



SEAWAY NOTICE NO. 4 – 2021

GENERAL NOTICE

This notice cancels and supersedes all previous Seaway Notices and Regional Notices to Shipping issued prior to January 8, 2021.

STANDARD TIME/DAYLIGHT SAVING TIME

The Seaway entities will be operating on Eastern Daylight Saving Time from the opening of the navigation season. At 0200 hours on November 7, 2021, the operating time will revert to Eastern Standard Time.

SEAWAY DRAFTS

Seaway Notice No. 1 – 2021 outlines the maximum permissible draft for the Montreal – Lake Ontario and Welland Canal sections respectively.

It is the responsibility of the master to ensure that the permissible drafts are not exceeded. Overdraft ships create scheduling problems and are a source of delay to users, especially if discharge of cargo is required.

During hot weather, the masters must be aware of "hogging" conditions and allow for this within the permissible draft.

Ship transiting the Seaway in ballast must maintain, at a minimum, the drafts recorded in the ESI form.

SPEED LIMITS

The speed limits indicated in Column III, of the attached schedule of speed limits, will be in effect as of the opening of the navigation season. A speed monitoring program will be in effect throughout the navigation season. Refer to Seaway Notice no. 1 – 2021 for additional information.

SHIP INSPECTION

Agents/owners are reminded to give a 24-hour notice for inspection by email or fax to a SLSMC traffic control centre and a 2-hour confirmation for inspection by voice communication to the SLSMC traffic control centre.



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An inspected ship which has changed name, flag or more than 25% of its crew may require a re-inspection prior to transiting the Seaway. The agent / owner must advise the Seaway accordingly and in a timely manner so as not to cause undue delay.

Mariners are reminded to keep a copy of the ESI inspection report on the bridge in either electronic or paper format and accessible to the Seaway corporation and/or pilots.

Mariners are requested to notify the Traffic Control Centres of the height of the deck cargoes prior to transiting the Seaway or when departing from a Port or wharf.

SHIP EQUIPMENT

Accidents and potentially serious incidents have occurred due to malfunction of essential equipment and, sometimes, to the failure of ship's personnel to understand their equipment. Mariners are reminded that:

- a) Sufficient numbers of generators for the normal operation of a ship as well as supplying power to winches and/or bow thrusters must be operating in parallel and on line at all times. When automatic start emergency standby equipment is not available, watch keeping engineers must be fully conversant with the emergency changeover procedures.
- b) Wrong-way propeller alarms, wrong-way pitch alarms and engine interlocks are essential safety devices that must be fully operational at all times during transit. It is important that a regular testing procedure, to verify the functioning of these installations, be established on board the ship. The visible and audible alarms are to have a time delay of not greater than eight (8) seconds;
- c) In the interest of safety, it is essential that Part VII Sections 81, 84 and 85 of the Seaway Handbook, "Reporting of Accidents, Impairment or other Hazards by Ships Transiting or Intending to Transit the Seaway" be strictly adhered to;
- d) While transiting the Seaway, the master of a ship shall immediately report to the nearest Seaway station any malfunction of the AIS transponder;

Mariners are advised that the AIS unit must be operational when transiting Seaway waters. The AIS unit must transmit a DGPS **and/or WAAS** signal and gyro heading. It is recommended that the following "Self-Checks" on the Minimum Keyboard Display (MKD) be performed prior to Seaway transit:



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- Check the heading field to ensure that it is accurate. If the heading is not indicated, the AIS unit is not transmitting a "gyro" heading as per IMO guidelines for installation.
 - Verify that the correct ship draft is being transmitted by the unit.
 - The AIS unit must be connected to and transmit position from an external DGPS **or WAAS**. Verify on the "GPS source" screen that the source is "External GNSS"; this should change automatically to "External DGNSS" when picking up local radio beacons.
 - On some systems "External GNSS" is indicated as "Secondary" while "External DGNSS" is indicated as "Primary". Please consult your AIS operation manual.
 - Mariners are advised that the **Minimum Keyboard Display (MKD)** shall be located in such a manner that it is visible day or night from the conning position.
- e) Gyro compass error greater than 2° must be serviced prior to transiting the Seaway and if noted during a Seaway transit, the gyro compass must be serviced at first opportunity.
- f) All ships bound for the Seaway must test the main propulsion machinery, ahead and astern no more than 24 hours before entering at CIP 2 or CIP 16. A record of this test must be maintained on board;
- g) Mariners are reminded that during winter conditions, gangways, ladders and other means to access decks should be clear of ice and/or well salted for the safe embarking/disembarking of personnel. Also, a crew member is to be present to assist.
- h) Mariners are reminded to protect "soft lines" from the elements so that they do not freeze on mooring drums as this can result in an unsafe condition for ship's crew as well as lock personnel.

OVERALL SHIP DIMENSIONS

In recent years the design of ships has changed considerably and as a result, the bridge wings, antennas, masts and, in some cases, the samson posts or store cranes could be outside the limits of the block diagram as indicated in Appendix 1 of the Seaway Handbook and could override the lock wall. Masters and pilots must take this into consideration and exercise



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extreme caution when entering or exiting locks to ensure proper alignment so that the ship does not contact any of the structures on the lock.

Masters are reminded that when bridge wings are folded inboard for Seaway transit, the chains and / or portable stanchions must be the same height as the ship's bridge wings.

Certain requirements must be met by ships 222.5 metres or greater in overall length:

1. Ships must have a rounded stem bar.
2. Ships must be equipped with adequately powered self-tensioning and self-rendering winches and fairleads at an approved location.
3. Mariners must comply with special mooring instructions and procedures when proceeding through the locks.

Prior review and approval of ship plans are necessary for all ships in excess of the current maximum dimensions before permission to transit will be granted.

For further information regarding the transit of ships with dimensions in excess of the current maximum permissible dimensions, please direct inquiries to:

Marine Services
The St. Lawrence Seaway Management Corporation
202 Pitt Street
Cornwall, Ontario
Canada K6J 3P7
Tel: (613) 932-5170, ext. 3205 / 2255
Fax: (613) 932-5204
Email: marineservices@seaway.ca

RADIO COMMUNICATIONS

REPORTING TO TRAFFIC CONTROL CENTER

For reasons of safety and the scheduling of ship traffic, it is important that ships report their location to the appropriate Traffic Control Centre when at the **actual** established calling-in point, and prior to departure from a Port or Anchorage.

DROPPING ANCHOR - LOCK APPROACHES



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In several lock approaches, underwater air bubbling equipment is installed. These installations are identified on hydrographic navigation charts as well as by signs located on the approach walls. Masters are reminded that, unless there is an extreme emergency, the dropping of anchors must be avoided in these areas in order to prevent damage to this equipment.

AIDS TO NAVIGATION

Mariners are cautioned not to rely solely on buoys for navigational purposes. Buoys should be used only as approximate markers defining channel limits and hazards. Mariners are urged to refer to current hydrographic charts, Sailing Directions and Notices to Mariners.

FLOW PATTERNS

The power entities at the Moses-Saunders Power Generating Station may be conducting peaking operations whenever the flow in the upper St. Lawrence River is below 7,930 m³/s (280,000 cfs). These operations may cause some variations in the normal current patterns and velocities in the vicinity of Iroquois Lock, Copelands Cut Light 46 and downstream of Snell Lock. Consult our website for up-to-date data on flow and for currents modelling.

<https://www.gslw-glv.com/R2/jsp/R2.jsp?language=E&loc=EV00.jsp>

VERTICAL CLEARANCES

Hydrographic charts indicate the vertical clearances above chart datum. Water levels may be above chart datum and available clearances of overhead structures and cables may therefore be less than indicated on the chart. The maximum permissible height acceptable for transit of the Seaway is 35.5 metres above the ship's water line.

Masters are reminded that when antennas and/or masts are required to be hinged down, it must be for the entire Seaway transit.

TAKING STORES OR LANDING GARBAGE

Ships permitted to take on stores or land garbage at locks must do so in a safe and expeditious manner, so as not to delay other traffic in the system. It is the Master's responsibility to ensure there are sufficient number of ship's crew to attend mooring lines at all times when the ship is in the lock chamber and additional crew is available to receive stores or land garbage.

The ship's navigation bridge and VHF radios must be manned at all times.

WATER BALLAST MANAGEMENT



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As outlined in Part III, 30 (1) & (2) of the Seaway Handbook, ships must comply with ballast water management practices to obtain clearance to transit the Seaway.

Every ship entering the Seaway after operating beyond the economic exclusive zone must comply with the United States Coast Guard ballast water management practices under 33 Code of Federal Regulations Part 151 Subpart C. Further information can be obtained by contacting the USCG MSD Massena at 315-769-5483.

PILOT EXCHANGE

Masters are to ensure that the pilot exchange occurs in a safe and efficient manner.

SECURITY AT THE CANADIAN LOCKS

Mariners are advised that all Canadian locks are remotely monitored for security from the Operations Control Center with the exceptions of Iroquois Lock in the Maisonneuve Region and Lock 8 in the Niagara Region.

March 8, 2021



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Table of Speeds

Item	Column I - From	Column II - To	Maximum Speed Over The Bottom (Knots)	
			Column III	Column IV
1.	Upper Entrance South shore Canal	Lake St. Louis Buoy A13	10.5	10.5
2.	Lake St. Louis Buoy A13	Lower Entrance Lower Beauharnois Lock	12 (upb) 14 (dnb)	11 (upb) 13 (dnb)
3.	Upper Entrance Upper Beauharnois Lock	Lake St. Francis Buoy D1	9 (upb) 10.5 (dnb)	9 (upb) 10.5 (dnb)
4.	Lake St. Francis Buoy D1	Lake St. Francis Buoy D49	12 (upb) 13.5 (dnb)	12 (upb) 13.5 (dnb)
5.	Lake St. Francis Buoy D49	Snell Lock	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
6.	Eisenhower Lock	Iroquois Lock	11.5	10.5
7.	Iroquois Lock	McNair Island Lt. 137	13	10.5
8.	McNair Island Lt 137	Deer Island Lt. 186	11.5	10.5
9.	Deer Island Lt. 186	Bartlett Point Lt. 227	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
10.	Bartlett Point Lt. 227	Tibbetts Point	13	10.5
11.	Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island	Open Waters between Wolfe and Howe Islands through the said Middle Channel	9.5	9.5
12.	Port Robinson	Ramey's Bend through the Welland By-Pass	8	8
13.	All other canals		6	6