



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

2025 - SEAWAY NOTICE #5

Passing Entries

During the 2024 navigation season, we received a number of reported close calls and near misses resulting from passing entries at the locks. We are therefore reminding Mariners of the guidance to execute a safe passing entry as set out in the Seaway Handbook, Ship Transit and Equipment Requirements. Please refer to attached.

March 13, 2025



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

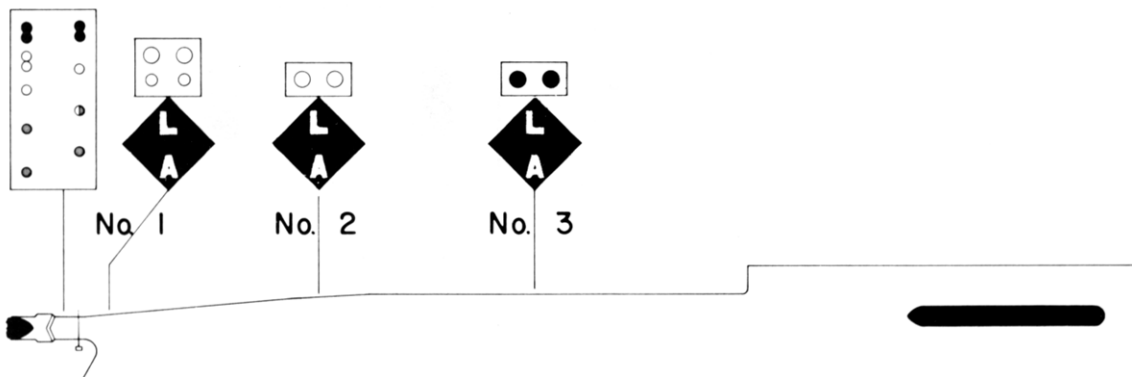
From the Seaway Handbook, Ship Transit & Equipment Requirements

SHIP MANOEUVRES (Canadian Locks)

2. Passing Entry

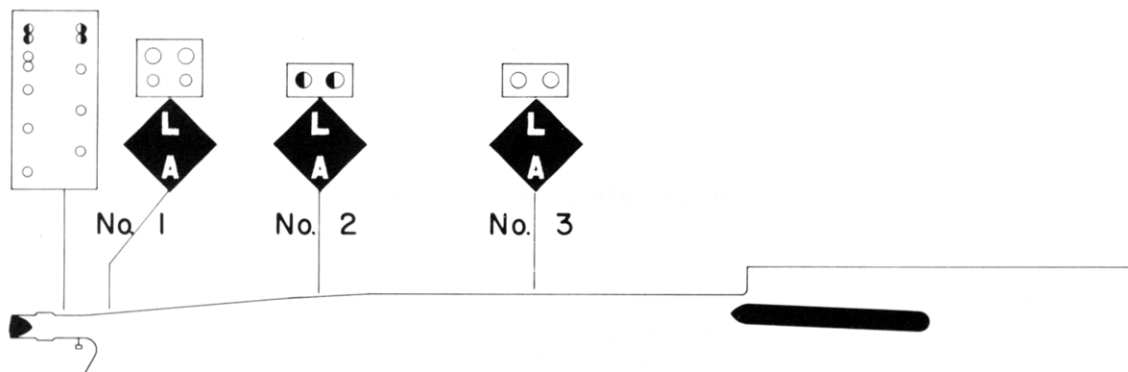
Ideally, to execute the "passing entry" the ship approaching the lock should be 450 m to 915 m from the end of the approach wall when the lock starts to dump or fill. This distance allows for variations in ship speed. At this point, the navigation lights and L/A 3 are fixed red. The amber lights come on with the start of the dump or fill (*Figure 3*).

FIGURE 3



When the lock gates open, the navigation lights on L/A 3 begin to flash. As the ship in the lock casts off, L/A 3 is extinguished and L/A 2 starts to flash. At this time, the inbound ship should be at the end of the approach wall (*Figure 4*).

FIGURE 4



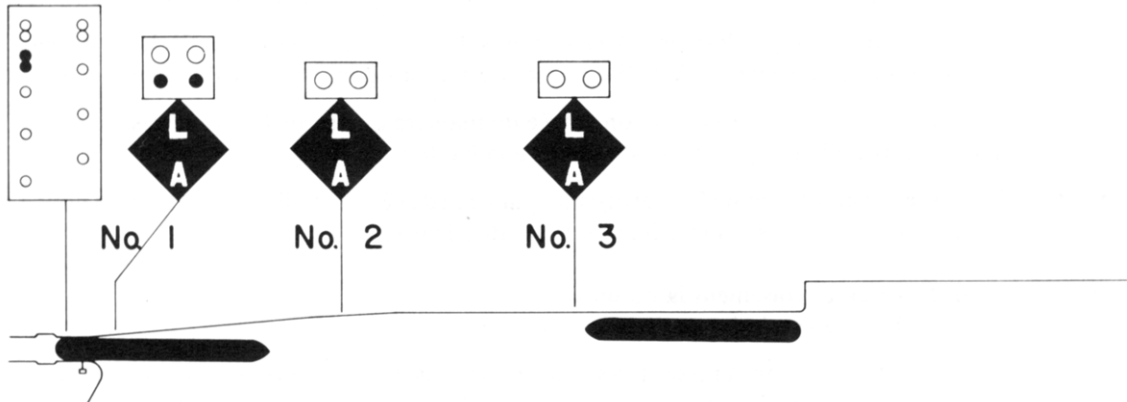


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As the stern of the last outbound ship clears the lock, L/A 2 is extinguished and the green lights are shown on the navigation panel and L/A 1. The bow of the inbound ship should be at L/A 3 at this time (Figure 5).

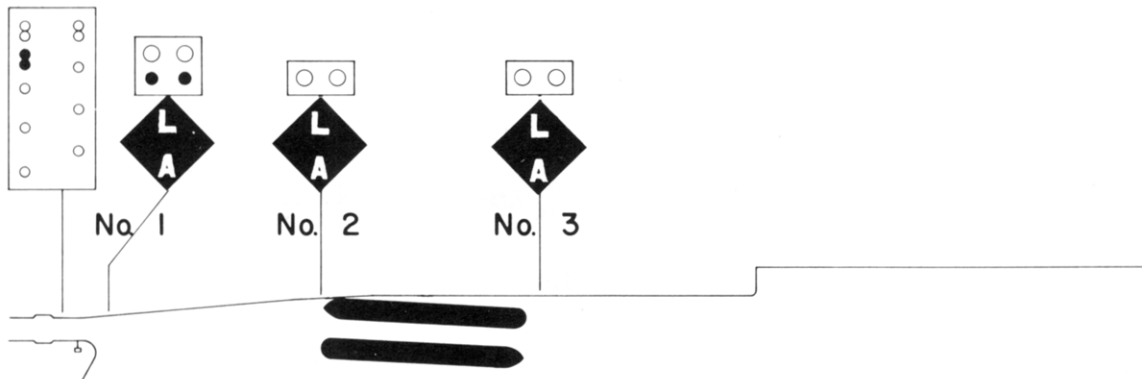
(See variation below, when a road bridge is involved)

FIGURE 5



As the ships continue to approach each other, the ideal meeting point is when the bow of the inbound and the stern of the outbound are abeam of L/A 2 (Figure 6).

FIGURE 6



Experience, confirmed by theoretical calculation, proves that the inbound ship moving along a wall faces much less suction from the outbound than it does if moored at the wall.

When the ships have passed each other, the inbound ship continues into the lock as smartly as is prudent and possible.