



## SEAWAY NOTICE NO. 3 – 2021

### COMMUNICATIONS

Mariners are reminded that the following communications procedures will be in effect at the structures:

#### AT LOCKS

Lock crews' initial communication with ship will occur when ship is at the inbound L/A

#### ***POSITIONING INSTRUCTIONS***

**Ship to verbally acknowledge at minimum the following 3 positioning instructions (whether given by Lock personnel or vessel self-spotting radio):**

- Initial communication (for final mooring position)
- 25 m spotting instruction
- Final spotting instruction (In position)

At U.S. Seaway locks for downbound maximum sized vessels required to winch to final mooring position the following additional communications must be acknowledged:

- The message "25 m to the 15 m mark"
- "10 m to the 15 m mark"
- "5 m to the 15 m mark"
- "3 m to the 15 m mark"
- "1 m to the 15 m mark"
- The message "In position at the 15 m mark"
- When the vessel has winched into position, the message "In position"

#### ***HANDS-FREE MOORING (HFM) INSTRUCTIONS***

**The following communication protocol will be followed during a lockage when HFM equipment is in use:**

- On initial communication, lock operator will advise ship that HFM will be used.
- At Final Mooring Position and stopped, lock operator will advise ship that pads will be attached & ship is not to use its engine(s):
  - o **Verbal acknowledgement from ship is required;**



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

---

- **Pads will only be attached to ship once confirmation from ship is received.**
- Lock operator will advise ship once pads are attached & lockage to begin.
- Once lockage is complete, lock operator will advise ship that pads will be detached:
  - **Verbal acknowledgement from ship is required;**
  - **Pads will not be detached from ship until confirmation from ship is received.**
- Once pads are detached, lock operator will advise ship to exit lock.
  
- **Verbal confirmation that ship is in forward motion is required from ship.**

**AT BRIDGES (REMOTE FROM LOCKS)**

The following procedure applies at all free-standing Bridges, namely:

- Br. 7A/7B, SLU, VAL in the Montreal Lake Ontario Section
- Br. 4, 5, 11 and 21 in the Welland Canal Section

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

The Welland Canal has also established a pre-lift communications protocol with the ship, e.g. "SHIP NAME, ROAD GATES ARE DOWN, BRIDGE 5 WILL BE RAISING MOMENTARILY".

***CONFIRMATION OF SHIP LIST FOR PASSAGE UNDER BASCULE BRIDGES***

Ships required to list to pass under the bascule bridges must confirm the required list was achieved with the respective Traffic Control Center.

**Note:** Please note that calls (phone or radio) may be recorded for quality assurance and training purposes.

March 8, 2021