority;

"Minister" means the Minister of Transport;

"permit" means a permit issued by the Minister or a designated provincial authority authorizing a person to operate a commercial river raft operation, subject to these Standards and such other special conditions as may be imposed by the Board of Steamship Inspection or designated provincial authority, in the waters described in Schedule VI.I of the BOATING RESTRICTION REGULATIONS;

"record of service" means the record of experience recorded by every candidate or qualified guide or Trip Leader as required by Schedule II of these Standards;

"small vessel lifejacket" means a lifejacket constructed and tested in accordance with the approval requirements of the SMALL VESSEL REGULATIONS, except that, for the purpose of these Standards, it shall also meet the buoyancy and performance requirements of a Standard lifejacket;

"Standard lifejacket" means a lifejacket constructed and tested in accordance with the standard set by the Canadian General Standards Board (CGSB), and entitled "Lifejackets, Inherently Buoyant, Standard Type No. 65-GP-14M";

"trip" means the passage of a raft, or more than one raft travelling in company, between one place and another place on a river or waterway;

"Trip Leader" means a person in charge of a trip who meets the qualifications set forth under Schedule II, and is in possession of a valid certificate issued by the designated provincial authority;

### Equivalents

3. Notwithstanding anything contained in these Standards, the Board of Steamship Inspection may allow an alternative to any of the requirements of these Standards for any vessel or raft that is subject to these Standards.

### Marking

- 3.1 a) A river raft used or operated by the permit holder shall be clearly marked with the name of the company to whom the permit was issued and a number which differentiates each pontoon of each raft from all other pontoons of rafts used or operated by the permit holder.
- b) The markings referred to in subsection (a) shall be
  - (i) in block characters and in arabic numerals which are not less than 50 millimetres high and in a colour that contrasts with their background,
  - (ii) permanently affixed to the raft, and
  - (iii) situated on the outside of the pontoon so that the number is clearly visible from each side of the vessels.

### Construction

4. The raft shall be of good and sound material and construction and shall be so constructed as to be capable of withstanding the weather and water conditions that may be reasonably expected in the area and at the time of operation.
5. Only inflatable rafts shall be used.
6. The materials used in the construction of the buoyancy chambers of a raft shall conform to the requirements of:
  - a) Section 13 of Schedule XVIII to the LIFE SAVING EQUIPMENT REGULATIONS;
  - b) British Standards Institution, Specification BS MA 16, Section 7; or
  - c) such other specifications as the Board of Steamship Inspection may determine are equivalent.
7. Every raft shall be so constructed that the buoyancy chambers contain in the aggregate not less than four compartments, which compartments shall:
  - a) be as nearly as practicable of equal volume;
  - b) be evenly distributed port and starboard; and
  - c) be so constructed that deflation of any one compartment will not cause the escape of air from any other compartment.
8. Every raft shall be fitted with topping-up valves to each buoyancy chamber.
9. Every raft shall have:
  - a) one painter of at least 10 metres in length; and
  - b) a line becketed around the raft, or safety straps suitable for use as handgrips.
10. Prior to the commencement of operations each year, each raft shall pass the following tests:
  - a) the entire raft shall be inflated to 112.5% of its manufacturer's recommended pressure for a minimum of 30 minutes;

- b) the pressure in each chamber shall be inflated to working pressure and allowed to stand for an additional period of 30 minutes; and
- c) each individual chamber shall be tested with adjacent chambers deflated to ensure the structural integrity of each chamber.

### Capacity

11. No raft shall be loaded with persons, goods and equipment exceeding the weight determined using the following formula:

$$C = (0.375 \times V \times 1000) - W$$

where

- C = maximum weight capacity in kilograms
- V = total buoyancy of the compartment volume of the raft in cubic metres except for additionally attached outrigger pontoons
- W = weight in kilograms of the raft and its framework and all other structures and fittings (motor and portable fuel tanks not included).

12. (1) Subject to subsection (2), the number of persons on board a raft shall not exceed the number determined using the following formula:

$$N = (C - G) / 75$$

where

- N = maximum number of persons
- C = maximum weight capacity in kilograms
- G = total weight in kilograms of motor, filled portable fuel tanks, gear and equipment.

- (2) There shall be sufficient space on board the raft such that all persons, except the guide, can be adequately seated.

### Machinery

- 13. All fuel tanks shall be adequately supported and braced so as to reduce movement.
- 14. Where a raft is motorized, the minimum engine power shall be not less than 15 kW (20 HP).
- 15. The motor on every motorized raft shall be securely mounted on a transom, or a major structural member of the raft.

### Equipment Requirements

16. Every raft shall carry:

- a) one approved Standard lifejacket or one approved small vessel lifejacket meeting the buoyancy and performance requirements of a Standard Lifejacket for each person on board, in sizes suitable for all adults and all children that are on board;
- b) a first aid kit containing, as a minimum, the following:
  - (i) adhesive bandages
  - (ii) sterile pads
  - (iii) flexible gauze bandages
  - (iv) roller bandages
  - (v) triangular bandages
  - (vi) first aid tape
  - (vii) safety pins
  - (viii) scissors
  - (ix) antiseptic
  - (x) acetylsalicylic acid tablets
  - (xi) first aid instructions;
- c) spare means of propulsion, consisting of:
  - (i) for rafts propelled by oars, at least one spare oar and oarlock or clip per raft, or at least two spare oars and oarlocks or clips per trip,
  - (ii) for rafts propelled by paddles, at least two spare paddles, or
  - (iii) for rafts propelled by motor,
    - A - at least one spare motor; or
    - B - if three or more rafts are travelling in company at least one spare motor on one raft and,
      - (I) two oars and oarlocks or clips on each of the other rafts, or,
      - (II) for rafts of 6 metres in length or less, at least eight paddles;
- d) a buoyant heaving line of at least 20 metres in length, flexible under ordinary circumstances of wetness and temperature, attached to a buoyant quoit.



- (1) Every raft, or every group of rafts travelling in company, shall carry:
  - a) a raft repair kit in accordance with the provisions of Schedule I; and
  - b) if propelled by motor, an engine repair kit in accordance with the provisions of Schedule I.
- (2) Every raft shall carry a hand operated pump for inflating the buoyancy chambers and capable of attachment to the topping-up valves, however where more than one raft is travelling in company on a trip, no more than 2 pumps need be carried for that trip provided that the 2 pumps are not carried in the same raft.

#### Operational Requirements

18. Every raft travelling singly, or every group of rafts travelling in company shall be operated under the supervision of a Trip Leader certificated in accordance with the provisions of Division B of Schedule II. Such Trip Leader shall, within the previous twelve months, have completed a minimum of two trips, as indicated in the record of service, over the assigned route while in control of the type of raft to be used.
19. Under the general supervision of a Trip Leader, every raft engaged in a commercial river rafting operation shall be operated by a guide, certificated in accordance with the provisions of Division A of Schedule II, who additionally shall have had experience within the previous twelve months over the assigned route while in control of the type of raft to be used. Such experience shall be indicated in the record of service.
  - 19.1 Every certificated Trip Leader and guide shall have in his possession and on his person a certificate, in the form of an identification card issued by the designated provincial authority and which certifies his qualifications while operating a raft, and shall produce the certificate for inspection on demand of a peace officer.
20. Before the commencement of any river trip, all persons to engage in the trip shall receive a warning that, because of possible rigorous or hazardous conditions which might be encountered, river rafting may not be suitable for children, the infirm and those persons whose health may be impaired under these conditions.

21. Before the commencement of any river trip, all persons to engage in the trip shall receive a safety orientation briefing which shall include:
  - a) a familiarization and warning concerning the hazards of the waters to be run;
  - b) procedures for routine operations;
  - c) general safety precautions;
  - d) the use and wearing of lifejackets;
  - e) seating assignments; and
  - f) procedures for emergencies, casualties, swamping, capsizes and man overboard.
22. At the commencement of each day's operation, each chamber of each raft shall be pressure checked at its rated working pressure, and the entire exterior of the raft shall be visually inspected.
23. Every person on a raft shall at all times wear an approved Standard lifejacket or approved small vessel lifejacket meeting the buoyancy and material requirements of a Standard lifejacket.
24. When a raft is approaching a rapid, the guide or Trip Leader shall advise all persons on board of the safety precautions to be observed while passing through the rapid.
25. No person on board a raft shall be allowed on outrigger pontoons when the raft is passing through a rapid.
26. All loose equipment, storage boxes and other objects that may be injurious to persons on the raft, are to be properly stowed and secured in place.
27. No alcohol or illegal drugs shall be consumed by any person on a raft when the raft is on the river.
28. At no time during a trip or stopover shall any guide or Trip Leader be impaired by alcohol or a drug.
29. The Trip Leader shall not permit any person to board a raft if that person is believed to be in a state of impairment that may be of hazard to themselves or other persons on the raft.

Except in an emergency situation, no raft shall be operated on any river during the hours of darkness.

31. No raft shall be refueled while persons other than a guide or Trip Leader is on board.
32. Protective headgear, of the correct size, and meeting the requirement of CSA Standard CAN3-Z262.1-M83 or equivalent, shall be worn by each person on a raft in waters where risk of head injury may exist.

#### Accident Reporting

33. The person to whom a permit has been issued shall as soon as possible at the termination of any trip, and by the quickest possible means, report to an officer of the Canadian Coast Guard, Ship Safety Branch, any accident or incident that involves:
  - a) loss of life;
  - b) any injury incapacitating any person for more than 24 hours or any temporary stoppage of breathing.

#### Special Provisions

34. The permit issued by the Minister or the designated provincial authority may contain special provisions relevant to the waters in which the river rafting operation is to be conducted.

Note: Reference to other Standards is to the latest issue, unless otherwise specified by the authority applying this Standard.

Schedule I

Division A

Raft Repair Kit

1. The repair kit for every inflatable raft shall contain, as a minimum, the following:
  - a) patches of tube material,
  - b) cement compatible with the raft fabric,
  - c) sandpaper or roughing tool,
  - d) replacement oarlock or clip, (if applicable),
  - e) screwdriver, and
  - f) pliers.

Division B

Engine Repair Kit

2. The engine repair kit for every raft carrying an engine shall contain, as a minimum, the following:
  - a) spare propeller,
  - b) 2 spark plugs, and
  - c) an adjustable wrench.

## Schedule II

### Qualifications for Guides and Trip Leaders

#### Division A

#### Guides

1. Every certificated guide shall:
  - a) be not less than 18 years of age,
  - b) have successfully completed a basic standard first aid course (16 hours) and hold a valid certificate issued by the St. John Ambulance Association or a body recognized by the Minister or the designated provincial authority.
  - c) within the three year period preceding his or her application for a guide certificate, have completed
    - (i) twenty days river running experience in control of any craft, and
    - (ii) seven river running trips on rafts under the supervision of a qualified Trip Leader.
  - d) have a basic knowledge of and ability to carry out repairs to the raft,
  - e) have a good knowledge of safety, emergency procedures, and of the hazards associated with a river rafting operation, and
  - f) if operating a motorized raft, have a basic knowledge of engine repair.

Division B

Trip Leaders

2. Every Certificated Trip Leader shall:
  - a) be a guide certificated within the two year period preceding his or her application for a Trip Leader's certificate, in accordance with Division A of this Schedule.
  - b) within the three year period preceding his or her application for a Trip Leader's certificate, have completed a minimum of twenty days river running experience as a guide qualified in accordance with Division A of this Schedule.
  - c) have a complete knowledge of the construction of a raft, and be capable of effecting repairs and replacement of parts of the raft.
3. The experience required by sub-paragraph 2(b) is in addition to the experience required in order to qualify as a guide.

Division C

Record of Service

4. Every candidate and certificated guide and Trip Leader shall maintain a record of service showing all trips completed for the purpose of qualification and of all subsequent trips.
5. The record of service shall indicate, for each trip:
  - a) the date of the trip;
  - b) the route of the trip;
  - c) his employment during the trip, whether candidate guide, qualified guide, candidate Trip Leader or qualified Trip Leader;

- d) the type of raft used on the trip, and whether the raft was propelled by oars, paddles or by motor;
  - e) the duration of the trip;
  - f) the name of the Trip Leader;
  - g) in the case of a record kept by a guide, the number of persons carried on the raft;
  - h) in the case of a record kept by a Trip Leader, the number of persons carried on the trip; and
  - i) any unusual occurrences or accidents.
6. At the completion of each trip, the record of service for every guide and Trip Leader shall be certified and signed by the person to whom the permit to operate has been given, and, in the case of candidate guides and candidate Trip Leaders, shall also be certified and signed by the supervising Trip Leader.
- The record of service shall also indicate the date of certification in first aid and the issuing body, and shall record all subsequent re-qualifications in first aid training.
8. The record of service shall be made available upon request to the Minister or the designated provincial authority.

