



## **2011 - 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. 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 transit times of other vessels.

##### **3. 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.

##### **4. 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.

##### **5. 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.

## **6. 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 and Wharf 18.1 in Port Colborne

**For wharfs 2 and 16, 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.

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

Mariners are advised that when ship or shore personnel have to embark or disembark from a ship that at least one crew member is present at the boarding station to provide assistance.

## **8. 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.***

## **9. VESSEL MANEUVERING INSIDE LOCK CHAMBERS**

As part of SLSMC's ongoing commitment to improving the mooring process, new technologies have been or will be installed at various locks. Masters/Pilots should be aware that equipment for these new technologies are installed close to the lock walls which could be damaged if any part of the vessel is allowed to sufficiently overhang the lock wall. Therefore, extreme caution is to be exercised when maneuvering inside the lock chamber.

## **10. 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.

## 11. 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.

## 12. 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 to ensure that no weights or Monkey Fists are attached to the end of the hand lines and joining / splicing of two short lengths to meet the minimum length requirement.

## 13. 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.

## 14. ENTERING FLIGHT LOCKS (LOCKS 4, 5, AND 6) WHEN LOCK CREW ARE BUSY 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 are 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) If a vessel proceeds without approval beyond the centre of the lock, action will be taken which may include but not be restricted to the cancellation of this special procedure.
- (e) The master has the option to wait secured in the lock until the crew at the next lock is available.
- (f) Vessels **must not** enter Lock 4 up bound or Lock 6 down bound when the Red Navigation lights are displayed.

## 15. 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.

## 16. 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. 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

## 17. LONGITUDINAL HYDRAULIC ASSIST

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

## 18. 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

## 19. 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 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.

**20. 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 2011:

**Up bound Mooring**

Placing 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.

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

**21. 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 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.

## **22. 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 tugs, barges and small craft operators, are advised to exercise caution when operating in this area.

## **23. 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.

## **24. WHARF 18.3 – PORT COLBORNE HARBOUR**

Due to its weakened condition, Wharf 18-3 will remain out of service until further notice.

## **25. 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.

## **26. COMMUNICATIONS BETWEEN BRIDGE OPERATOR AND VESSEL PRIOR TO BRIDGE LOWERING**

Mariners are advised that in an ongoing effort to provide safe and efficient transits for vessels and their crews 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 2011 NAVIGATION SEASON:

## **27. 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).

## **28. 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-seaway.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 pedestrian gates at locks equipped with the electronic system 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.

## **29. 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.

## **30. 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 is periodically obstructed by the vessel.

If at any time suspicious or dangerous activity is observed, mariners are requested to immediately advise the lock personnel and/or the Operations Centre who will respond and/or contact the appropriate authorities.

A. Ghirardi, Manager, Canal Services

St. Catharines, Ontario

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