



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

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**2007 - NOTICE TO SHIPPING #1**

NIAGARA REGION  
WELLAND CANAL

**GENERAL INSTRUCTIONS**

**1. UNSAFE PRACTICES - DISTRIBUTION OF SOUVENIRS BY SHIP'S PERSONNEL**

Masters are requested to prohibit crew members from the practice of distributing souvenirs such as coins, cigarettes, etc., to the public on approach walls. This practice creates unsafe conditions by encouraging people, in particular younger children, to approach vessels that are maneuvering and securing, thereby considerably increasing the possibility of a serious or fatal accident. In addition, it interferes with canalling procedures.

**2. HAZARD AREAS IN THE LOCKS**

A yellow line marks the outer limit of the "**hazard area**" as identified by Labour Canada as that area from the lock face to 1 metre back from the lock chamber.

There are strict procedures to be followed by all persons entering a lock area. Every person entering any lock area must report to the lock personnel for specific instructions regarding these special procedures. Persons disembarking from vessels must proceed directly to the yellow line outside of the bollards before making their way out of the lock area.

**3. TAKING ON BOARD STORES AT LOCKS**

Unexpected delays are still being experienced as a result of vessels taking on board stores during locking operations. These delays affect the safe and efficient scheduling of other vessels. Masters are advised that they should be prepared to move out of the lock and take these stores at another berth if the delay will affect the safe navigation of other vessels. A maximum time limit of **fifteen minutes** as previously agreed upon by all shipping companies will be enforced.

**4. SECURING AT SPECIFIED L/A'S ON THE APPROACH WALLS**

It is important that Masters position their vessels at lock approach walls with the stem of vessel at the specified **limit of approach** sign. **This especially applies above or below**

**Lock 8 and below Lock 3, as failure to do so may create maneuvering difficulties for the exiting vessel.**

To assist Masters in positioning their vessels with the stem at the L/A 2 sign on the west wall below Lock 8, a checkerboard has been installed 150 m north of the lower L/A 2 sign on the west wall.

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### 5. PROPER SIZE HANDLINES FOR DOWN BOUND TRANSITS

Mariners are reminded that all down bound vessels must provide handlines when securing in the locks. In accordance with section 13 of the Seaway Regulations these handlines must be of uniform thickness and have a diameter of **not less than 15mm and not more than 17mm, and a minimum length of 30 meters.**

Masters are also to ensure that no weights or Monkey Fists are attached to the end of the handlines and additionally joining / splicing of two short lengths to meet the minimum length requirement is not acceptable due to the possibility of fouling on the lock car haulers.

Failure to have these handlines readily available causes delay to navigation and may result in the processing of a violation.

### 6. BUNKERING OF VESSELS IN PORT COLBORNE HARBOUR

Vessels requiring bunkers in Port Colborne Harbour should file notification to that effect as follows:

- a. Up bound vessels when reporting in at mid-Lake Ontario,
- b. Down bound vessels when reporting in at Seaway Long Point.

Down bound vessels departing a port east of Long Point and up bound vessels departing a port west of Mid-Lake Ontario should file notification of bunker requirements as soon as they have cleared port.

### 7. VESSELS WINCHING IN MOORING WIRES DURING DOWN BOUND CAST OFF

Masters are requested to ensure that during the down bound cast off, vessel crews do not winch mooring wire eyes completely in to winch drums until such time as the Lock Crew has returned the hand line to the vessel. The mooring wire eye should only be winched in until it reaches the fairlead. The practice of retrieving the mooring wire eye right to the winch drum is causing a potentially unsafe situation for Seaway lock crews. Your cooperation in this matter is greatly appreciated.

### 8. ENTERING FLIGHT LOCKS (LOCKS 4,5, AND 6) WHEN LOCK CREW HANDLING A VESSEL IN OPPOSITE CHAMBER

In order to reduce delays in the flight locks, vessels are allowed to enter a flight lock when the lock crew at that lock is busy handling a vessel in the opposite chamber, under the following conditions:

- a) The vessel is instructed to do so by the Traffic Control Centre via VHF.
- b) The vessel must not proceed with its bow beyond the centre line of the lock it is entering.
- c) The vessel must hold in position until the Lock Spotter instructs the master to proceed.
- d) Vessels **must not** enter Lock 4 up bound or Lock 6 down bound when the Red Navigation lights are displayed.

The master has the option to wait secured in the lock until the crew at the next lock is available.

If vessels proceed beyond the centre of the lock, action will be taken which may include the cancellation of this special procedure.

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### 9. EXTENDED STOP SIGNS IN THE FLIGHT LOCKS

To assist Masters of down bound vessels in spotting their vessels in Locks 5 and 4, the position of the upper end STOP mark has been extended to the top of the high wall at the lower end of Locks 6 and 5.

### 10. MOORING POSITION, UP BOUND, LOCK 6 WEST

To counter adverse hydraulic effects, up bound vessels only, in Lock 6 West have a different final mooring position from other locks.

Masters are requested to cooperate with spotting instructions which require their vessels to be positioned as follows:

Vessel Length	Mooring Position
218.00 - 225.50 m	White STOP
195.00 - 217.99 m	Yellow STOP
186.00 - 194.99 m	15 m
176.00 - 185.99 m	25 m
166.00 - 175.99 m	35 m
156.00 - 165.99 m	45 m
105.00 - 155.99 m	55 m
Less than 105.00 m	75 m

### 11. EAST WALL ABOVE LOCK 6 EAST

**Mariners are reminded that the pile supported section of the east wall above Lock 6 East (bollards 6 - 16) is out of service.** This section of wall has been out of service since an engineering study discovered that the wall had been considerably weakened due to vessel contact.

Masters are urged to avoid contact with the approach wall in this area especially when maneuvering under reverse Flight Lock conditions, i.e., up bound vessels existing Lock 6 East are to endeavor to operate their vessels so that there is minimal contact in this area when sliding the wall for entry into Lock 7.

Some of the flex wood fender units that were removed have been replaced with fenders consisting of rubber blasting mats wrapped around rubber tires. The new fender units are located at the north section of the wall between bollards 6 and 10. These fenders are designed to protect vessels if contact with the wall is unavoidable; they are not meant to indicate that the wall is back in service.

### 12. WHARF 5 - THOROLD - SUNKEN SCOW

Mariners are advised that there is a sunken scow located in position 43° 06'51"N, 079° 11'36"W. The scow is located off the north end of *Wharf 5* on the east side of the slip in the *Thorold Industrial Docks Basin*; - it is not located in the navigation channel.

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Mariners, especially small craft operators, are advised to exercise caution when operating in this area.

### 13. SECURITY CALLS

Mariners are requested to give a security call on Channel 14 (156.7 MHz) when transiting up bound at Mile 9 and down bound at Nautical Mile 12.7 (Main Street, Port Robinson).

### 14. PRECAUTIONS WHEN VESSELS LOADING AT WHARF 12

Due to safety considerations, whenever there is a vessel loading cargo at Wharf 12, Seaway Welland (VHF Channel 14 - 156.7 MHz) will request approaching up bound and down bound vessels whether they want the flow of water through Weir 8 reduced while transiting this area.

### 15. LONGITUDINAL HYDRAULIC ASSIST

The Longitudinal Hydraulic Assist will be available only at Lock 8 in the Welland Canal.

### 16. CAUTION SIGN LIGHT AT BRIDGE 21

Vessels secured at Wharf 18 occasionally obscure the **down bound caution sign** for Bridge 21. To ensure that Masters and Pilots are aware of the status of this light when approaching the bridge, a slave caution light has been mounted on the west tower of Bridge 21 approximately 30 metres above water level and facing south.

A new **up bound caution light** facing north has been installed on the span of Bridge 21 and is visible from Lock 8.

### 17. RADIO COMMUNICATION WITH LOCKS – WELLAND CANAL

Lock personnel have been instructed to make initial contact when the vessel is at L/A 2 on VHF Channel 17 (up bound - 156.85 MHz) and VHF Channel 66A (down bound - 156.325 MHz). Lock personnel will provide the mandatory spotting instructions based on the vessel length and **the following minimum acknowledgements are required from the vessel:**

1. Initial contact at L /A 2
2. 25 meters from final mooring position
3. At final mooring position

### 18. SECURITY – ACCESS TO CANAL STRUCTURES

**Effective July 1st, 2004, access procedures will be as per the requirements of the *Marine Transportation Security Act & Regulations*. Detailed 'Access Control Procedures' can be found on The St. Lawrence Seaway Management Corporation website (<http://www.greatlakes-seaway.com>) under 'Security'.** At the commencement of navigation season access is available to crewmembers, service personnel and ship chandlers from pedestrian & truck gates as follows:

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Lock 1	Tie-up wall below lock	West side only
	Truck & Pedestrian Gate at lock	West side only
	Tie-up wall above lock	No access
Lock 2	Tie-up wall below lock	West side only
	Truck & Pedestrian Gate at lock	West side only
	Tie-up wall above lock	West side-RESTRICTED-exceptions
Lock 3	<b>Access from EAST SIDE</b>	
	Tie-up wall below lock	West side-RESTRICTED-exceptions
	Tie-up wall above lock	West side-RESTRICTED-exceptions
	Pedestrian Gate at lock	West side-RESTRICTED-except vsl crew members from vsls secured on approach walls
Lock 4	Tie-up wall below lock	West side-RESTRICTED-exceptions
	Pedestrian Gate at lock	West side-RESTRICTED-except vsl crew

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Lock 5	Pedestrian Gate at lock	West side-RESTRICTED-except vsI crew
Lock 6	<b>No access – RESTRICTED - exceptions</b>	
	Tie-up wall between 6 & 7	West side-RESTRICTED-except vsI crew
Lock 7	<b>Access from EAST SIDE only</b>	
	Tie-up wall above lock	East side-RESTRICTED-exceptions
	Guard Gate North	West side-open access
	Guard Gate South	West side-RESTRICTED-exceptions
Lock 8	Tie-up wall below	West side-open access
	Tie-up wall below	East side-RESTRICTED-exceptions
	Lock 8	West side only
	Tie-up wall above	West side-open access
	Tie-up wall above	East side-RESTRICTED-exceptions

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The electronic lock installed on the pedestrian gate at Lock 1 will be kept locked until the vessel has been made fast in the lock. Individuals wishing to board a vessel will be permitted to enter the lock area when the vessel is secured. Lock dumps/fills will commence only when the gate is opened and people wishing to board the vessel are positioned near the gangway to board as the vessel reaches coping level.

Co-operation is requested from crewmembers, service personnel and ship chandlers to ensure that the pedestrian & truck gates are closed behind them.

### **19. SECURITY AT APPROACH/TIE-UP WALLS**

Mariners are reminded that Seaway approach/tie-up walls are not considered restricted or controlled areas under the SLSMC, Transport Canada approved Facilities Security Plan.

Seaway approach/tie-up walls are monitored by camera when feasible. Should there be security concerns at these locations, Mariners are requested to provide details to the Seaway Traffic Control/Operations Centre, who will initiate security response measures.

If a ship conducts an interface at a Seaway approach/tie-up wall, the Traffic/Operations Control Centre must be advised, and all security measures are the responsibility of the ship.

### **20. OCEAN SHIPS - CREW CHANGES IN WELLAND CANAL**

Mariners are advised that with the new security measures implemented during the 2002 season, crew changes may be permitted on exceptional basis at Locks 2 and 7 only. The agent must make all necessary arrangements with Customs and Immigration as well as fax the names of the crewmembers embarking and disembarking to the Traffic Control Center at 905-641-4632.

The above information must be sent at least twelve (12) hours prior to the ship's ETA at the Welland Canal. The Control Center personnel will inform the dedicated lock to grant access and ensure the embarking / disembarking is conducted in a safe manner.

### **21. CRUISE SHIPS - DISEMBARKING/EMBARKING PASSENGERS**

Mariners are advised that the Welland Canal locks and approach walls are not designed for the purpose of disembarking / embarking passengers from a cruise ship. In order to accommodate cruise ships and minimize transit delays to other Customers, only the following areas along the canal have been designated for disembarking / embarking of passengers:

Wharf 2 in Port Weller Harbour  
West wall above Lock 7 north of Guard Gate (Old Tin Shed)  
Wharf 16, Wharf 18.1 and Wharf 18.3 in Port Colborne

Masters of cruise/passenger ships are required to take every precaution necessary to ensure the safety of their passengers, employees, and control all third party spectators in the immediate vicinity while on the property managed by The St. Lawrence Seaway Management Corporation for the purpose stated above.

### **22. NAVIGATION LIGHTS IN THE WELLAND CANAL**

#### **Steering Lights**

All the steering lights along the Welland Canal have been changed to an ISO phase

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yellow LED light with two 2.4 meters blaze orange and illuminated front range day panels. The only exception to this is that no day markers have been installed on the steering light on east pier at Port Colborne.

### **Lock Status Light above Lock Two**

The Lock Two status light which is located on the same pole but below the steering light at Mile 3.3 and indicates the status of the lock for down bound vessels as follows:

#### *Solid Red Light:*

The lock is not ready for the down bound vessel. The upper end gates and valves of the lock are closed.

#### *Flashing Red Light:*

The lock is getting ready for the down bound vessel. The upper end valves of the lock are activated.

#### *Red Light Off:*

The lock is ready for the down bound vessel. The upper end gates and valves of the lock are fully open.

### **South Caution Light for Bridge 11**

The south caution light for Bridge 11 has been permanently relocated from the west to the east bank but is the same distance off the bridge as the original light.

## **23. EMBARKING OR DISEMBARKING AT SEAWAY STRUCTURE**

Mariners are advised that when ship or shore personnel have to embark or disembark from a ship at Seaway Locks or approach walls, the ship must ensure that crew member(s) is(are) present at the boarding station on deck to provide assistance.

## **24. LANDING BOOMS CONDITION AND CREW TRAINING**

Mariners are reminded that for ships requiring landing booms, as per Seaway Practices and Procedures (No. 8), the landing booms must be rigged and in sound operating condition at all times during their transit of Seaway waters.

***Mariners are also advised that ship's crews must be adequately trained on their safe use and maintenance.***

## **25. WALL SOUTH OF GUARD GATE OUT OF SERVICE**

Mariners are advised that as a result of recent contact damage South of the Guard Gate, approximately fifty-five (55) meters of this wall has been taken out of service. Vessels are to avoid any contact between bollard #43 and the extreme south end of this west wall.

St. Catharines, Ontario  
March 20, 2007

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