



2025 - NOTICE TO SHIPPING # 1

NIAGARA REGION WELLAND CANAL

General Instructions

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

1. HOLDING POSITION - 'HEAD OF THE LOCK'	2
2. BUNKERING OF SHIPS IN THE WELLAND CANAL.....	2
3. RADAR SET ON SHORT RANGE OF 3NM OR LESS WHEN TRANSITING THE WELLAND	2
4. TRANSIT PRECAUTIONS WHEN SHIPS LOADING AT WHARF 12.....	2
5. CRUISE SHIPS - DISEMBARKING/EMBARKING PASSENGERS	2
6. EMBARKING OR DISEMBARKING AT SEAWAY STRUCTURE.....	3
7. HAZARD AREAS IN THE LOCKS	3
8. SECURING AT SPECIFIED L/A'S ON THE APPROACH WALLS.....	3
9. ENTERING FLIGHT LOCKS WHEN SHIP BEING PROCESSED IN OPPOSITE CHAMBER.....	3
10. EXTENDED STOP SIGNS IN THE FLIGHT LOCKS	4
11. LONGITUDINAL HYDRAULIC ASSIST	4
12. LATERAL HYDRAULIC ASSIST.....	4
13. NAVIGATION LIGHTS IN THE WELLAND CANAL	4
14. WOODEN DOCK BELOW LOCK 4 WEST	5
15. EAST WALL ABOVE LOCK 6 EAST.....	5
16. WALL SOUTH OF GUARD GATE OUT OF SERVICE	6
17. SECURITY CALLS.....	6
18. SECURITY – ACCESS TO CANAL STRUCTURES.....	6
19. SECURITY AT APPROACH/TIE-UP WALLS	6
20. SECURITY AWARENESS WHILE ENTERING / DEPARTING SEAWAY LOCKS.....	6
21. WHARVES	7



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Le réseau Grands Lacs - Voie maritime du Saint-Laurent

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 downbound or Lock 6 upbound 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:

- Upbound ships when reporting in at Mid-Lake Ontario.
- Downbound ships when reporting in at Seaway Long Point.

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

3. RADAR SET ON SHORT RANGE OF 3NM OR LESS WHEN TRANSITING THE WELLAND

A ship's radar is not to be set on a range greater than three nautical miles when transiting the Welland Canal. SLSMC Traffic Control will confirm this setting with the ship at call-in.

4. TRANSIT PRECAUTIONS WHEN SHIPS LOADING AT WHARF 12

Whenever there is a ship secured at Wharf 12, Seaway Welland will request the approaching upbound and downbound 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.

5. CRUISE SHIPS - DISEMBARKING/EMBARKING PASSENGERS

Mariners are advised that only the following areas along the Welland Canal have been designated for disembarking / embarking of passengers from a cruise ship:

- Wharf 2 in Port Weller Harbour



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- Wharf 16 in Port Colborne Harbour

The current SLSMC security plan allows for a stop and go only. Provisions are to be made with the lessee of Wharfs 2 and 16 for tie-up services.

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. 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.

8. 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.

9. ENTERING FLIGHT LOCKS WHEN SHIP BEING PROCESSED IN OPPOSITE CHAMBER

In order to reduce delays in the flight locks (Locks 4, 5 and 6), ships may enter a flight lock when operations personnel 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;



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Le réseau Grands Lacs - Voie maritime du Saint-Laurent

- (c) The ship must hold its position until Operations personnel instruct the master to proceed;
- (d) The master has the option to wait secured in the lock until Operations personnel are available for the next lock;
- (e) Ships **must not** enter Lock 4 upbound or Lock 6 downbound when the Red Navigation lights are displayed.

10. EXTENDED STOP SIGNS IN THE FLIGHT LOCKS

To assist Masters of downbound 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.

11. LONGITUDINAL HYDRAULIC ASSIST

The Longitudinal Hydraulic Assist to assist ships in exiting the lock is available at Lock 8 in the Welland Canal.

12. 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 upon entry into the locks.

13. 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 downbound ships as follows:

Solid Red Light: The lock is not ready for the downbound ship. The upper end gates and valves of the lock are closed.



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Le réseau Grands Lacs - Voie maritime du Saint-Laurent

Flashing Red Light: The lock is getting ready for the downbound ship. The upper end valves of the lock are activated.

Red Light Off: The lock is ready for the downbound ship. The upper end gates and valves of the lock are fully open.

c) Navigation Lights at the Bridges

There are yellow, red and green navigation lights at the bridges in the Welland Canal. The yellow navigation light will start to flash when the process to raise the bridge has been initiated and the vehicle traffic lights are set to red. Once the bridge raise sequence has started, the yellow light will turn off and the red bridge navigation light will start flashing. The green navigation light will be displayed once the bridge is fully raised.

d) 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, an additional 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.

14. WOODEN DOCK BELOW LOCK 4 WEST

The wooden dock located below Lock 4W has been removed. The corner of the wall has been covered with fenders and blast mats and an amber light has been installed on the light standard at the end of the wall. Mariners are asked to exercise caution while entering Lock 4W as to avoid making contact with the end of the wall.

15. 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.

Masters are urged to avoid contact with the approach wall in this area especially when manoeuvring under reverse Flight Lock conditions, i.e., upbound 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.



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

16. 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.

17. SECURITY CALLS

Mariners are requested to give a security call on Channel 14 (156.7 MHz) when transiting upbound at Mile 9 and downbound at Mile 12.7(Main Street, Port Robinson).

18. 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. Please refer to separate Notices to Shipping regarding personnel & ship chandler interfaces for further information.

19. 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.

20. 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.



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

21. WHARVES

a) Wharf 6

Please be advised that the Seaway accepts ships up to a maximum draft of 8.0m at Wharf 6.

Ship arrivals and departures from the wharf will be monitored closely and should any change to the maximum draft be required, we will communicate it promptly.

We have noted significant deterioration of the timber crib atop the concrete monolith at Wharf 6. This deterioration renders certain areas unsafe for use. As a precautionary measure, we advise maintaining a distance of at least 3 meters between the tie-up wall of the Wharf and heavy equipment (or any other vehicle).

Personnel are reminded to pay attention to loose material or uneven surfaces and to follow applicable safety measures when working near water.

b) Wharf 7

Wharf 7 is out of service until further notice.

c) Wharf 13

Please be advised that after review of the bathymetry from the CHS survey, the following are the recommended maximum drafts for Wharf 13.

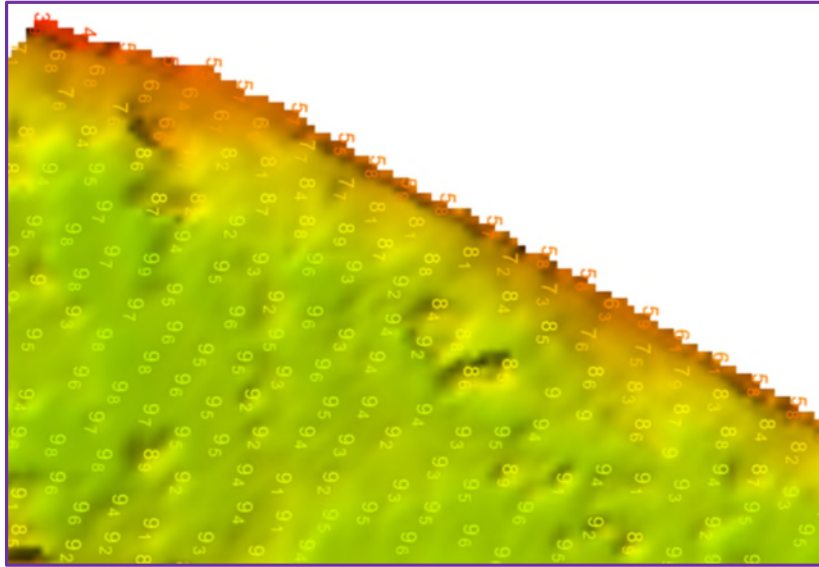
Ships with an overall length (OAL) less than 150m:	no draft restriction, i.e. published Seaway maximum draft permitted
Ships with an OAL between 150m and 200m:	maximum draft of 8.0m
Ships with OAL greater than 200m:	maximum draft of 7.6m

1. SLSMC does not accept any responsibility and/or liability for damage to the ship due to any error or inaccuracy in the survey findings leading to insufficient depth of water for movement of the ship in and out of the Wharf. (Note that CHS Chart 2042 indicates a depth of 7.6m alongside Wharf 13.)
2. Ships entering wharves have permission to do so providing there is at least 0.15 m underkeel clearance while alongside the wharf.
3. Ship Masters will be informed of the draft limitation and 0.15 m minimum underkeel clearance at the wharf. The Master must acknowledge the information and accept full responsibility for the safety of the ship while entering and leaving the wharf area.

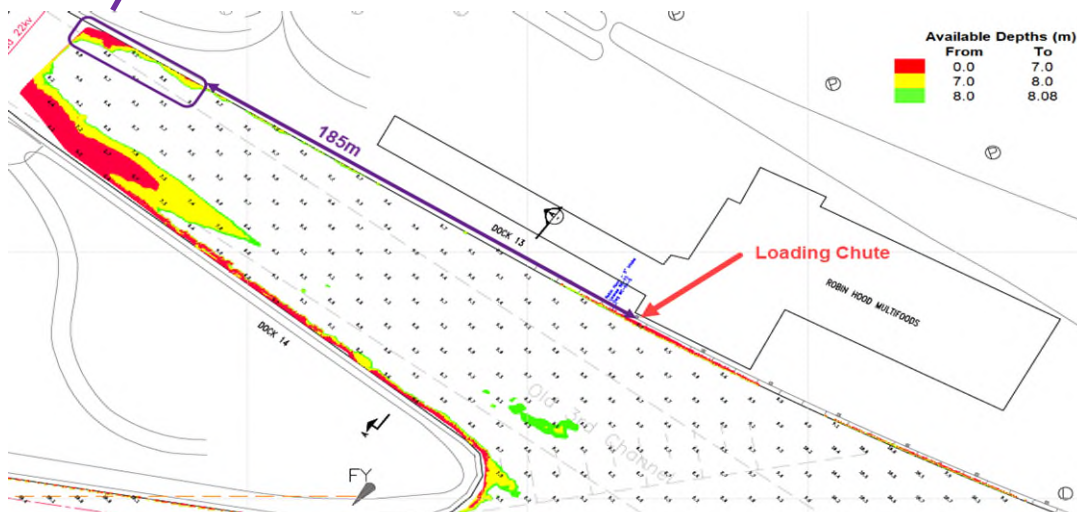


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The following drawing identifies locations of high spots along Wharf 13.



Bathymetry of area circled in purple
(185m from loading chute)



Please note that ship arrivals and departures from the wharf will be monitored closely and any change required to the maximum draft will be communicated promptly.



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

d) Wharves 18.2 and 18.3

Wharves 18.2 and 18.3 have been taken out of service permanently. No emergency tie up can be permitted. A section of Wharf 18-2 has incurred deterioration; however, there are no immediate marine safety concerns. The site is being monitored and assessed. Mariners are advised to continue avoiding the wall area as a precautionary measure.

March 13, 2025