



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

2018 - NOTICE TO SHIPPING #19

MAISONNEUVE REGION
MONTREAL / LAKE ONTARIO SECTION

Transitional Periods Between Traditional Mooring and Hands-Free Mooring at the U.S. Locks

Mariners are advised that beginning August 27, 2018, at the U.S. **Eisenhower and Snell Locks**, lock crew personnel will begin the transition to vessel positioning that will be utilized once HFM is in service.

During the transitional period, Masters/Pilots will be required to slow, position and stop their vessels under their own power at positions different from those currently being used. Once the vessel is in position, the lock crew will secure the vessel using traditional mooring/tie up procedures. Vessels should continue to fully staff the mooring stations on deck as we make this transition.

The following spotting changes will take effect:

For vessels 222m or greater the lock crewmember, via VHF radio, will announce vessel positions at:

- 25m, 10m, 5m, 3m, 1m, and "in position"

For vessels less than 222m the lock crewmember, via VHF radio, will announce vessel positions at:

- 25m, 10m, and "in position"

Downbound vessels with an OAL of 222m or greater will be stopping 5m from the Number 2 Ship Arrestor.

Upbound vessels with an OAL of 222m or greater will be stopping 4m from the breast wall (bumper).

Note: At Snell Lock, new final mooring positions for vessels with an OAL less than 222m will be used; however, vessels with an OAL of 222m or greater will continue to be spotted/positioned as in the past.

Lock crews will verify the process and communicate the final mooring positions to the vessel upon approach during the initial radio contact.

Maisonneuve Region
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