



**The Great Lakes - St. Lawrence Seaway System**  
***Le réseau Grands Lacs - Voie maritime du Saint-Laurent***

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SEAWAY NOTICE NO. 5 – 2015

**Communications**

Mariners are reminded that the following communications procedures will be in effect at the structures:

**AT LOCKS**

Lock crews' initial communication with vessel will occur when vessel is at the inbound L/A

**Positioning Instructions**

**Vessel to verbally acknowledge at minimum the following 3 positioning instructions (whether given by Lock personnel or vessel self-spotting radio):**

- Initial communication (for final mooring position)
- 25 m spotting instruction (15 m at U.S. Seaway locks)
- Final spotting instruction (In position)

At U.S. Seaway locks for downbound maximum sized vessels required to winch to final mooring position the following additional communications must be acknowledged:

- The message "15 m to the 15m mark"
- The message "In position at the 15 m mark",
- When the vessel has winched into position, the message "In position"

**Hands-Free Mooring (HFM) Instructions**

**The following communication protocol will be followed during a lockage when HFM equipment is in use:**

- On initial communication, lock operator will advise vessel that HFM will be used.
- At Final Mooring Position and stopped, lock operator will advise vessel that pads will be attached & vessel is not to use its engine(s):
  - o **Verbal acknowledgement from vessel is required;**
  - o **Pads will only be attached to vessel once confirmation from vessel is received.**
- Lock operator will advise vessel once pads are attached & lockage to begin.
- Once lockage complete, lock operator will advise vessel that pads will be detached:
  - o **Verbal acknowledgement from vessel is required;**
  - o **Pads will not be detached from vessel until confirmation from vessel is received.**
- Once pads detached, lock operator will advise vessel to exit lock.



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**AT BRIDGES** (remote from locks)

The following procedure applies at all free-standing Bridges, namely:

- Br. 7A/7B, SLU, VAL in the Montreal Lake Ontario Section
- Br. 4, 5, 11 and 21 in the Welland Canal Section

The bridge operator will make a VHF radio call on the normal working channel to the last vessel through the bridge draw, immediately prior to initiating the bridge lowering / closing sequence. e.g. "VESSEL NAME, BRIDGE 21 WILL START TO LOWER". Vessel may respond if there is a problem.

**Note:** In Niagara, the bridge lowering will not commence until the Bridge Operator has confirmed with the Master/Pilot that it is safe to do so.

March 13, 2015