



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

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SEAWAY NOTICE NO. 6 – 2015

**General Notice**

This notice cancels and supersedes all previous Seaway Notices and Regional Notices to Shipping issued prior to December 31, 2014.

**1. EASTERN STANDARD TIME/DAYLIGHT SAVING TIME**

The Seaway entities will be operating on Eastern Daylight Saving Time from the opening of the navigation season. At 0200 hours on November 1, 2015, the operating time will revert to Eastern Standard Time.

**2. SEAWAY DRAFTS**

Seaway Notice No. 1 – 2015 outlines the maximum permissible draft for the Montreal – Lake Ontario and Welland Canal sections respectively.

It is the responsibility of the master to ensure that the permissible drafts are not exceeded. Overdraft vessels create scheduling problems and are a source of delay to users, especially if discharge of cargo is required.

During hot weather, the masters must be aware of "hogging" conditions and allow for this within the permissible draft.

Vessel transiting the Seaway in ballast must maintain, at a minimum, the drafts recorded in the ESI form.

**3. SPEED LIMITS**

The speed limits indicated in Column III, of the attached schedule of speed limits, will be in effect as of the opening of the navigation season. A speed monitoring program will be in effect throughout the navigation season. Refer to Seaway Notice no. 1 – 2015 for additional information.

**4. VESSEL INSPECTION**

Agents/owners are reminded to give a 24-hour notice for inspection by email or fax to a SLSMC traffic control centre and a 2-hour confirmation for inspection by voice communication to the SLSMC traffic control centre.

An inspected vessel which has changed name, flag or more than 25% of its crew may require a re-inspection prior to transiting the Seaway. The agent / owner must advise the Seaway accordingly and in a timely manner so as not to cause undue delay.

Mariners are reminded to keep a copy of the ESI inspection report on the bridge in either electronic or paper format and accessible to the Seaway corporation and/or pilots.



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Mariners are requested to notify the Traffic Control Centres of the height of the deck cargoes prior to transiting the Seaway or when departing from a Port or wharf.

### **5. VESSEL EQUIPMENT**

Accidents and potentially serious incidents have occurred due to malfunction of essential equipment and, sometimes, to the failure of ship's personnel to understand their equipment. Mariners are reminded that:

a) Sufficient numbers of generators for the normal operation of a vessel as well as supplying power to winches and/or bow thrusters must be operating in parallel and on line at all times. When automatic start emergency standby equipment is not available, watch keeping engineers must be fully conversant with the emergency changeover procedures.

b) Wrong-way propeller alarms, wrong-way pitch alarms and engine interlocks are essential safety devices that must be fully operational at all times during transit. It is important that a regular testing procedure, to verify the functioning of these installations, be established on board the vessel. The visible and audible alarms are to have a time delay of not greater than eight (8) seconds;

c) In the interest of safety, it is essential that Part VII Sections 81, 84 and 85 of the Seaway Handbook, "Reporting of Accidents, Impairment or other Hazards by Vessels Transiting or Intending to Transit the Seaway" be strictly adhered to;

d) While transiting the Seaway, the master of a ship shall immediately report to the nearest Seaway station any malfunction of the AIS transponder;

Mariners are advised that the AIS unit must be operational when transiting Seaway waters. The AIS unit must transmit a DGPS signal and gyro heading. It is recommended that the following "Self-Checks" on the Minimum Keyboard Display (MKD) be performed prior to Seaway transit:

- Check the heading field to ensure that it is accurate. If the heading is not indicated, the AIS unit is not transmitting a "gyro" heading as per IMO guidelines for installation.
- Verify that the correct vessel draft is being transmitted by the unit.
- The AIS unit must be connected to and transmit position from an external DGPS. Verify on the "GPS source" screen that the source is "External GNSS"; this should change automatically to "External DGNSS" when picking up local radio beacons.



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- On some systems "External GNSS" is indicated as "Secondary" while "External DGNSS" is indicated as "Primary". Please consult your AIS operation manual.

Mariners are advised that the **Minimum Keyboard Display (MKD)** shall be located in such a manner that it is visible day or night from the conning position.

- e) Gyro compass error greater than 2° must be serviced prior to transiting the Seaway and if noted during a Seaway transit, the gyro compass must be serviced at first opportunity.
- f) When magnetic compass error is greater than 5°, the ship is required to have the compass swung and a new deviation card produced, unless the "record of deviations" has been properly maintained and verified.
- g) All vessels bound for the Seaway must test the main propulsion machinery, ahead and astern no more than 24 hours before entering at CIP 2 or CIP 16. A record of this test must be maintained on board;
- h) Mariners are reminded that during winter conditions, gangways, ladders and other means to access decks should be clear of ice and/or well salted for the safe embarking/disembarking of personnel. Also, a crew member is to be present to assist.
- i) Mariners are reminded to protect "soft lines" from the elements so that they do not freeze on mooring drums as this can result in an unsafe condition for ship's crew as well as lock personnel.

### **6. OVERALL VESSEL DIMENSIONS**

In recent years the design of vessels has changed considerably and as a result, the bridge wings, antennas, masts and, in some cases, the samson posts or store cranes could be outside the limits of the block diagram as indicated in Appendix 1 of the Seaway Handbook and could override the lock wall. Masters and pilots must take this into consideration and exercise extreme caution when entering or exiting locks to ensure that the vessel does not contact any of the structures on the lock.

Masters are reminded that when bridge wings are folded inboard for Seaway transit, the chains and / or portable stanchions must be the same height as the ship's bridge wings

Certain requirements must be met by vessels 222.5 metres or greater in overall length:

1. Vessels must have a rounded stem bar.
2. Vessels must be equipped with adequately powered self-tensioning and self-rendering winches and fairleads at an approved location.
3. Mariners must comply with special mooring instructions and procedures when proceeding through the locks.



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Prior review and approval of ship plans are necessary for all vessels in excess of the current maximum dimensions before permission to transit will be granted.

For further information regarding the transit of ships with dimensions in excess of the current maximum permissible dimensions, please direct inquiries to:

Marine Services  
The St. Lawrence Seaway Management Corporation  
202 Pitt Street  
Cornwall, Ontario  
Canada K6J 3P7  
Tel: (613) 932-5170, ext. 3205 / 2255  
Fax: (613) 932-5204  
Email: marineservices@seaway.ca

### **7. RADIO COMMUNICATIONS**

#### **Reporting To Traffic Control Centre**

For reasons of safety and the scheduling of vessel traffic, it is important that vessels report their location to the appropriate Traffic Control Centre when at the **actual** established calling-in point, and prior to departure from a Port or Anchorage.

### **8. DROPPING ANCHOR - LOCK APPROACHES**

In several lock approaches, underwater air bubbling equipment is installed. These installations are identified on hydrographic navigation charts as well as by signs located on the approach walls. Masters are reminded that, unless there is an extreme emergency, the dropping of anchors must be avoided in these areas in order to prevent damage to this equipment.

### **9. AIDS TO NAVIGATION**

Mariners are cautioned not to rely solely on buoys for navigational purposes. Buoys should be used only as approximate markers defining channel limits and hazards. Mariners are urged to refer to current hydrographic charts, Sailing Directions and Notices to Mariners.

### **10. CAPE VINCENT ANCHORAGE**

The Saint Lawrence Seaway Development Corporation, in the interest of safety, may be directing vessels that have to anchor, to do so between Bartlett Point and LB-245. However, no vessel will anchor west of Carleton Island unless instructed by a Seaway officer under the provision of Part III Section 27 of the Seaway Handbook.



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### **11.FLOW PATTERNS**

The power entities at the Moses-Saunders Power Generating Station may be conducting peaking operations whenever the flow in the upper St. Lawrence River is below 7,930 m<sup>3</sup>/s (280,000 cfs). These operations may cause some variations in the normal current patterns and velocities in the vicinity of Iroquois Lock, Copelands Cut Light 46 and downstream of Snell Lock.

### **12.VERTICAL CLEARANCES**

Hydrographic charts indicate the vertical clearances above chart datum. Water levels may be above chart datum and available clearances of overhead structures and cables may therefore be less than indicated on the chart. The maximum permissible height acceptable for transit of the Seaway is 35.5 metres above the vessel's water line.

Masters are reminded that when antennas and/or masts are required to be hinged down, it must be for the entire Seaway transit.

### **13.TAKING STORES OR LANDING GARBAGE**

Vessels permitted to take on stores or land garbage at locks must do so in a safe and expeditious manner, so as not to delay other traffic in the system. It is the Master's responsibility to ensure there are sufficient number of ship's crew to attend mooring lines at all times when the ship is in the lock chamber and additional crew is available to receive stores or land garbage.

The ship's navigation bridge and VHF radios must be manned at all times.

### **14.REPORTING DANGEROUS CARGO**

Mariners are reminded that all vessels carrying dangerous cargo, as defined in Part V (72) of the Seaway Handbook, and all tankers carrying liquid cargo in bulk, and all vessels carrying grain under fumigation\* are required to file a copy of the current load plan prior to transiting any part of the Seaway system.

Tankers, in ballast, and which are not gas-free, must report the previous cargo of each hold on a load plan.

\*All ships carrying any quantity of grain under fumigation must provide to traffic control the name of the chemical (fumigant) used and the cargo hold(s) affected.

Failure to comply with this requirement may result in unnecessary delays or transit refusal. The load plan and other information can be transmitted via fax, twenty-four hours a day, to any of the following numbers.

St. Lambert, Quebec (450) 672-3668  
Massena, N.Y. (315) 764-1886



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St. Catharines, Ontario (905) 641-4632

**15. WATER BALLAST MANAGEMENT**

As outlined in Part III, 30 (1) & (2) of the Seaway Handbook, ships must comply with ballast water management practices to obtain clearance to transit the Seaway. Every ship entering the Seaway after operating beyond the economic exclusive zone must comply with the United States Coast Guard ballast water management practices under 33 Code of Federal Regulations Part 151 Subpart C. Further information can be obtained by contacting the USCG MSD Massena at 315-769-5483.

Mariners are also reminded that since the entry of the mandatory Canadian - Ballast Water Control and Management Regulations in 2006, mariners have to comply with section 6, 7 and 14 of the regulation. Transport Canada has published "A Guide To Canada's Ballast Water Control and Management Regulations TP 13617" where and mariners are to refer to section 5.0 "Reporting Requirements" and section 7 "Loaded Vessels with Tanks Containing Residual Ballast Water" for further information.

**16. PILOT EXCHANGE**

Masters are to ensure that the vessel maintains and holds its position in the lock during pilot exchange.

March 13, 2015





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Table of Speeds

Item	Column I - From	Column II - To	Maximum Speed Over The Bottom (Knots)	
			Column III	Column IV
1.	Upper Entrance South shore Canal	Lake St. Louis Buoy A13	10.5	10.5
2.	Lake St. Louis Buoy A13	Lower Entrance Lower Beauharnois Lock	12 (upb) 14 (dnb)	11 (upb) 13 (dnb)
3.	Upper Entrance Upper Beauharnois Lock	Lake St. Francis Buoy D3	9 (upb) 10.5 (dnb)	9 (upb) 10.5 (dnb)
4.	Lake St. Francis Buoy D3	Lake St. Francis Buoy D49	12 (upb) 13.5 (dnb)	12 (upb) 13.5 (dnb)
5.	Lake St. Francis Buoy D49	Snell Lock	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
6.	Eisenhower Lock	Iroquois Lock	11.5	10.5
7.	Iroquois Lock	McNair Island Lt. 137	13	10.5
8.	McNair Island Lt 137	Deer Island Lt. 186	11.5	10.5
9.	Deer Island Lt. 186	Bartlett Point Lt. 227	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
10.	Bartlett Point Lt. 227	Tibbetts Point	13	10.5
11.	Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island	Open Waters between Wolfe and Howe Islands through the said Middle Channel	9.5	9.5
12.	Port Robinson	Ramey's Bend through the Welland By-Pass	8	8
13.	All other canals		6	6