



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

2009 - 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 manoeuvring 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 manoeuvring 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.

5. PROPER SIZE HANDLINES FOR DOWN BOUND TRANSITS

Mariners are reminded that all down bound vessels must provide hand lines when securing in the locks. In accordance with section 13 of the Seaway Regulations these hand lines 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 hand lines 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.

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

6. BUNKERING OF VESSELS IN THE WELLAND CANAL

Vessels requiring bunkers should file notification to that effect as follows:

- Up bound vessels when reporting in at mid-Lake Ontario,
- 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 heave in the mooring wires only up to the point where the mooring wire eye reaches the fairleads. Heaving the mooring wire in completely to the winch drum before the lock crew have had a chance to pass the heaving line back to the vessel could cause a potential unsafe situation.

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 may 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.

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 effect, in Lock 6 West, vessels *in the upbound direction only* have a different final mooring position *than* from other locks.

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Vessels will 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 manoeuvring under reverse Flight Lock conditions, i.e., up bound vessels existing Lock 6 East.

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.

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 Mile 12.7(Main Street, Port Robinson).

14. PRECAUTIONS WHEN VESSELS LOADING AT WHARF 12

Whenever there is a vessel loading cargo at Wharf 12, Seaway Welland will request approaching up bound and down bound vessels on VHF Channel 14 (156.7 MHz) 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.

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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.

An **up bound caution light** installed on the span of Bridge 21 is visible from Lock 8.

17. RADIO COMMUNICATION WITH LOCKS – WELLAND CANAL

Lock personnel have been instructed to make initial contact with the vessel when it's bow is at the L/A 2 sign of the approach wall on VHF Channel 17 (156.85 MHz) for upbound vessels and VHF Channel 66A (156.325 MHz) for downbound vessels. *On entering the lock*, 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

Access procedures for *Canal structures* 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.com>) under 'Security'.

At the commencement of navigation season, the SLSMC operates at MARSEC level I. Access is available to crewmembers, service personnel and ship chandlers from pedestrian & truck gates as follows:

- Locks 1, 2, 3, 4, 5, 7 and 8: Controlled access with exceptions
- Lock 6: No access under any circumstances

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 now considered 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.

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20. OCEAN SHIPS - CREW CHANGES IN WELLAND CANAL

For security reasons mariners are advised that crew changes *for foreign nationals* 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

For wharfs 2, 16, and 18.3 the master is to ensure that the Operator/Agent has made the necessary arrangement with the lessees of that facility - Snider Dock Service Ltd: 905-834-3415.

Masters of cruise/passenger ships are required to take every precaution necessary to ensure the safety of their passengers and employees and to control all third party spectators in the immediate vicinity of the vessel 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

The steering lights along the Welland Canal are equipped with two 2.4 meters blaze orange and illuminated day panels with the exception of the steering light on east pier at Port Colborne which has no day markers.

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.

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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 that at least one crew member is present at the boarding station 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, that they must be rigged and be 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 vessel contact with the Guard Gate wall between Bollard # 43 and the extreme south end (approximately 55 meters) is to be avoided as it is out of service due to damage sustained.

26. UP BOUND MOORING & DOWN BOUND CAST-OFF PROCEDURES – CANADIAN SEAWAY LOCKS

Mariners are advised that the following **up bound mooring** and **down bound cast-off** procedures will be in effect at all deep locks of Niagara and Maisonneuve Region during 2009:

Up bound Mooring

Mooring of wires 1 and 2 remain as present. Two lock crew members will then proceed to the stern of the vessel and start the raising of number 4 mooring wire. This wire will not be placed on the bollard until the spotter has completed the spotting and has started to proceed towards the stern of the vessel to monitor placement of the stern wires.

Down bound Cast-off

1. Lock crew member will cast-off no. 4 mooring wire when lock gates start to open, as is current practice.
2. Lock crew member will then proceed to cast-off no. 3 mooring wire on the spotter's instructions once the lower end is completely opened;

While the lock crew is proceeding from the stern to the forward mooring wires, vessels are to make all reasonable efforts to avoid creating an excessive lead on no. 2 mooring wire. If an excessive lead results in an unsafe condition, corrective action will be initiated.

3. Two lock crew members will then proceed to cast-off no. 2 and no. 1 mooring wires on the spotter's instructions.

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NOTE : There is no change to the 'Up bound Cast-off' and 'Down bound Mooring' procedures.

27. SECURITY AWARENESS WHILE ENTERING / DEPARTING SEAWAY LOCKS

Mariners are requested to be attentive to the non tie-up side of the lock particularly when entering / exiting locks and during mooring operations as lock employees' visibility of the non tie-up side is periodically obstructed by the vessel.

If at any time suspicious or dangerous activity is observed on the non tie-up side of the lock, mariners are requested to immediately advise lock personnel and / or the Operations Center via VHF.

Upon notification the SLSMC will respond and / or contact appropriate authorities.

28. COMMUNICATIONS BETWEEN BRIDGE OPERATOR AND VESSEL PRIOR TO BRIDGE LOWERING - REVISED

Mariners are advised that in an ongoing effort to provide safe and efficient transits for vessels and their crews when in transit through the Welland Canal the following **PROCEDURE FOR COMMUNICATIONS BETWEEN BRIDGE OPERATOR AND VESSEL MASTERS / PILOTS PRIOR TO LOWERING BRIDGE 4, 5, 11 or 21 REMAINS IN EFFECT FOR THE 2009 NAVIGATION SEASON:**

Communications Protocol:

Once the Bridge Operator has observed that the vessel is clear of the draw of the bridge the bridge lowering will not commence until the Bridge Operator has confirmed with the Master / Pilot that it is safe to do so. The following communication with the Master / Pilot is to take place prior to lowering the bridge:

'Vessel Name', Bridge 11, over;

Bridge 11, 'Vessel Name', go ahead;

'Vessel Name', Bridge 11, are you clear of Bridge 11, so we can start lowering Bridge 11 over;

A) If vessel answer is NO

'Vessel Name', Bridge 11, please advise when you are clear of Bridge 11, over;

B) If vessel answer is YES

'Vessel Name', Bridge 11 lowering

29. WOODEN STAND-OFFS AT WHARF 18.3 – PORT COLBORNE HARBOUR

Masters are advised that the wooden stand-offs previously deployed at Wharf 18.3 have, for many years now, been removed and are being stored at our Port Colborne yard. In case of an emergency / winter lay-up situation, etc. the stand-offs can be put back in the water with a minimum 48 hours notice.

Please note that the limiting depth at Wharf 18.3 without the stand-offs in place is 6.71 meters (22 feet) at chart datum of 173.50 meters. With the stand-offs in place the wharf can accommodate maximum draft of 8.08 meters (26 feet 6 inches).

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Vessels intending to use this wharf must maintain a minimum under the keel clearance of 0.15 meters and must include this factor when applying the Lake Erie water elevation.

The Water Level Tele-announcing System can be accessed by dialing 905-835-2501.

John W. Chalmers
Senior Coordinator, Regional Operations Services

St. Catharines, Ontario

March 30, 2009

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