



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

2019 - NOTICE TO SHIPPING #1

**NIAGARA REGION
WELLAND CANAL**

GENERAL INSTRUCTIONS

1. HOLDING POSITION - 'HEAD OF THE LOCK'

Mariners are advised that when a vessel is dispatched to hold at the 'Head of the Lock' for any reason except to conduct passing entries, masters are to ensure that the bow of the vessel does not pass the 'Holding Position' (checkerboard sign) just outside the lock chamber.

Masters on vessels holding in the lock to conduct passing entries must ensure that the stern of the vessel does not clear the lock chamber until such time as agreement has been reached with the vessel approaching the lock to do so.

Masters on vessels holding in Lock 4 down bound or Lock 6 up bound must hold at the 'Head of the Lock' until the stern of the inbound vessel is within the bullnose.

2. TAKING ON BOARD STORES AT LOCKS

Taking on stores in locks vessels 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. Vessels taking on stores at wharfs will be taken out of turn if there is a possibility of it delaying approaching traffic.

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 secured at Wharf 12, Seaway Welland will request the 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. Vessels should reduce their speed to the slowest safe speed when passing the moored vessel.

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

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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 Ext 5006. 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: 905-834-1888.

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 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.

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9. VESSEL MANOEUVRING INSIDE LOCK CHAMBERS

With Hands Free Mooring System installed at every lock, 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 12mm and not more than 18 mm 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 is not permitted.

13. HANDLING OF MOORING WIRES

Mariners are advised that in an ongoing effort to provide safe and efficient transits for vessels and their crews, and in order to avoid any potentially unsafe situation for Seaway lock personnel, we request that Masters / Pilots give attention to the following areas:

- Ensure that every effort is made to avoid backlashes from the winches.
- Prevent long leads on the #2 and #4 wires when transiting down bound, which makes it difficult for the lock crews to cast off.
- 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

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winch drum before the lock crew has 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 – IF NECESSARY FOR MANUAL TIE UPS.

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. LONGITUDINAL HYDRAULIC ASSIST

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

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 via VHF on the lock working frequency. *On entering the lock*, lock spotting equipment or lock personnel will provide the mandatory spotting instructions based on the vessel length and **the following minimum verbal acknowledgements are required from the vessel:**

- a) Initial contact at L/A 2
- b) 25 meters from final mooring position
- c) At final mooring position

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18. NAVIGATION LIGHTS IN THE WELLAND CANAL

a) 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.

b) Lock Status Light above Lock Two

The Lock 2 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:

i. Solid Red Light

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

ii. Flashing Red Light

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

iii. Red Light Off

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

19. 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, if hands free mooring is not available during the 2019 navigation season:

a) 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.

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b) 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.

20. 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.

21. 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.

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22. CAUTION SIGN LIGHT AT BRIDGE 21

To ensure that Masters and Pilots are aware of the status of this light when approaching the bridge **down bound**, 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.

23. COMMUNICATIONS BETWEEN BRIDGE OPERATOR AND VESSEL PRIOR TO BRIDGE LOWERING

The bridge operator will make a VHF radio call on the normal working channel to the last vessel through the bridge draw, immediately prior to initiating the bridge lowering / closing sequence. e.g. "VESSEL NAME, BRIDGE 21 WILL START TO LOWER". Vessel may respond if there is a problem.

24. 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).

25. 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, *5, West side, Lock 7 and 8: Controlled access with exceptions. *Lock 5 special consideration for eastside.
- 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.

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26. 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.

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 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.

28. WHARF 2, 16

Due to the new additional Marine Transportation Security Regulation (MTSR) specifically addressing designated (R1) restricted areas, the St. Lawrence Seaway Management Corporation (SLSMC) has aligned its operating procedures to ensure compliance prior, during, and after a vessel ship to shore interface at Wharves 2, 16.

To ensure vessel compliance within the MTSR regulations, security arrangements for any ship to shore interface at Wharves 2, 16, will now be the sole responsibility of the Wharf Operator, "Port Weller Marine Terminal" (PWMT) or Snider Dock Services (SDS) to coordinate all security effort between the ship and shore.

Any vessel wishing to conduct a ship to shore interface at Wharves 2, 16 must consider the following steps:

- Establish a "point person" for contact on ship and shore during any commercial interface.
- All planning and logistics of a ship to shore interface at any of the above listed wharves must be in place prior to any Wharves requests to the SLSMC Operations Control Center.

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- To ensure the Wharves state of availability, SLSMC Operations Control Center will require a minimum of 4 hours' notice from any commercial vessel requesting access to any of the Wharves listed.
- SLSMC Operations Control Center will continue the practice of dispatch vessels to any of the wharves listed above for navigational or weather relating scenarios, at its own discretion. Please note no shore security is required during these scenarios, given there is no vessel interface planned.
- If a vessel is dispatched to a wharf listed above because of navigation or weather relating issues, and a vessel wishes to take that opportunity to conduct a ship to shore commercial interface, the vessel must first have approval by SLSMC Operations Control Center, and then coordinate with PWMT/SDS for shore security.
- The 24/7 contact number for PWMT/SDS is 905-517-2634 or wellandcanalsecurity@qsl.com
- SLSMC 24/7 Operations Control Center contact number(s) 905-641-1932 Ext. 5450, 5454 or (supervisor) 5370

SLSMC remains the sole owner and operator of all "approach walls" along the Welland Canal, and therefore any Commercial Vessel Operator requesting a ship to shore commercial interface at any of our published list of available approach walls, must give SLSMC Operations Control Center a minimum of 4 hours' notice.

The Vessel must also forward any documentation which will support above mentioned vessel interface process.

This will ensure adequate time to coordinate security and other related logistics to ensure the ship to shore interface is in compliance with MTSR.

29. LATERAL HYDRAULIC ASSIST

Master/Pilot can request lateral hydraulic assist at Locks 1, 2, 3 and 7 upbound in order to bring the vessel closer to the HFM units.

Glenn Rutherford
Process Support Coordinator
St.Catharines, Ontario

March 22nd, 2019

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