



SEAWAY NOTICE NO. 3 – 2022

COMMUNICATION PROCEDURES

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 ships 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 ship 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;**



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- **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 VHF radio) may be recorded for quality assurance and training purposes.

March 15, 2022