



2024 - NOTICE TO SHIPPING #1

MAISONNEUVE REGION MONTREAL / LAKE ONTARIO SECTION

General Instructions

Contained in this General Notice to Shipping are the following items:

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1. **RADAR SET ON SHORT RANGE OF 3NM OR LESS AT CANADIAN LOCKS**

A ship's radar is not to be set on a range greater than three nautical miles when ship is between the LA_in and LA_out at the Canadian locks in the MLO section.

2. **FINAL MOORING POSITION TOLERANCES FOR FULL SIZED SHIPS USING HFM**

The Vessel Self Spotting System (VSS) displays to a qualified ship its distance to go before reaching the ship's designated final mooring position (FMP). VSS will display 0 when the bow of the ship is at its designated FMP, regardless of where that is in the lock.



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A **two metres tolerance** on final mooring positions is in effect at locks 1 through 4 in the MLO section, for full sized ships (i.e. overall length of 222.5m or greater) using Hands Free Mooring (HFM).

- **Downbound** full sized ships will be directed to go to the stop symbol (0 displayed on the VSS).
- **Upbound** full sized ships will be directed to go to 1m past the stop (-1 on VSS).
- Ships will be processed with HFM once they are stopped within the acceptable final mooring position zone as described in the table below.

Direction	final mooring position zone for full sized ships (VSS positions)	
	From	To
Downbound	stop symbol (0m)	2m past stop (-2m)
Upbound	1m past stop (-1m)	3m past stop (-3m)

Note: A full sized ship being processed with HFM and stopping within the tolerances specified above will not be subject to violation (*Clause 40.(1) of the Seaway Practices and Procedures*).

3. HAZARD AREAS AT 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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4. MEETS IN THE SOUTH SHORE CANAL

It is strongly recommended that meets with tugs and barges be avoided between Mile 13 and Mile 16 of the South Shore Canal:



In addition, no ship shall meet another ship within the area between the caution signs that can be found on both sides of the CPR bridge (7a/7b) of the South Shore Canal.

5. SPEED REDUCTION AT THE PORT OF VALLEYFIELD

Mariners are reminded to transit at the slowest safe speed possible when passing by a ship secured at the eastern part of the Port of Valleyfield, especially when meeting another ship.

Ships moored at the eastern part of the port of Valleyfield are to monitor their mooring lines when ships pass by.

6. VOLUNTARY SPEED REDUCTION PROGRAM IN SENSITIVE AREAS

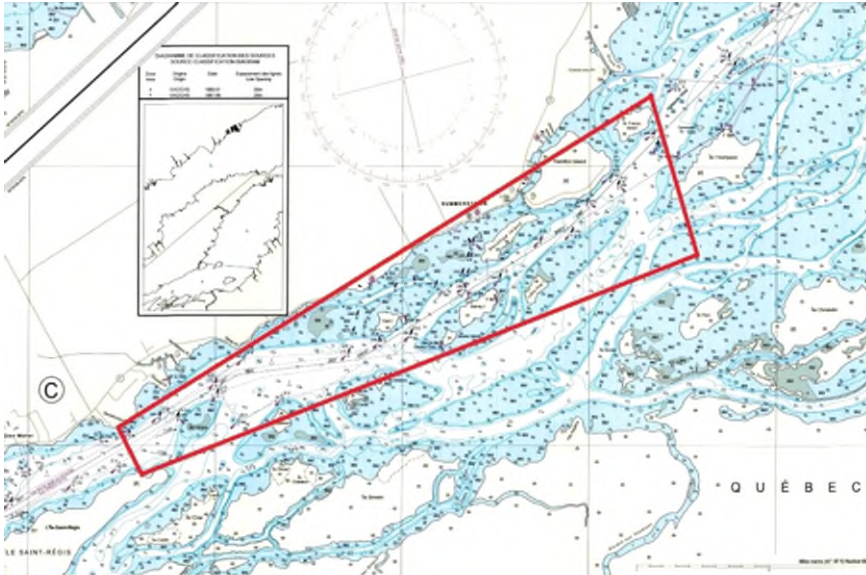
Mariners are asked to pay special attention to the wake created by their ship and voluntarily adjust their speed accordingly in order to minimize their impact on the shoreline properties in the following identified sensitive areas.

- Zone 1: West Lake St. Francis (Cameron's Point to St. Regis Island)
- Zone 2: Morrisburg (Broder Island to Mariatown)
- Zone 3: Brockville Narrows (Skelton Island to Fernbank)
- Zone 4: American Narrows (Alexandria Bay to Fineview)

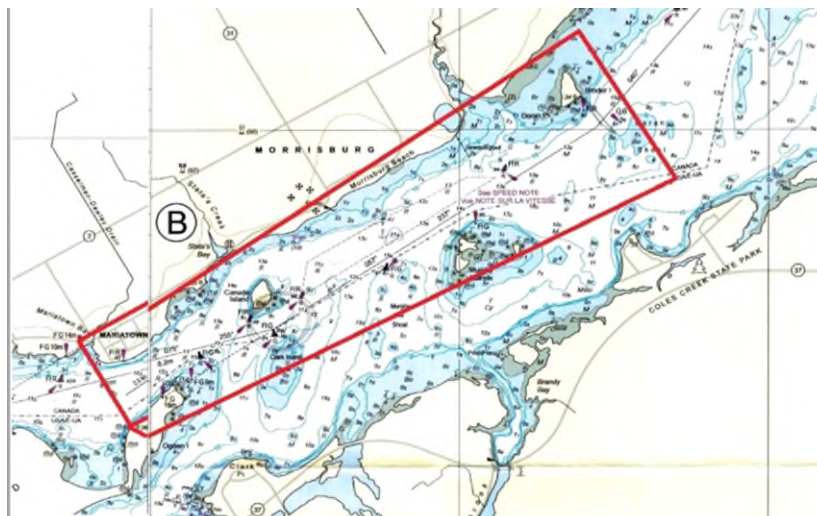


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Zone 1: West Lake St. Francis (Cameron's Point to St. Regis Island)



Zone 2: Morrisburg (Broder Island to Mariatown)

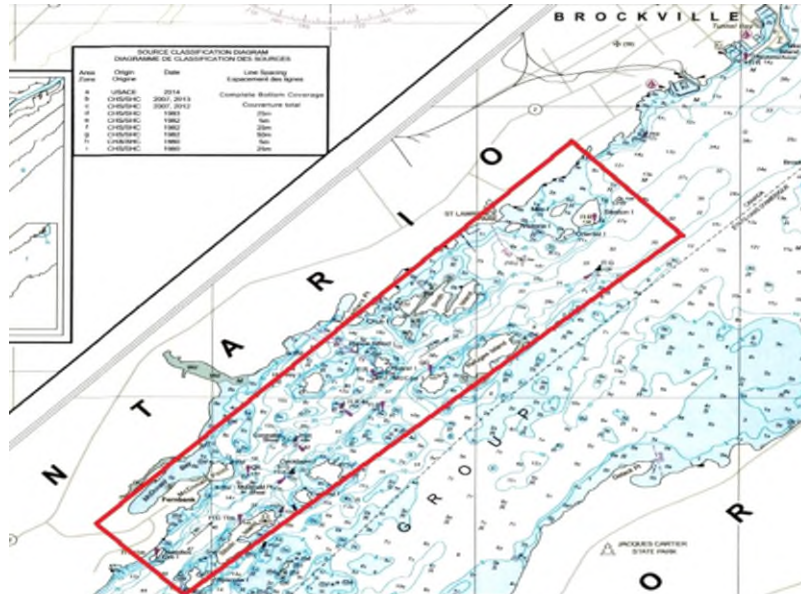




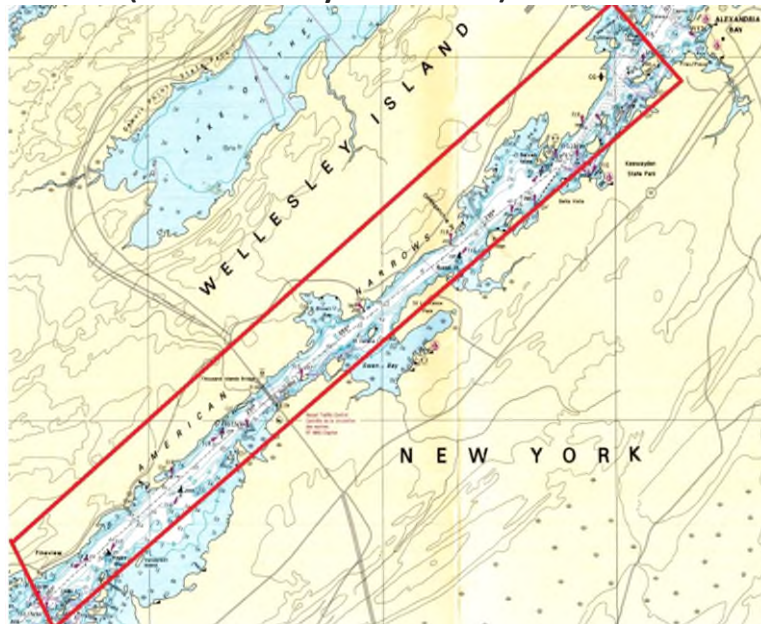
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Zone 3: Brockville Narrows (Skelton Island to Fernbank)



Zone 4: American Narrows (Alexandria Bay to Fineview)



March 20, 2024