



The St. Lawrence  
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Corporation

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## NOTICE OF PROPOSED REVISIONS TO SEAWAY PRACTICES AND PROCEDURES TO BE EFFECTIVE THE 2025 NAVIGATION SEASON

Under agreement with the U.S. Great Lakes St. Lawrence Seaway Development Corporation, the St. Lawrence Seaway Management Corporation is proposing to amend the joint Practices and Procedures (known as “regulations” within the GLS).

Please find below the proposed amendments to the Seaway Practices and Procedures for your review. For the sake of clarity, any section with a change has been included in its entirety with changes highlighted in red.

Please direct any comments with respect to these proposed amendments to Shari Grady, Senior Manager, Trade Relations & Compliance, no later than March 7, 2025 at [sgrady@seaway.ca](mailto:sgrady@seaway.ca).

### Landing Booms

8. (1) Ships of more than 50 m in overall length and a freeboard of 2 m or more ~~shall either~~ **may** be equipped with landing booms ~~or make their own provisions for tie-up at the approach walls.~~

**For details refer to Ship Transit and Equipment Requirements, section 20.**

- (2) For ships with landing booms:
- (a) Ship must be equipped with an adequate landing boom on each side;
  - (b) Landing booms must be in compliance with applicable regulations;
  - (c) Ship’s crews shall be adequately trained in the use of landing booms for the purpose of landing crew ashore.
  - (d) Ship must have onboard for inspection the following documents:
    - (i) A copy of the test certificates for each of the landing booms from either a classification society or a third party, **dated within 5 years;**



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- (ii) Documents to demonstrate appropriate training;
  - (iii) Documented tests and maintenance records of landing boom equipment.
- (3) At the U.S. Locks, ships not equipped with or not using landing booms may be tied up at the approach walls based on Lock personnel availability.
- (4) At the Canadian Locks, ships not equipped with or not using landing booms ~~should make alternate arrangements for tie-up at approach walls prior to commencing transit of the Seaway. Example: ship contract in place with a 3<sup>rd</sup> party service provider where ship is responsible for contacting provider.~~

~~Ships that do not have a tie-up strategy in place for the lock approach walls~~ may be delayed and/or put to anchor until such time that the traffic pattern can accommodate their transit.

### **Radio Telephone and Navigation Equipment**

9. (1) Self-propelled ships, other than pleasure craft of less than 20 m in overall length, shall be equipped with VHF (very high frequency) radio telephone equipment.
- (a) All communications shall be on the applicable VHF frequency. The use of personal electronic devices for communication between ships or with traffic control should be limited to necessity.
  - (b) Please note that communications into the Traffic Control Centre may be recorded for quality assurance and training purposes.
- (2) The radio transmitters on a ship shall
- (a) have sufficient power output to enable the ship to communicate with Seaway stations from a distance of 48 km; and
  - (b) be fitted to operate from the conning position in the wheelhouse and to communicate on channels 11, 12, 13, 14, 15, 16, 17, 66a, 75, 76 and 77.



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- (3) Gyro compass error greater than 2 degrees must be serviced prior to transiting the Seaway, **and** if noted during a Seaway transit, ~~it~~ must be reported to the nearest Seaway station and ~~the gyro compass must be~~ serviced at **the** first opportunity.  
**For details of section 9. (2) (b) refer to section 60 through 64.**

### Mooring Lines

10. (1) Mooring lines shall
- (a) be of a uniform thickness throughout their length;
  - (b) have a diameter not greater than 28mm for wire line and not greater than 64mm for approved synthetic lines
  - (c) be fitted with a hand spliced eye or Flemish type mechanical spliced eye not less than 2.4 m long for wire lines and 1.8 m long spliced eye for approved synthetic lines;
  - (d) have sufficient strength to check the ship;
  - (e) be arranged so that they may be led to either side of the ship as required.
  - (f) be certified and a test certificate for each mooring line containing information on breaking strength, material type, elongation and diameter shall be available onboard for inspection.
- (2) Unless otherwise permitted by an officer, ships greater than 200 m shall only use wire mooring lines with a breaking strength that complies with the minimum specifications set out in the table to this section for securing a ship in lock chambers.
- (3) Notwithstanding the above, nylon line is not permitted.
- (4) Hand held synthetic lines if permitted by the Manager or Corporation shall meet the criteria in section (1) and shall have a minimum length of not less than 65 metres.



TABLE		
OVERALL LENGTH OF SHIPS	LENGTH OF MOORING LINE	BREAKING STRENGTH
40 m or more but not more than 60 m	110 m	10 MT
more than 60 m but not more than 90 m	110 m	15 MT
more than 90 m but not more than 120 m	110 m	20 MT
more than 120 m but not more than 180 m	110 m	28 MT
more than 180 m but not more than 200 m	110 m	31 MT
more than 180-200 m but not more than 225.5 m	110 m	35 MT

**Elongation of synthetic lines shall not exceed 20%**

### Hand Lines

13. Hand lines shall
- (a) be made of material acceptable to the Manager and the Corporation, and
  - (b) be of uniform thickness and have a diameter of not less than 12 mm and not more than 18 mm and a minimum length of 30 m. ~~The ends of the lines shall be back spliced or tapered.~~
  - (c) not be weighted or have knotted ends.

**For details refer to Ship Transit and Equipment Requirements, Appendix 4.**

### Anchors, Anchor Marking Buoys

14. (a) Every ship shall have their anchors cleared and have the anchor marking buoys free to deploy (weak link to hold buoy line on board) with the buoy lines firmly secured to each anchor and ready to be released prior to entering the Seaway.



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- (b) Every ship shall deploy the anchor marking buoy when dropping an anchor in Seaway waters (designated Seaway anchorages are exempt).
- (c) Every ship shall be equipped with operational anchor(s) suitably rigged for immediate release, holding and retrieval. Every ship shall be responsible for locating and retrieving any anchor deployed by the ship and shall do so as timely manner so as to not delay transits of ships.

**For details refer to Ship Transit and Equipment Requirements, Section 19.**

#### **Pitch Indicators and Alarms**

- 17. Every ship of 1,600 gross registered tons or integrated tug and barge or articulated tug and barge unit of combined 1,600 gross registered tons or more equipped with a variable pitch propeller shall be equipped with
  - (a) a pitch indicator in the wheelhouse and the engine room; and
  - (b) visible and audible pitch alarms, with a time delay of not greater than 8 seconds, in the wheelhouse and engine room to indicate wrong way pitch.

#### **Disposal and Discharge Systems**

- 19. (1) Every ship not equipped with containers for ordure shall be equipped with a sewage disposal system enabling compliance with the *Vessel Pollution and Dangerous Chemicals regulations (Canada)*, the *U.S. Clean Water Act* and the *U.S. River and Harbor Act*, and amendments thereto.
- (2) Garbage on a ship shall be
  - (a) destroyed by means of an incinerator or other garbage disposal device; or
  - (b) retained on board in covered, leak-proof containers, until such time as it can be disposed of in accordance with the provisions of the *Vessel Pollution and Dangerous Chemicals regulations (Canada)*,



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*the U.S. Clean Water Act and the U.S. River and Harbor Act, and amendments thereto.*

- (3) No substance shall be discharged or disposed of onto a lock wall or tie-up wall by any means, including overboard discharge pipes.
- (4) Burning of shipboard garbage is prohibited between CIP2 & **CardinalCape Vincent** and between CIP 15 & CIP 16.

### Maximum Draught

29. (1) Notwithstanding any provision herein, the loading of cargo, draught and speed of a ship in transit shall be controlled by the master, who shall take into account the ship's individual characteristics and its tendency to list or squat, so as to avoid striking bottom. *(The main channels between the Port of Montreal and Lake Erie have a controlling depth of 8.23 m.)*

**For details refer to Ship Transit and Equipment Requirements, Section 18.**

- (2) The draught of a ship shall meet minimum draft requirement as defined at inspection on the Enhanced Ship Inspection form and not, in any case, exceed 79.2 dm or the maximum permissible draught designated in a Seaway Notice by the Manager and the Corporation for the part of the Seaway in which a ship is passing.
- (3) Any ship will be permitted to load at an increased draught of not more than 7 cm above the maximum permissible draught in effect as prescribed under 29 (2) if it is equipped with a Draught Information System (DIS) and meets the following:
  - (a) An operational Draught Information System (DIS) approved by a member of the International Association of Classification Societies (IACS) as compliant with the Implementation Specifications found at [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com) and having onboard;
    - (i) An operational AIS with accuracy approved by the Seaway; and
    - (ii) Up-to-date electronic charts; and



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- (iii) Up-to-date charts containing high resolution bathymetric data; and
  - (iv) Ships must be equipped with a bow thruster and bow thruster must be operational.
- (b) The DIS Tool Display shall be located as close to the primary conning position and be visible and legible.
- (i) Verification document of the DIS must be kept on board the ship at all times and made available for inspection;
  - (ii) DIS license to use the software must be valid;
  - (iii) Software version of DIS matches that in the IACS verification letter, or higher;
  - (iiiiv) A company letter attesting to officer training on use of the DIS must be kept on board and made available for inspection;
  - (iv) When transiting Seaway waters with the DIS, a trained officer on the use of the DIS must be on the bridge;
- (vc) Any ship ~~not yet approved, but wishing to use DIS in the Seaway intending to use the DIS for the first time~~ must notify the Manager or the Corporation ~~at least 96 hours in writing at least 24 hours prior to commencement of its initial transit in the System with the DIS in order to arrange for appropriate testing for approval to use the DIS~~ advance so that arrangements can be made for appropriate testing for approval to use the DIS to transit the Seaway;
- (vid) ~~Every~~ A ship already approved to use DIS to transit the Seaway must email a completed DIS Confirmation Checklist to [sismcmarineservices@seaway.ca](mailto:sismcmarineservices@seaway.ca) 96 hours prior to its initial transit of the navigation season. ~~The any ship intending to use an approved DIS to transit the System must submit a completed confirmation checklist can be found at [www.greatlakes-seaway.com](http://www.greatlakes-seaway.com) to the Manager or the Corporation prior to its initial transit of the season;~~



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(vii) If for any reason the DIS, AIS, or bow thruster becomes inoperable, malfunctions or is not used while the ship is transiting at a draught greater than the maximum permissible draught prescribed under 29 (2) in effect at the time, the ship must notify the Manager or the Corporation immediately.

### Meeting and Passing

31. (1) The *Collision Regulations* and the United States *Inland Rules* apply in respect of the meeting and passing of ships.
- (2) No ship shall meet another ship within the area between the caution signs at bridges or within any area that is designated as a no meeting area ~~by signs erected~~ by the Manager or the Corporation ~~in that area~~.
- (2) Except as instructed by the traffic controller, no ship shall overtake and pass or attempt to overtake and pass another ship
- (a) in any canal;
- (b) within 600 m of a canal or lock entrance; or
- (c) after the order of passing through has been established by the ship traffic controller.

### Navigation Underway

35. Every ship transiting between calling-in point 2 and Tibbetts Point and between calling-in points 15 and 16 shall
- (a) man the propulsion machinery of the ship, including the main engine control station;
- (b) operate the propulsion machinery so that it can respond immediately through its full operating range;
- (i) Ships equipped with an Engine Power Limitation system (EPL) or Shaft Power Limitation System (ShaPoLi) shall override the EPL or ShaPoLi while transiting the Seaway.





- (c) man the wheelhouse of the ship at all times by either the master or certified deck officer, and a helmsman, and;
- (d) have sufficient well rested crewmembers available for mooring operations and other essential duties.

### Raising Fenders

- 39.1 Every ship equipped with fenders that are not permanently attached shall raise its fenders when passing a lock gate ~~or in Snell or Eisenhower Locks HFM equipment.~~

### Passing Hand Lines

42. (1) At locks, hand lines shall be secured to the mooring lines and passed as follows:
- (a) a downbound ship shall use its own hand lines, secured to the eye at the end of the mooring lines by means of a bowline, which hand lines shall be passed to the linehandlers at the lock
    - (i) for the #4 mooring wire, the hand line shall be passed to the linehandlers at the lock as soon as the ship's aft fairleads pass the open gates
    - (ii) for the #2 mooring wire, the hand line shall be passed to the linehandlers at the lock as soon as the forward fairleads pass the last HFM unit. ~~as soon as the ship passes the open gates;~~
  - (b) hand lines shall be passed to upbound ships by the linehandlers as soon as the ship passes the ~~open-gates~~last HFM unit, and secured, by means of a clove hitch, to the mooring lines 60 cm behind the splice of the eye;
  - (c) at Iroquois Lock and Lock 8, Welland Canal, both upbound and downbound ships shall use their own hand lines as provided in paragraph (a); and



- (d) upbound ships of overall length in excess of 218 m in Locks 4 and 5, Welland Canal, shall secure the hand line to the eye of the No.1 mooring wire by means of a bowline.
- (2) Mooring lines shall not be passed over the side of a ship in a manner dangerous to a lock crew.

### Mooring in Locks

- 44. (1) The primary means of securing ships in the locks is by way of the Hands-Free Mooring (HFM) system. Ships being moored by HFM must have a minimum of one well rested crew member on deck during the lockage to assist the Bridge team.
- (2) Single tugs, tug/barge combinations, and small ships (less than 160m in overall length) that are not eligible to use HFM are to be processed without mooring lines at the Canadian Locks with the exception of upbound lockages at Locks 4, 5 and 6 in the Welland Canal.
- (3) Ships being moored by “Hands Free Mooring” system (HFM) or passing through a lock without the use of mooring lines shall have a minimum of one (1) well rested crew member on deck during the lockage to assist the Bridge team.
- (34) Ships requiring the use of mooring lines shall be processed as follows:
  - (a) Mooring lines shall only be placed on mooring posts as directed by the officer in charge of the mooring operation.
  - (b) No winch from which a mooring line runs shall be operated until the officer in charge of a mooring operation has signalled that the line has been placed on a mooring post.
  - (c) Once the mooring lines are on the mooring posts, lines shall be kept slack until the “all clear” signal is given by the lock personnel. When casting off signal is received mooring lines shall be kept slack until the “all clear” signal is given by the lock personnel.
  - (d) ~~Ships being moored by “Hands Free Mooring” system (HFM) or passing through a lock without the use of mooring lines shall have a minimum of one (1) well rested crew member on deck during the lockage to assist the Bridge team.~~



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### Pleasure Craft Scheduling

58. (1) **At the U.S. Locks,** ~~t~~he transit of pleasure craft shall be scheduled by the traffic controller or the officer in charge of a lock and may be delayed so as to avoid interference with other ships; and
- (2) Every pleasure craft seeking to transit Canadian Locks shall first make a reservation on the Seaway website **according to the available schedule.**



### Communication - Ports, Docks and Anchorages

65. (1) Every ship entering or leaving a lake port shall report to the appropriate Seaway station at the following check points:
- (a) for the lake ports of Toronto and Hamilton, 1 nautical mile outside of the harbour limits; and
  - (b) for other lake ports, when crossing the harbour entrance.
- (2) Every ship arriving at a port, dock or anchorage shall report to the appropriate Seaway station, giving an estimated time of departure if possible, ~~and, at least four hours prior to departure, every ship departing from a port, dock or anchorage shall report in the same way giving its destination and the expected time of arrival at the next check point.~~
- (3) ~~At least four hours~~ ~~Every ship~~ prior to ~~departing~~ ~~departure~~ from a port, dock or anchorage, ~~every ship~~ shall report to the appropriate Seaway station its destination and its expected time of arrival at the next check point.
- (4) Every ship intending to conduct a dive operation and/or Remotely Operated Vehicle (ROV) inspection at a dock, wharf or approach wall shall provide a 24-hour minimum notice of diving operations to the appropriate Seaway Traffic control Centre.

### ~~Explosive~~ Ships Carrying Explosives

67. A ship carrying explosives, either Government or commercial, as defined in the Dangerous Cargo Act of the United States and in the International Maritime Dangerous Goods Code, Class 1, Divisions 1.1 to 1.5 inclusive, shall be deemed for the purpose of these Practices and Procedures to be an explosive ship.

### Cleaning Tanks - Hazardous Cargo Ships

73. (1) Cleaning and gas-freeing of tanks shall not take place



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- (a) in a canal or a lock;
- (b) in an area that is not clear of other ships or structures; and
- (c) before gas-freeing and tank cleaning has been reported to the nearest Seaway station.

### Hot Work Permission

- (2) Before any hot work, defined as any work that uses flame or that can produce a source of ignition, cutting or welding, is carried out by any ship on any designated St. Lawrence Seaway Management Corporation (SLSMC) Approach walls, ~~or wharfs~~ Cote St. Catherine wharf or wharves in the Welland Canal, a written request must be sent to the SLSMC, preferably 24 hours prior to the ship's arrival on SLSMC Approach walls or ~~wharfs~~ wharves. The hot work shall not commence until approval is obtained from a SLSMC Traffic Control Centre.

- (a) Permission is granted under the following conditions:

- ~~(i)~~ Copy of ship's "Hot Work Permit" provided to SLSMC at
- (i) ~~(nrerie@seaway.ca & nrshipinspectors@seaway.ca)~~ before welding commences;
  - In the Welland canal send to: nrerie@seaway.ca & nrshipinspectors@seaway.ca
  - In the MLO Section send to: cdo@seaway.ca & inspecteursvm@seaway.ca
- (ii) Name of company performing the hot work;
- (iii) Effective fire watch is maintained;
- (iv) Welding operations shall temporarily cease during ship meets and lockages;
- (v) Welding operations shall cease at the direction of a Traffic Controller; and
- (vi) All sparks and/or flames to be contained on the ship.

### Special Requirements for Tankers Performing Hot Work

- (3) Prior to arriving at any SLSMC designated Approach wall or wharf a tanker must be gas free or have tanks inerted. The gas-free certificate must be sent to the SLSMC Traffic Control Centre in order to obtain clearance for the ship to commence Hot Work.



### Reporting of Impairment or Other Hazard by Ships Transiting within the Seaway

84. While transiting the Seaway, the master of a ship shall immediately report to the nearest Seaway station:
- (a) any condition of the ship that might impair its ability to transit safely and expeditiously;
  - (b) any hazardous condition of the ship;
  - (c) any malfunction on the ship of equipment required by sections 5 to 21 and subsections (5) to (10) of Schedule I;
  - (d) any **modification or** malfunction on the ship of equipment and machinery that is noted as operational in the current "Enhanced Ship Inspection" or "Self Inspection" of the ship;
  - (e) any difficulty on the part of the ship in controlling its tow or tows;
  - (f) any hazard, dangerous situation or malfunctioning aid to navigation which has not been published in a notice to mariners;
  - (g) any loss of anchor with particulars of the precise location of the loss; and
  - (h) any location where visibility is less than one nautical mile.

### Keeping Copies of Documents

94. (1) A ~~copy of these Practices and Procedures, a paper~~ copy of the ship's valid Ship Inspection Report ~~and the Seaway Notices for the current navigation year~~ shall be kept on board every ship in transit. ~~For the purposes of section 94 (1) a copy may be kept in either paper or electronic format so long as it can be~~ must be easily accessible ~~accessed~~ in the wheelhouse.



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- (2) A paper or electronic copy of these *Practices and Procedures*, and the Seaway Notices for the current navigation year shall be kept on board every ship in transit. They must be easily accessible in the wheelhouse.
- (23) Onboard every ship transiting the Seaway a duplicate set of the Ship's Fire Control Plans shall be permanently stored in a prominently marked weather-tight enclosure outside the deckhouse for the assistance of shore side fire-fighting personnel.



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## INFORMATION ON SHIP TRANSIT AND EQUIPMENT REQUIREMENTS

### 20. Typical Landing Boom

Seaway Regulation 8 requires ships of more than 50 m in overall length to be equipped with at least one landing boom on each side. **It is recommended that a minimum Safe Working Load (SWL) of 227 kilograms be used for the landing booms.**





## APPENDIX 4 - Hand Lines

**Reference:** Practices &  
Procedure, Regulation 13

No. required: 4  
Thickness: Uniform 12-18mm diameter  
Length: 30 meters each  
End: Back splice or taped  
Eye splices & weights are not permitted.

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### Securing Hand Lines to Mooring Lines/Wire Ropes

- 1) **Upbound Vessels:** When transiting upbound into the St. Lawrence River and Great Lakes, and whenever the ship is lower than the personnel at the lock, hand lines will be passed by the lock personnel (see note below regarding Iroquois Lock in the MLO Section and Lock #8 in the Welland Canal).

Once received, hand lines are to be secured to the ship's mooring lines by means of a CLOVE HITCH knot, approximately 60 cm behind the eye splice (see Illustration A).

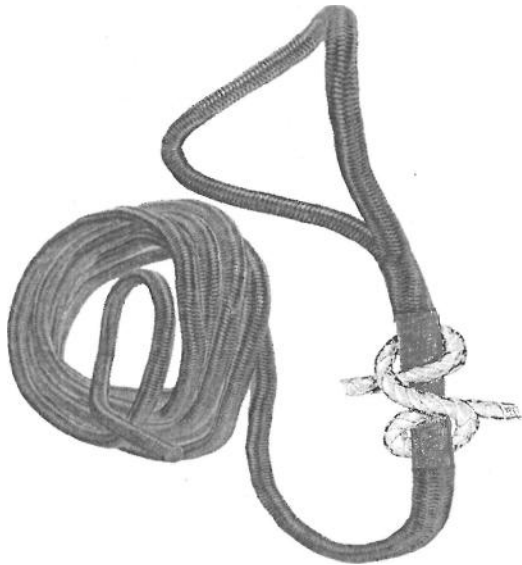


Illustration A: Clove Hitch behind eye splice.

**Note:** At Iroquois Lock and Welland Canal Lock #8, since the amount the vessel will be raised or lowered is minimal, vessels will arrive higher than shoreside personnel. For this reason, ships will follow instructions within step 2 below for passing and securing hand lines.



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- 2) **Downbound Vessels**: When transiting downbound out of the Great Lakes and St. Lawrence River, and whenever the ship is higher than personnel at the lock, hand lines will be passed by the ship's crew to lock personnel using the ship's hand lines.



Hand lines are to be secured to the ship's mooring lines by means of a BOWLINE knot, within the eye splice (see Illustration B at left).

Illustration B: Bowline within the eye splice.