



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

NOTICE TO SHIPPING NO. 6 - 2022

**NIAGARA REGION
WELLAND CANAL**

GENERAL INSTRUCTIONS

1. HOLDING POSITION - 'HEAD OF THE LOCK'

Mariners are advised that when a ship 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 ship does not pass the 'Holding Position' (checkerboard sign) just outside the lock chamber.

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

Masters on ships 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 ship is within the bullnose.

2. BUNKERING OF SHIPS IN THE WELLAND CANAL

Ships requiring bunkers should file notification to that effect as follows:

- Up bound ships when reporting in at Mid-Lake Ontario.
- Down bound ships when reporting in at Seaway Long Point.

Down bound ships departing a port east of Long Point and up bound ships departing a port west of Mid-Lake Ontario should file notification of bunker requirements as soon as they have cleared port.

3. PRECAUTIONS WHEN SHIPS LOADING AT WHARF 12

Whenever there is a ship secured at Wharf 12, Seaway Welland will request the approaching up bound and down bound ships on VHF Channel 14 (156.7 MHz) whether they want the flow of water through Weir 8 reduced while transiting this area. Ships should reduce their speed to the slowest safe speed when passing the moored ship.

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4. 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.

5. 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
- Wharf 16 in Port Colborne Harbour

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 ship while on the property managed by The St. Lawrence Seaway Management Corporation for the purpose stated above.

6. 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.

7. SHIP 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.

8. HAZARD AREAS IN THE LOCKS

A yellow line marks the outer limit of the "**fall hazard area**" as identified by Labour Canada as that area from the lock face to 2 metres back from the lock chamber. Persons disembarking from ships must proceed directly to the yellow line outside of the bollards before making their way out of the lock area.

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9. SECURING AT SPECIFIED L/A'S ON THE APPROACH WALLS

It is important that Masters position their ships at lock approach walls with the stem of ship 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 ship.**

To assist Masters in positioning their ships 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.

10. PROPER SIZE HANDLINES FOR DOWN BOUND TRANSITS

Mariners are reminded that all down bound ships must provide hand lines when securing in the locks when HFM is not in use and a manual tie up is to be used. 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.

11. HANDLING OF MOORING WIRES

When HFM is not in use and a manual tie up is used, Mariners are advised that in an ongoing effort to provide safe and efficient transits for ships 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, ship 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 winch drum before the lock crew has a chance to pass the heaving line back to the ship could cause a potential unsafe situation.

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12. ENTERING FLIGHT LOCKS (LOCKS 4, 5, AND 6) WHEN LOCK CREW ARE BUSY HANDLING A SHIP IN OPPOSITE CHAMBER – IF NECESSARY FOR MANUAL TIE UPS.

In order to reduce delays in the flight locks, ships may enter a flight lock when the lock crew at that lock are busy handling a ship in the opposite chamber, under the following conditions:

- (a) The ship is instructed to do so by the Traffic Control Centre via VHF;
- (b) The ship must not proceed with its bow beyond the centre line of the lock it is entering;
- (c) The ship must hold in position until the Lock Spotter instructs the master to proceed;
- (d) If a ship 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) Ships **must not** enter Lock 4 up bound or Lock 6 down bound when the Red Navigation lights are displayed.

When **HFM is in use** and the Operator is engaged with another ship in the opposite chamber, the inbound ship may be held with HFM pads attached until the Operator is ready to receive it. If the ship is permitted to enter the next lock it must not proceed with its bow beyond the center line of the lock it is entering until advised to do so by the Operator.

13. EXTENDED STOP SIGNS IN THE FLIGHT LOCKS

To assist Masters of down bound ships in spotting their ships 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.

14. LONGITUDINAL HYDRAULIC ASSIST

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

15. RADIO COMMUNICATION WITH LOCKS – WELLAND CANAL

Lock personnel have been instructed to make initial contact with the ship when its 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

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the ship length and **the following minimum verbal acknowledgements are required from the ship:**

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

16. 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 ships as follows:

i. *Solid Red Light*

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

ii. *Flashing Red Light*

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

iii. *Red Light Off*

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

17. UP BOUND MOORING & DOWN BOUND CAST-OFF PROCEDURES

Mariners are advised that the following **up bound mooring** and **down bound cast-off** procedures will be in effect at all deep locks:

a) Up bound Mooring

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Placing of wires 1 and 2 remain as present. Two lock crew members will then proceed to the stern of the ship 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 ship to monitor placement of the stern wires.

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, ships 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.

18. 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 ship 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 ships 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 ships if contact with the wall is unavoidable; they are not meant to indicate that the wall is back in service.

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19. WALL SOUTH OF GUARD GATE OUT OF SERVICE

Mariners are advised that ship 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.

20. CAUTION SIGN LIGHT AT BRIDGE 21

To ensure that Masters and Pilots are aware of the status of this light when approaching the bridge **downbound**, a slave caution light has been mounted on the west tower of Bridge 21 approximately 30 metres above water level and facing south.

An **upbound caution light** installed on the span of Bridge 21 is visible from Lock 8.

21. COMMUNICATIONS BETWEEN BRIDGE OPERATOR AND SHIP PRIOR TO BRIDGE LOWERING

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.

22. 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).

23. 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: Controlled access with exceptions. *Lock 5 special consideration for eastside.
- Lock 6: No access under any circumstances

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Stores deliveries will only be allowed at Wharf 2, Wharf 12 South and Wharf 16 as outlined in Notice to Shipping NO.2 - 2022 (Ship Chandler Interfaces with Ships at Wharves in the Welland Canal).

The pedestrian gates at locks equipped with the electronic system will be kept locked until the ship has been made fast in the lock. Individuals wishing to board a ship will be permitted to enter the lock area when the ship is secured. Lock dumps/fills will commence only when the gate is opened and people wishing to board the ship are positioned near the gangway to board as the ship 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.

24. 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.

25. 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 ship.

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.

26. WHARF 2, 16

Due to the Marine Transportation Security Regulation (MTSR) specifically addressing designated (R1) restricted areas, the St. Lawrence Seaway Management Corporation (SLSMC) has aligned its

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operating procedures to ensure compliance prior, during, and after a ship to shore interface at Wharves 2 and 16.

To ensure ship compliance within the MTSR regulations, security arrangements for any ship to shore interface at Wharves 2 and 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 ship wishing to conduct a ship to shore interface at Wharves 2 and 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.
- To ensure the Wharves state of availability, SLSMC Operations Control Center will require a minimum of 4 hours' notice from any commercial ship requesting access to any of the Wharves listed.
- SLSMC Operations Control Center will continue the practice of dispatch ships 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 ship interface planned.
- If a ship is dispatched to a wharf listed above because of navigation or weather relating issues, and a ship wishes to take that opportunity to conduct a ship to shore commercial interface, the ship 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

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SLSMC remains the sole owner and operator of all “approach walls” along the Welland Canal, and therefore any Commercial Ship 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 Ship must also forward any documentation which will support above mentioned ship 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.

27. LATERAL HYDRAULIC ASSIST

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

April 7, 2022

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