



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

2009 – Notice to Shipping N° 7

MAISONNEUVE REGION

MONTRÉAL / LAKE ONTARIO SECTION

Testing vessels' ability to stop without the use of mooring lines in locks 1, 2, 3 & 4, and testing vessel self-spotting systems at locks 1 & 2

During the 2008 navigation season, The St. Lawrence Seaway Management Corporation tested a hands-free mooring system installed at lock 7 in the Welland Canal. Two critical components of the development and future use of the Hands Free Mooring equipment are to test how well vessels can come into lock structures, STOP at their designated final mooring position and HOLD their position within 1 metre of the lock wall without using mooring lines.

The St. Lawrence Seaway Management Corporation will begin this testing on April 21, 2009, at locks 1, 2, 3 & 4 in the Montreal-Lake Ontario Section. The testing of the vessel's ability to stop without mooring lines will be carried out in two separate phases. **Phase I** involves the use of mooring line n° 2 secured but left slack for upbound vessels, or mooring lines n° 2 & n° 4 secured but left slack for downbound vessels. **Phase II** involves securing mooring lines only after the vessel is in position. An assessment will be made prior to moving from **Phase I** to **Phase II**.

Operations Centre personnel will confirm with Masters / Pilots before arriving at locks 1, 2, 3 & 4 that their vessel will be participating in the tests at the locks. Particulars of the test will be provided prior to the vessel's entry in the lock.

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In addition to the Stop & Hold testing, the St. Lawrence Seaway Management Corporation will be testing the operation of newly installed vessel Self-Spotting systems at locks 1 & 2. This equipment uses eye safe laser ranging technology, located at both ends of the lock. Variable message display boards will display to a qualified vessel the distance between the stem of the vessel and the stop position, once the vessel is less than 30 m from its stop position.

The lock leader will inform the vessel if it is qualified and if the Self-Spotting system is operational, during the initial communication, once the ship is at the limit of approach. The spotting instructions from the lock personnel are to be respected.

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 manoeuvring inside the lock chamber.

Masters/Pilots are asked to provide any comments/concerns they have with respect to the Stop and Hold test and the Self-Spotting system directly to the lock crew who will record them on the appropriate form. Any and all comments are welcome.

Participation in the testing as outlined in this notice is important to the overall success of these new technologies and the efforts of the Masters/Pilots is encouraged and appreciated.

Maisonneuve Region
April 20, 2009

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