



**NOTICE OF PROPOSED REVISIONS TO SEAWAY PRACTICES AND
PROCEDURES TO BE EFFECTIVE MARCH 15, 2008**

Part 1 – CONDITION OF SHIPS

Minimum Requirements – Mooring Lines and Fairleads

- 12 (1) (a) ships of 80 m or less in overall length shall have at least three **mooring lines - wires or** synthetic hawsers, two of which shall be independently power operated and one which shall be hand held.
- 12 (1) (a) (i) one **line** shall lead forward from the break of the bow and one **line** shall lead astern from the quarter and be independently power operated by winches, capstans or windlasses and lead through closed chocks or fairleads acceptable to the Manager and the Corporation; and
- 12 (1) (b) ships of more 80 m but not more than 100 m in overall length shall have four **mooring lines - wires or** synthetic hawsers, of which three shall be independently power operated by winches, capstans or windlasses and one being hand held. All lines shall be led through closed chocks or fairleads acceptable to the Manager and the Corporation, of which three mooring lines
- 12 (1) (c) ships of more 100 m but not more than 120 m in overall length shall have four **mooring lines - wires or** synthetic hawsers independently power operated by winches, capstans or windlasses as follows:
- 12 (1) (d) ships of more than 120 m in overall length shall have four **mooring wires**, two of which shall lead from the break of the bow and two of which shall lead from the quarter, and;

Part III – SEAWAY NAVIGATION

Compliance with Instructions

- 27 Every ship shall comply promptly with transit instructions given by the **traffic controller** or any other officer.

Maximum Draught

- 29 (1) **The 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)*

Ballast Water and Trim

- 30 (1) (e) **As a condition of transit of the Seaway after having operated outside the Canadian and/or U.S. exclusive economic zone (EEZ) every foreign flagged ship (a non Canadian or U.S. flagged ship) that carries only residual amounts of ballast water and/or sediment that were taken onboard the ship outside waters under Canadian or U.S. jurisdiction shall:**

- (i) **conduct a saltwater flushing of their ballast water tanks that contain the residual amounts of ballast water and/or sediment in an area 200 nautical miles from any shore before entering waters of the Seaway. Saltwater flushing is defined as the addition of mid ocean water to ballast water tanks: The mixing of the flush water with residual water and sediment through the motion of the ship; and the discharge of the mixed water, such that the resultant residual water remaining in the tank has as high salinity as possible, and is at least 30 parts per thousand (ppt).**

The ship should take on as much mid-ocean water into each tank as is safe (for the ship and crew) in order to conduct saltwater flushing. And adequate flushing may require more than one fill-mix-empty sequence, particularly if only small amounts of water can be safely taken onboard at one time. The master of the ship is responsible for ensuring the safety of the ship, crew and passengers.

Ships reporting only residual ballast water onboard should take particular care to conduct saltwater flushing on the transit to the Great Lakes so as to eliminate fresh or brackish water residuals in ballast tanks; and

- (ii) **maintain the ability to measure salinity levels in each tank onboard the ship so that final salinities of at least 30 ppt can be ensured.**
- (f) **Every foreign flagged ship that is found not in compliance with 30 (e) shall retain any ballast water taken onboard in the St. Lawrence River or Great Lakes.**

Meeting and Passing

- 31 (3) **Except as instructed by the traffic controller, no ship shall overtake and pass or attempt to overtake and pass another ship**

Ships in Tow

- 34 No ship that is not self-propelled (including but not limited to tug/tows and/or deadship/tows) shall be underway in any Seaway waters unless it is securely tied to an adequate tug or tugs, in accordance with special instructions given by the Manager or Corporation pursuant to section 33.

Every ship in tow has to be inspected prior to every transit unless it has a valid Seaway Inspection Certificate. The owner/master shall give a 24 hour notice of arrival when an inspection is requested.

Order of Passing Through

- 36 Ships shall advance to a lock in the order instructed by the traffic controller.

Mooring at Tie-up Walls

- 37 (1) Upon arrival at a lock, a ship awaiting instructions to advance shall moor at the tie-up wall, close up to the designated limit of approach sign or to the ship preceding it, whichever is specified by the traffic controller or an officer.

Entering, Exiting or Position in Lock

- 40 (1) No ship shall proceed into a lock in such a manner that the stem passes the stop symbol on the lock wall nearest the closed gates.
(2) On being cast off in a lock, no ship shall be allowed to fall back in such a manner that the stern passes the stop symbol on the lock wall nearest the closed gates.
(3) Every ship proceeding into a lock shall be positioned and moored as directed by the officer in charge of the lock
(4) No ship shall use thrusters when passing a lock gate

Turning Basins

- 48 No ship shall be turned about in any canal, except
(a) with the permission from the traffic controller; and

Dropping Anchor or Tying to Canal Bank

- 49 Except in an emergency, no ship shall drop anchor in any canal or tie-up to canal bank unless authorized to do so by the traffic controller.

Anchorage Areas

- 50 Except in an emergency, or unless authorized to do so by the traffic controller, no ship shall drop anchor in any part of the Seaway except in the following designated anchorage areas:

Signalling Approach to a Bridge

- 51 (1) Unless a ship's approach has been recognized by a flashing signal, the master shall signal the ship's presence to the **bridge operator** by VHF radio when it comes abreast of any of the bridge whistle signs.

Pleasure Craft Scheduling

- 58 (1) The 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

PART VII – INFORMATION AND REPORTS

Reporting Position at Anchor, Wharf, etc.

- 83 A Ship anchoring in a designated anchorage area, or elsewhere, and a ship mooring at a wharf or dock, tying-up to a canal bank or being held on a canal bank in any manner shall immediately report its position to the **traffic controller** and it shall not resume its voyage without the **traffic controller's** permission.

Any comments with respect to the above must be submitted to Mr. Stephen Kwok Director, Operations and Technical Services, no later than February 15, 2008