



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

2009 - NOTICE TO SHIPPING #8

NIAGARA REGION
WELLAND CANAL

UPDATE ON LOCK OF THE FUTURE TESTING

Further to Niagara Region Notice to Shipping no. 7 issued on June 17th, this notice is to advise of the progress on the on-going testing initiatives.

Hands-Free Mooring in Lock 7:

Testing of the two hands-free mooring units is on-going. This testing is limited to vessels up to 160m in overall length with the objective to evaluate the absorption of lateral forces and the performance of the scanner to detect the presence of wear bars. Delivery of the two new additional mooring pad units with winches is scheduled for the 28th of August.

Vessel Stop & Hold Testing:

The Seaway has gathered a significant amount of data thanks to the cooperation of the industry. As such, the Seaway has concluded Phase II testing at all locks and on or about July 20th, Phase III of this testing will be launched at lock 7 in Niagara Region and lock 3 in Maisonneuve Region.

Phase III testing will see all upbound vessels stopping at the final mooring position and maintaining position as close to the tie-up side wall as possible all without the use of mooring lines. Lateral hydraulic assist will be used for upbound vessels up to 20m in Overall Beam. Once the test is complete, the vessel will be secured as per standard procedure. The downbound vessels will also be asked to stop and maintain position as close to the tie-up side wall as possible, however, mooring line no.2 will be placed on the bollard, as per normal procedure. The vessel may make use of mooring line no.2 to stop, hold position or move closer to the tie-up side wall. Once the test is complete the remaining mooring lines will be secured.

Lateral Hydraulic Assist:

'Lateral Hydraulic Assist' is designed to assist vessels in the upbound direction to keep to the mooring side of the lock chamber. The 'Lateral Hydraulic Assist' is activated when the stem of the upbound vessel passes the extreme lower end of the lock wall. Once the operation is initiated, the valves at the lower end of the lock move to the fully closed position and the upper end tie-up side valves partially open.

This valve opening permits the water to pass under the vessel, and deflect off the opposite wall, then return in a lateral motion to create a force on the side of the vessel. This force helps keep the vessel to the mooring side of the lock.

Masters / Pilots involved in testing are asked to provide any comments / concerns with respect to the tests directly to the lock crew who will record them on the appropriate form.

The St. Lawrence Seaway Management Corporation
Corporation de Gestion de la Voie Maritime du Saint-Laurent

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Self spotting:

Data from the Vessel Self-Spotting Systems at Lock 7 in the Welland Canal and at locks 1 & 2 in the Maisonneuve Region is being collected and reviewed on a daily basis. It is anticipated that the vessel-self spotting system at lock 3 in the Maisonneuve Region will be ready for testing by the beginning of August.

Variable message display boards display to a vessel considered eligible to use the Self-Spotting system the distance between the stem of the vessel and the stop position, once the vessel is less than 30m from its stop position. These display boards are on for evaluation purposes only; therefore spotting instructions from the lock personnel are to be respected.

John W. Chalmers
Senior Coordinator, Canal Services

St. Catharines, Ontario

July 16, 2009

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