



SAFE BOATING AMBASSADORS

2021 Key Details for Summer Campaign

PREPARED BY: LAC DU BONNET COMMUNITY DEVELOPMENT CORPORATION

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SECTION 1: BACKGROUND INFORMATION

1.1 BACKGROUND

During the summer of 2020, the Rural Municipality of Lac du Bonnet created a VORR Committee to examine the recreational waterway use of the Lee River and Pinawa Channel and make recommendations towards improving the safe usage of these waterways by all recreational users.

The Committee defined the areas of most significant concern affecting safety and shoreline erosion on the Pinawa Channel and Lee River through feedback collected in the Public Consultation Process. These areas are high traffic, speed, conflicting activities and uses, a lack of boating education and etiquette that leads to an undesired behavioural culture, and large waves created by wake boats.

1.1.1 LARGE WAVES

The introduction of wake boats on the Pinawa Channel and Lee River has created a significant and contentious issue among recreation users on both bodies of water. Wake boat ownership and use along these bodies of water have been increasing over the past five years. The primary issue is the enhanced wake created by wake boats when travelling at low speeds with full or partially full ballasts. 1,000 to 3,000 pounds of water can be taken into the ballast tank, depending on its size, to increase the boat's displacement, shape the wake and create artificial waves for surfing.

The continued use of wake boats, specifically on the Pinawa Channel and the narrow sections of the Lee River, has contributed to accelerated shoreline erosion, caused damage to personal property, swamped boats of other recreational users, and created a growing safety concern along the waterways.

In terms of large wakes and waves generated along the Pinawa Channel and Lee River, research and the Public Consultation Process has produced the following causes:

- Since the introduction of wake boats on waterways across the globe, wakeboarding and wake surfing have become contentious issues worldwide. Many communities struggle with the enhanced waves created by these vessels, which on the Pinawa Channel and Lee River have been reported to be between three feet and six feet high.
- Wake boat ownership is increasing, and the sport of wake surfing continues to grow in popularity.
- As wake boats and the watersports associated with them, such as wake surfing and wakeboarding, become more popular, and technology is further developed, the boats being manufactured and purchased are getting larger. Manufacturers provide the ability to accommodate even more displacement value by increasing ballast, with some models boasting up to 5,000 pounds of water taken into the boat, which further increases the size of the wake, or wave, being created.
- Years ago, these boats were a high-ticket item. While some models can still cost more than \$200,000, lower-cost options have hit the market, coming in around \$56,000. The lower price ticket makes wake boats more accessible to more people resulting in increased usage.
- The use of wake boats for wake surfing is the direct cause of the large wake and wave problems identified.
- Wave height is one of the most important factors in shoreline erosion. Observations made by the Minnesota Department of Natural Resources have shown that:

- a wave that is 12.5 cm high (the height of a compact disk case) when it reaches the shore does not cause significant shoreline damage. Waves this high are created by boats operating at speeds under 10 km/h – a rate that is generally considered reasonable when operating close to shore
- a wave that is 25 cm high is four times more destructive than a 12.5 cm wave
- 62.5 cm high waves are 25 times more destructive
- Wake boats, specifically for wake surfing, create waves that are 91 cm high to 183 cm high.
- The size of a waterway affects the potential for erosion to occur. The greater the distance generated waves are from shore, the more opportunity they have dissipate before reaching shore, reducing the effect they have on shoreline erosion.
- The composition of the shoreline is also a determining factor in how a shoreline will be impacted and affected by natural and human causes of erosion.

Specific operating behaviours contributing to the cause of the problem include:

- Wake boat operators operating too close to shorelines and other watercraft, creating large, unsafe waves for wake surfing, create hazardous conditions for different users and accelerate shoreline erosion.
- Wake surfers prefer the calm waters of the Pinawa Channel and Lee River over the larger and safer areas to operate.

1.1.2 SPEED

Speeding concerns were another problem identified during the Public Consultation Process. In particular, respondents reported speeding concerns related to personal watercraft operators. Speed is of general concern when hundreds of recreational users enjoy water bodies at a time. The safety concern of speed, combined with high traffic congestion at narrow points of the bodies of water, is an accident waiting to happen.

The speed of vessels is also of noted concern in two crossing points.

The first is where the Lee River meets the Pinawa Channel at Coordinates 50° 16' 12" N – 95° 52' 46" W; under the PTH 313 bridge. Granite outcroppings make this a very narrow passing, and it is the only entrance onto or exit from the Pinawa Channel. The water is also very shallow and further reduces the passable course vessels can take. Increasing the safety hazard is a lack of sight, as the pathway curves southwest.

The second point is on the Lee River at Coordinates 50° 18' 41" N – 95° 51' 29" W. All vessels south of this point use this passing to reach the broader parts of the Lee River or travel to Lac du Bonnet Lake. All vessels north of this point use this passage to reach the southern part of the Lee River. Two granite outcroppings jut out of the water. The river on either side of these outcroppings is very shallow, with a granite riverbed, forcing all traffic to travel between them.

In terms of vessel operation speed on the waterways, research and the Public Consultation Process has produced the following causes:

- Technology is a leading factor in this problem whereby motorized vessels on the waterways today are more prominent and faster than 20 years ago.
- Lack of education and proper waterway etiquette are contributing factors where speed is concerned.
- Speed often became a safety concern when operating vessels near shorelines and other watercraft and during times when impaired driving is observed.
- Many vessel operators exceed the governed speed of 10 km within 30 m of the shoreline.

Specific operating behaviours contributing to the cause of the problem include:

- Personal watercraft users continue to drive at high speeds, weaving through other waterway traffic in times of congestion.
- Motorized user groups do not alter their speed while approaching and passing non-motorized vessels (canoe, kayak, paddleboard) users.
- Personal watercraft users are a leading contributing factor with speed concerns, particularly in regards to the ability these vessels have to change direction quickly, the erratic driving patterns the operators make while weaving in and out of other boat traffic, crisscrossing across the waterway, or driving in circles around other users, and near shorelines.

1.1.3 CONFLICTING ACTIVITIES AND USES

Participants identified several conflicts, including conflicts between high impact water sports and leisurely recreation activities, the impact of towing activities and personal watercraft use activities (erratic driving, proximity to shore and other vessels, and speed), and the potential for danger arising from hundreds of users participating in all possible recreational activities during peak periods, specifically along the Pinawa Channel and the narrow sections of the Lee River.

In terms of conflicting activities and uses on the waterways, research and the Public Consultation Process has produced the following causes:

- An increase in users since the 1990s and an increased diversity of usage, with the addition of larger and more powerful boats, has compounded this problem.
- There are more intensive and varied recreational activities on the waterways, which are continually evolving.
- Increased usage of the relatively static, narrowly confined water surfaces is placing more demands on these resources.
- There is a drastic variation in water users' and craft operators' experience, skill levels, education, interests and consideration for and understanding of other user groups.
- There is enhanced visibility and prominence of safety and environmental issues.
- There are varied attitudes and perceptions about recreation activities, waterway safety, water resources, and environmental impact.

Specific operating behaviours contributing to the cause of the problem include:

- Personal watercraft users travel close to other vessels to jump wakes and waves.
- Wake surfers are creating large waves, swamping and capsizing other watercraft.
- Vessel operators travel too closely to tow activities; if a skier or tube occupant is sent into the water, there is significant concern that they will be run over by other vessels.
- There is an increase in the number of operators who travel too close to other vessels, especially in high traffic times.

1.2 THE CAUSE-AND-EFFECT RELATIONSHIP

The problems, causes, and behaviours addressed contribute to the unsafe conditions of the Pinawa Channel and Lee River. Both bodies of water are navigable waterways, which means that equitable access for all users and activities is required by Federal law. Understanding the shared values and interests held by all of the users of these waterways is essential for:

- Lawful compliance and enforcement,
- Equality for users and the various recreational activities that take place on the waterways; and
- Support successful efforts to build and sustain behaviour changes and safety outcomes.

In terms of developing solutions, a multi-level approach is required to address the causes and correct the problems that make these waterways unsafe for recreational users and harm the environment.

The enforcement of current regulations needs to increase. The education and etiquette deficits need to be addressed through training and a cultural shift on the waterways. Additional regulations need to be put in place to protect the users and set the tone of all safety measures.

As such, a VORR Application has been submitted for review to Transport Canada to help define the rules and regulations for safe operations on the Pinawa Channel and Lee River, and a Safe Boating Ambassador Program has been established to promote safe and equitable use of the Pinawa Channel and Lee River by a community of peers.

SECTION 2: ABOUT THE SAFE BOATING AMBASSADOR PROGRAM

2.1 WHO WE ARE

The Safe Boating Ambassador program is a community-driven initiative designed to increase boating safety and etiquette awareness in Lac du Bonnet, Manitoba specific to the Lee River and Pinawa Channel. Working together, we will contribute to the education of safe waterway use by promoting:

1. Waterway safety, as governed by Transport Canada, and
2. General good boating etiquette for specific activities, focusing on those that occur on our waterways.

2.2 THE TEAM

The Safe Boating Ambassadors are members of the boating community, avid paddlers, stand-up paddleboarders, wake surfers, water skiers, and boaters. The members will act as Waterway Safety Leaders for the community of Lac du Bonnet, sharing and encouraging all waterway users to safely partake in all waterway activities.

2.3 GOALS OF THE SAFE BOATING AMBASSADOR PROGRAM

Through discussion, feedback, and public input during the Community Engagement Process undertaken in 2020, it was deemed that alternative non-regulatory options need to be put in place to ensure that safety is always top of mind while using the waterways for any purpose.

To that end, the Safe Boating Ambassadors are working towards completing the non-regular goals as set out in the application. This will be a multi-year process that will begin in summer of 2021 and will continue to develop over the next several years.

1. Create a Waterway Safety Campaign that includes a variety of informative touchpoints with the users to inform and educate all user groups on safe boating; safe waterway uses, best practices, and good waterway etiquette. This would include a variety of methods and mediums that include but are not limited to: a website, social media posts with a dedicated channel for boater safety, educational videos, newspaper and magazine advertising, brochures, or other materials that can be handed out to the public.
2. Engage the public at the Rural Municipality of Lac du Bonnet Boat Launches and through Cottage Owner Cooperatives to promote safety protocols on a one-on-one basis to ensure maximum visibility.
3. Partner with Lac du Bonnet's Emergency Management Program, Tourism Committee, and Community Development Corporation to increase the reach all safety measures for waterway safety.
4. Work with specific user groups to enhance safety protocols among their user and advocate for safe waterway use.
5. Install physical site-specific signage at high-risk areas, such as crossing points or waterway attractions that are known to lead to congestion.
6. Develop a user enforced flagging system whereby boaters can alert other vessel operators of towers that have been dumped into the water. In addition, a user enforced flagging system could be explored to alert other vessel operators that a towing activity is occurring so that other vessels will leave ample space.

7. Transition the Committee established to explore VORR changes into a Waterway Safety Steering Committee to support safety measures and education.

SECTION 3: SAFETY MESSAGING DETAILS

3.1 SAFETY MESSAGING

The following fourteen sections detail the key safety messaging that will be delivered to the community of Lac du Bonnet, in a variety of ways, as outlined in Goal 1.

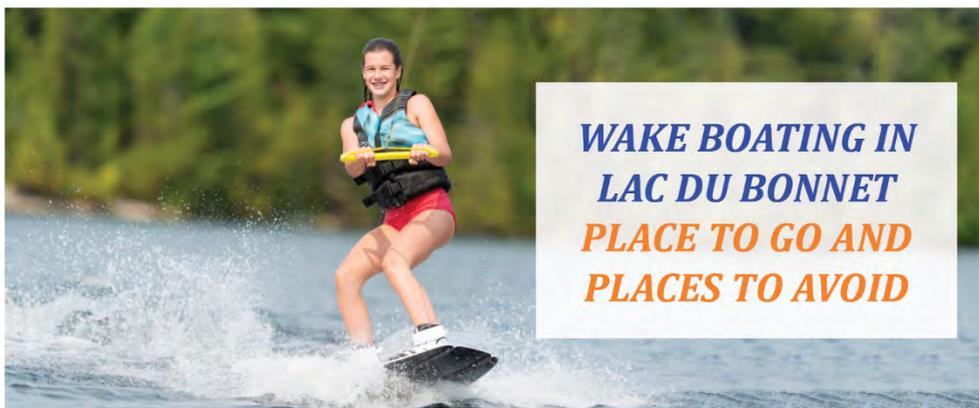
3.1.1 WAKE BOATS WELCOME – CHARACTER COUNT: 1285

Lac du Bonnet is an amazing place for wake surfing and wakeboarding on Lake Lac du Bonnet and the Winnipeg River. These larger bodies of water offer up plenty of space to crank up those waves and catch some air for the jaw-dropping moves that make these sports so thrilling.

For your best wake surfing experience in #LacDuBonnet, we suggest you:

1. Avoid the Pinawa Channel and Lee River up to the 'Rock Pile.' The waterways here are just too narrow to surf safely and have fun.
2. Enjoy the open waters of Lake Lac du Bonnet or the Winnipeg River System. You'll find miles of unhindered waterways to have some real fun while surfing or boarding.
3. Remain 100 meters from shorelines to allow your wake power to dissipate before it reaches swimmers, docks, and shorelines.
4. Avoid high traffic areas to give you the space you need to have fun on the waterway while ensuring the safety of other users.
5. Remember to always have a spotter in the boat to keep you safe in an emergency and communicate between you and the driver using hand signals.
4. Have fun and be safe by ensuring you pack your safety equipment, wear a life jacket, and be aware of your surroundings.

#CSBC #BetterBoater #BoatingTips #BoatingSafety #SafeBoating #KnowBeforeYouGo #WearIt #Startboating #LacDuBonnet #MyLdB



3.1.2 WATERWAY SAFETY IS IN YOUR HANDS – GENERAL – CHARACTER COUNT: 872

We are all excited to be out on the water again to enjoy epic summer adventures while fishing, jet skiing, swimming, surfing, paddling, and so much more. Let's make this year the best one yet by working together as a community to assure the safety and enjoyment of the waterways for all users and recreational activities. This season, let's all remember that waterway safety is in our hands. Let's all do our part:

1. Boat sober
2. Wear a lifejacket
3. Take a boating course
4. Keep your wakes low around other vessels and swimmers
5. Enjoy your watersport activities 50 to 100 meters from the shoreline
6. Slow down in high traffic areas
7. Have fun and be safe by ensuring you pack your safety equipment, wear a life jacket, and be aware of your surroundings.

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3.1.3 - BOAT LAUNCHES – CHARACTER COUNT: 1442

#LacDuBonnet has over 60 kilometres of rivers and lakes to explore and six public boat launches to get you out onto the water! Popular boat launches can be a busy place, so etiquette, common sense, and courtesy are all that stand between good order and complete havoc.

Here are five tips for good boat launch etiquette:

1. Always complete all prep work first in the staging area—out of the way of the ramp where other boaters are launching.
2. Launch quickly and efficiently; have others in your crew assist you to make the process easier. If you see someone having difficulty launching their boat, lend a hand instead of getting upset or frustrated with people encountering problems.
3. As soon as your boat is off the trailer, pull back up the ramp and park in a DESIGNATED spot! Please do not park across driveways or block road access; you will be towed! If the launch parking area is full, check out one of the other six available options to launch your boat – here's a list of them <https://myldb.ca/ldb/boating-and-water-sports/>
4. When retrieving your boat, use a courtesy dock or tie up away from the launch area until your trailer is in place.
5. Load the boat onto the trailer, secure the winch at the bow and the safety chain, then proceed to the staging area to finish unloading, cleaning, and securing your trailer.

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***Boat Launch
etiquette is important!
Check out these tips to
keep the line moving.***



3.1.4 WATERWAY SAFETY IS IN YOUR HANDS – RULES OF THE ROAD CHARACTER COUNT: 1282

In tight quarters, as we face on the Pinawa Channel and parts of the Lee River, knowledge of the 'Rules of the Road' is critical to vessels' safe operation. Do you know what vessels have the right of way? Do you know the difference between a Stand-On Vessel and a Giveaway Vessel?

This season, let's all remember that waterway safety is in our hands.

1. What Vessels have the Right of Way?

- a. Vessels under paddle (e.g., Canoe, Kayak, SUP) have the right of way under most circumstances but should be aware that other vessels might not know this.
- b. Vessels under sail must give way to paddle crafts since they are considered less maneuverable.
- c. Vessels under power must give way to vessels that are less maneuverable such as sailboats and paddle crafts.

2. Stand-On versus Giveaway Vessels

The Stand-On vessel has the responsibility to maintain course and speed such that the Give-Way can determine the best action to stay clear. The Give-Way vessel has the responsibility to take EARLY and SUBSTANTIAL action to avoid the Stand-On vessel. Appropriate actions to give way include stopping, slowing down or altering course to go behind the vessel with the right of way.

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#Startboating #LacDuBonnet #MyLdB

Media Link: <https://www.youtube.com/watch?v=oROPAm2aDao&t=3s>

3.1.5 PADDLE CRAFT – STARTBOATING.CA - CHARACTER COUNT: 1287

Are you looking forward to getting out on the river or channel this summer with your paddle craft? We sure are! Whether you are new to paddling activities or have been doing it for years, STARTboating.ca is a great online resource that provides you with information on what you need to know to go canoeing, kayaking, or stand-up paddleboarding safely. Learn the basics to safely enjoying paddling activities and be better prepared for life on the water this summer.

The Lee River and Pinawa Channel are beautiful waterways to paddle. For your best paddling experience, we suggest you:

1. Head out early before motorized vessel users take to the waters.
2. Paddle near the shoreline and stay away from heavy traffic areas.
3. Enjoy these waterways on the weekdays, when there is less traffic on the waterways.
4. Choose a bright colour such as red, yellow or orange for your lifejacket, kayak, canoe or other paddle vessels so that other boat operators can see you.
5. Keep signalling devices within easy reach in case of emergency.
6. Have fun and be safe by ensuring you pack your safety equipment, wear a life jacket, and be aware of your surroundings.

#CSBC #BetterBoater #BoatingTips #BoatingSafety #SafeBoating #KnowBeforeYouGo #WearIt #Startboating #paddlingadventures #LacDuBonnet #MyLdB



3.1.6 WATERWAY SAFETY IS IN YOUR HANDS – LIFEJACKETS – CHARACTER COUNT 611

It only works if you wear it.

If you are not wearing your lifejacket or not wearing it properly, it will not benefit you in an emergency. When you're out on the water, make sure always to wear your lifejacket properly.

This season, let's all remember that waterway safety is in our hands. Let's all do our part and set a good example for waterway safety by wearing our lifejackets!

Check out this video from @CSBC to learn how to inspect your lifejacket to ensure it will work when you need it.

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Media Link: <https://www.youtube.com/watch?v=S2TxM1kOaAk>

3.1.7 SHARING THE WATERWAYS RESPECTFULLY – CHARACTERS 1745

There is no denying the fact that Lac du Bonnet waterways get busier every year. Last year, a VORR Committee was developed by the @RMofLdB to conduct an analysis of waterway use along the Pinawa Channel and Lee River, which led to some helpful information that can help waterway users share the waterways respectfully with all recreational users.

Transportation Canada regulates our waterways. They are navigable waterways, which means that equitable access for all users and activities is required by Federal law.

This summer, let's focus on sharing our waterways to create a safe and enjoyable experience for all recreational users. For your best #LacDuBonnet waterway experience, we suggest:

1. Be mindful of the distance between your vessel and the others around you. Crowding other vessels on the waterways makes people feel unsafe – no one likes being tailgated on the roadway or waterway.
2. Mind your speed. Remember that you may have to stop or turn suddenly to avoid a collision, so operate at a safe speed. It is illegal to operate near shorelines at speeds greater than 10km/p within 30 meters (100 feet) of the shore. The shoreline is a popular place for swimmers and paddlers; let's give them space to enjoy playing safely too.
3. Leave plenty of space around vessels participating in towing activities. Should someone who is being towed on tubes, skis, or wakeboards fall into the water, you need to be at a safe enough distance that you will not run them over.
4. Avoid erratic driving behaviour while out on the waterways. Just as you stay in your lane while driving, pick a lane and stick with it on the waterways.

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3.1.8 WATERWAY SAFETY IS IN YOUR HANDS – BOATING SAFETY KNOWLEDGE – CHARACTER COUNT 1622

Going out on the water requires basic boating safety knowledge and a good understanding of the "rules of the road" for Canadian waterways. That's why EVERYONE who operates a motorized pleasure craft MUST CARRY PROOF OF COMPETENCY on board. This includes all types of motorized boats, no matter the size or horsepower of the engine.

This season, let's all remember that waterway safety is in our hands. Get your Pleasure Craft Operator Card today.

You can get your Pleasure Craft Operator Card by passing a boating safety test available through a Transport Canada accredited course provider. [https://tc.canada.ca/sites/default/files/2021-06/ACCREDITED PCOC COURSE PROVIDER PUBLIC LIST 15 JUNE 2021.pdf](https://tc.canada.ca/sites/default/files/2021-06/ACCREDITED_PCOC_COURSE_PROVIDER_PUBLIC_LIST_15_JUNE_2021.pdf) These course providers help recreational boaters gain basic boating safety knowledge through flexible education and testing options, including classroom, Internet, and self-study.

Transport Canada (TC) recommends taking a boating safety course as the best way to prepare for the test. Taking a course, while not required, is a small investment that has a big payoff: it will make you more aware of safe boating practices, prevention measures, and practical ways to reduce risks.

The course itself covers a full range of basic boating information such as:

- the minimum safety equipment required on board your boat;
- what Canadian buoys look like and what they mean;
- how to share waterways;
- a review of regulations that relate to pleasure boating; and
- how to respond in an emergency

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SAFE Boating
AMBASSADORS Working to keep Lac du Bonnet waters safe and enjoyable for all recreational users!

3.1.9 CHALLENGING LOCATIONS – CHARACTER COUNT 1811

Being a good boater is being aware of your surroundings and know the waterways you are using. Nautical maps are useful for discovering this information, but they may not include everything you need to know. Here are a few areas along the Lee River and Pinawa Channel that you should be aware of and the challenges you may face.

1. The Rock Pile (50° 18' 41" N – 95° 51' 29" W) – This is a narrow passage on the Lee River that has seen 298+ boats an hour pass through the narrow waterway. As the name would suggest, rock piles surround the passage and make the water shallow, leaving enough room for one boat to pass at a time.
2. Jumping Rocks (50° 19' 08" N – 95° 49' 14" W and 50° 22' 41" N – 95° 49' 57" W) – These areas see heavy boat traffic as people anchor their boats to climb the rock face and jump into the water. When travelling in these areas, please be thoughtful of swimmers and divers, and anchored boats. Mind your speed and watch your wake.
3. PTH 313 Bridge (50° 16' 12" N – 95° 52' 46" W) The bridge is where the Pinawa Channel and Lee River meet. This passage can see 197+ vessels cross per hour during peak times. The bridge area has a reduced line of sight, is narrow, has shallow banks, and a strong current. When passing through, please use caution, mind your speed and be aware of your surroundings.
4. Old Pinawa Dam (50° 21' 55" N – 95° 92' 52" W) – Travelling along the Pinawa Channel to see the decommissioned Pinawa Dam is a favourite pastime for locals and visitors. This area is known for high traffic volumes as people travel to and anchor their boats at the Dam. Be prepared for heavy traffic in this area, as well as swimmers in the water.

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3.1.10 WATERWAY SAFETY IS IN YOUR HANDS – SAFETY EQUIPMENT – CHARACTER COUNT 906

Are you taking the boat out this weekend? Do you have all the required safety equipment properly stored on your vessel? Before you head out this weekend, make sure you have the safety equipment required by law for your vessel.

This season, let's all remember that waterway safety is in our hands. Let's all do our part and set a good example for waterway safety by ensuring you have everything you need.

In Canada, the safety equipment required on board depends on the type and length of your boat. The minimum safety equipment requirements for paddleboats, canoes, kayaks, Personal Watercraft, Power Boats and more can be found on pages 15 to 33 of the Safe Boating Guide – Safety Tips and Requirements for Pleasure Crafts. https://tc.canada.ca/sites/default/files/migrated/tp_511e.pdf

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3.1.11 – TOWING RULES – CHARACTER COUNT 1721

As watersport activities become more popular and diverse, it is important to know the Towing Rules and Regulations so that you and your towing companions can be safe on the water this summer.

One of the most important safety rules that we often see neglected along the waterways is not having a spotter to watch the people being towed.

Towing a water skier, wakeboarder, kneeboarder, or other towable device requires the use of a spotter. A spotter is a person who observes the person being towed at all times. The spotter notifies the driver if there is a need for a change in speed or direction as indicated by the towee's hand signals. The spotter can also notify the driver in case of an emergency.

The driver should never watch the skier. The driver should always concentrate on safely driving the boat, keeping well clear of other boats, skiers, swimmers and hazards.

The following Rules and Regulations must be obeyed when participating in towing activities in Canada:

- A spotter must be in the boat at all times
- The towing vessel must be equipped with an extra seat for each person that is being towed in case an emergency recovery is necessary
- Only personal watercraft designed to carry three or more people can be used for towing a water-skier
- The person being towed must wear an approved flotation device (a 'ski belt' is not considered to be an approved flotation device)
- The towing vessel cannot be operated by remote control
- Do not tow water-skiers between one hour after sunset to sunrise
- It is a criminal offence, as governed by the Criminal Code of Canada, to tow a person after dark

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***Safety Rules & Regs for
Towing Activities.***

***Let's all have a fun and
safe summer on the
water!***



Working to keep Lac du Bonnet waters safe and enjoyable for all recreational users!

3.1.12 – SHARING WATERWAYS 2 – CHARACTER COUNT: 1535

The Pinawa Channel and Lee River are enjoyed by hundreds of residents and visitors every day! As navigable waterways, equitable access for all users and activities is required by Federal law. As fishers, swimmers, paddlers, leisure cruisers, skiers, tubers, and surfers, we all need to work together to keep our waterways safe and enjoyable for all.

This summer, let's focus on sharing our waterways to create a safe and enjoyable experience for all recreational users. For your best #LacDuBonnet waterway experience, we suggest:

1. Taking watersport activities like skiing, surfing and wakeboarding to the wider section of the Lee River (North of the 'Rock Pile' or Lake Lac du Bonnet).
2. Never try to spray swimmers, or cut in front of or try to jump the wake of other vessels. Some of the worst boating incidents happen when operators misjudge speed or distance.
3. Watch your wake. A boat's wake can damage other vessels, docks and the shoreline. It can also be a risk for swimmers, divers and people on small boats that might capsize. Be aware of how your boat's wake might affect others when choosing your speed. You will be responsible for any damages or harm you cause.
4. Keep your music volume low, especially in the evenings and at night. Remember that sound travels further on the water, so when you play your music too loudly, you are causing a nuisance for those trying to enjoy some quiet time or sleep.

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3.1.13 – CHANNEL TO ROCK PILE – CHARACTER COUNT: 1973

The Pinawa Channel to the Rock Pile (95° 82' 73" N 50° 38' 53" W to 50° 18' 41" N – 95° 51' 29" W)

This portion of the waterways is very narrow, with portions no more than 100 meters wide at its most narrow points and 300 meters wide at its most open spaces. This, combined with heavy traffic, means that all users must use caution while enjoying the waterways.

Swimmers and paddlers enjoy the banks along these portions of the waterways; it is also a preferred destination for people enjoying leisurely cruises. It is not a great location for tow activities during peak traffic times. We also discourage wake boat activities on this portion of the waterways because it simply isn't wide enough.

If we all work together, we can create a place where everyone feels safe to participate in the activities they love to do. Here are some suggestions for how we can work together:

1. During heavy traffic times, move your towing activities to a different location where there is less boat traffic and more space to have fun on the water.
2. Be courteous. Mind your wake, and keep a safe distance from shorelines to provide a safe place for paddlers and swimmers who are enjoying their time on the water.
3. Mind your speed, watch your wake, and keep a safe distance from other vessels.
4. Be mindful of what is happening around you and alter your actions accordingly.
5. When you're swimming, wear a bright coloured life jacket, so you are more visible, don't swim in more advanced conditions for your skill level, and swim close to shore, where there is less boat traffic.

Safety is a shared responsibility of Canadian waterway users and the organizations that govern them. Boaters must operate their boats safely. This means you must learn and follow the rules that apply to your boat and the waters where you will be boating.

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3.1.14 – PWC- CHARACTER COUNT: 1848

The Pinawa Channel and Lee River are very popular for Personal Watercraft users. Safe use of a personal watercraft (PWC) requires skill and experience. PWC operators must be at least 16 years old and have proof of competency and proof of age on board. Before you let someone borrow your PWC, you must make sure they know how to operate it safely and responsibly. Here are some other basic tips:

- Always wear a Canadian-approved lifejacket or PFD (inflatable PFDs are not allowed). Choose a bright colour for better visibility.
- Wear thermal protection when operating in cold water (water less than 15°C).
- Read the owner's manual before setting out.
- Attach the engine shut-off line securely to your wrist or lifejacket, or PFD.
- Respect speed limits and other vessel operation restrictions.
- PWC can be used for towing activities, but the towing vessel must be equipped with an extra seat for each person that is being towed in case an emergency recovery is necessary
- Be cautious, courteous and respect your neighbours. Many people dislike the noise a PWC makes when it is operated for long periods at high speed in one place, especially when it is used to jump waves or do doughnuts in front of people's property.
- Never try to spray swimmers, or cut in front of or try to jump the wake of other vessels. Some of the worst boating incidents happen when operators misjudge speed or distance.
- Be aware of the impact your PWC can have on the environment. Avoid high speeds near shore.
- Stay alert! It is hard to see swimmers, water skiers, divers, and other PWCs in time to avoid them at high speeds.
- Do not operate your PWC after dark or when visibility is poor.
- Make sure your PWC is properly licensed and marked.

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SECTION 4: SAFETY MESSAGING PUBLIC ENGAGEMENT DETAILS

4.1 SOCIAL MEDIA SCHEDULE

The following table outlines the Social Media Schedule for known partners who will be delivering Safety Messaging on a regular basis.

| JULY | | | | | | | | | |
|-----------|----|-----------------|--------------|---------------|-----------|----|-----------------|--------------|---------------|
| | | Post # MyLdB | Post # RM | Post # CDC | | | Post # MyLdB | Post # RM | Post # CDC |
| Thursday | 1 | | | | Saturday | 17 | 9 | 12 | |
| Friday | 2 | | | | Sunday | 18 | 10 | | 13 |
| Saturday | 3 | | | | Monday | 19 | 11 | | |
| Sunday | 4 | | | | Tuesday | 20 | 12 | | |
| Monday | 5 | | | | Wednesday | 21 | 13 | | |
| Tuesday | 6 | | | | Thursday | 22 | 14 | | |
| Wednesday | 7 | | | | Friday | 23 | 1 | | |
| Thursday | 8 | | | | Saturday | 24 | | 2 | |
| Friday | 9 | 1 | | | Sunday | 25 | | | 3 |
| Saturday | 10 | 2 | 7 | | Monday | 26 | | | |
| Sunday | 11 | 3 | | 9 | Tuesday | 27 | | | |
| Monday | 12 | 4 | | | Wednesday | 28 | | | |
| Tuesday | 13 | 5 | | | Thursday | 29 | | | |
| Wednesday | 14 | 6 | | | Friday | 30 | 4 | | |
| Thursday | 15 | 7 | | | Saturday | 31 | | 5 | |
| Friday | 16 | 8 | | | | | | | |
| AUGUST | | | | | | | | | |
| | | Post # MyLdB | Post # RM | Post # CDC | | | Post # MyLdB | Post # RM | Post # CDC |
| Sunday | 1 | | | 6 | Tuesday | 17 | | | |
| Monday | 2 | | | | Wednesday | 18 | | | |
| Tuesday | 3 | | | | Thursday | 19 | | | |
| Wednesday | 4 | | | | Friday | 20 | 13 | | |
| Thursday | 5 | | | | Saturday | 21 | | 14 | |
| Friday | 6 | 7 | | | Sunday | 22 | | | 1 |
| Saturday | 7 | | 8 | | Monday | 23 | | | |
| Sunday | 8 | | | 9 | Tuesday | 24 | | | |
| Monday | 9 | | | | Wednesday | 25 | | | |
| Tuesday | 10 | | | | Thursday | 26 | | | |
| Wednesday | 11 | | | | Friday | 27 | 2 | | |
| Thursday | 12 | | | | Saturday | 28 | | 3 | |
| Friday | 13 | 10 | | | Sunday | 29 | | | 4 |
| Saturday | 14 | | 11 | | Monday | 30 | | | |
| Sunday | 15 | | | 12 | Tuesday | 31 | | | |
| Monday | 16 | | | | | | | | |
| SEPTEMBER | | | | | | | | | |
| | | Post # MyLdB | Post # RM | Post # CDC | | | Post # MyLdB | Post # RM | Post # CDC |
| Wednesday | 1 | | | | Friday | 17 | | | |
| Thursday | 2 | | | | Saturday | 18 | 11 | | |
| Friday | 3 | 5 | | | Sunday | 19 | | 12 | |
| Saturday | 4 | | 6 | | Monday | 20 | | | 13 |
| Sunday | 5 | | | 7 | Tuesday | 21 | | | |
| Monday | 6 | | | | Wednesday | 22 | | | |
| Tuesday | 7 | | | | Thursday | 23 | | | |
| Wednesday | 8 | | | | Friday | 24 | | | |
| Thursday | 9 | | | | Saturday | 25 | 14 | | |
| Friday | 10 | 8 | | | Sunday | 26 | | | |
| Saturday | 11 | | 9 | | Monday | 27 | | | |
| Sunday | 12 | | | 10 | Tuesday | 28 | | | |
| Monday | 13 | | | | Wednesday | 29 | | | |
| Tuesday | 14 | | | | Thursday | 30 | | | |
| Wednesday | 15 | | | | | | | | |
| Thursday | 16 | | | | | | | | |

4.2 IN-PERSON PUBLIC ENGAGEMENT SCHEDULE

The following table represents the potential in-person engagement schedule at the Public Access Boat Launches with access to the Lee River and Pinawa Channel. This schedule is dependent on volunteer availability, and COVID-19 restrictions that may prevent, or limit, in-person gatherings. The goal of the Safe Boating Ambassadors is to be on location a minimum of eight (8) times over the summer.

Boat Launch Engagement Schedule

| Launch | Suggested Dates | | | Suggested Time | |
|----------------------------|-----------------|-----------|----|----------------|------|
| | | | | Start | End |
| Osprey Boat Launch | Friday | July | 16 | 4:00 | 7:00 |
| Fernwood Boat Launch | Saturday | July | 17 | 11:00 | 2:00 |
| Wood Duck Bend Boat Launch | Sunday | July | 18 | 10:00 | 1:00 |
| Fernwood Boat Launch | Friday | July | 23 | 4:00 | 7:00 |
| Wood Duck Bend Boat Launch | Saturday | July | 24 | 11:00 | 2:00 |
| Osprey Boat Launch | Sunday | July | 25 | 11:00 | 2:00 |
| Wood Duck Bend Boat Launch | Friday | July | 30 | 4:00 | 7:00 |
| Osprey Boat Launch | Saturday | July | 31 | 11:00 | 2:00 |
| Fernwood Boat Launch | Sunday | August | 1 | 11:00 | 2:00 |
| Osprey Boat Launch | Monday | August | 2 | 11:00 | 2:00 |
| Fernwood Boat Launch | Friday | August | 6 | 4:00 | 7:00 |
| Wood Duck Bend Boat Launch | Saturday | August | 7 | 1:00 | 4:00 |
| Fernwood Boat Launch | Sunday | August | 8 | 1:00 | 4:00 |
| Wood Duck Bend Boat Launch | Friday | August | 13 | 4:00 | 7:00 |
| Osprey Boat Launch | Saturday | August | 14 | 1:00 | 4:00 |
| Wood Duck Bend Boat Launch | Sunday | August | 15 | 11:00 | 2:00 |
| Osprey Boat Launch | Friday | August | 20 | 4:00 | 7:00 |
| Fernwood Boat Launch | Saturday | August | 21 | 1:00 | 4:00 |
| Osprey Boat Launch | Sunday | August | 22 | 1:00 | 4:00 |
| Fernwood Boat Launch | Friday | August | 27 | 4:00 | 7:00 |
| Wood Duck Bend Boat Launch | Saturday | August | 28 | 10:00 | 1:00 |
| Fernwood Boat Launch | Sunday | August | 29 | 10:00 | 1:00 |
| Wood Duck Bend Boat Launch | Friday | September | 3 | 4:00 | 7:00 |
| Osprey Boat Launch | Saturday | September | 4 | 10:00 | 1:00 |
| Wood Duck Bend Boat Launch | Sunday | September | 5 | 1:00 | 4:00 |
| Osprey Boat Launch | Friday | September | 11 | 4:00 | 7:00 |
| Fernwood Boat Launch | Saturday | September | 12 | 10:00 | 1:00 |