



The St. Lawrence
Seaway Management
Corporation

Corporation de Gestion
de la Voie Maritime
du Saint-Laurent

NOTICE OF PROPOSED REVISIONS TO SEAWAY PRACTICES AND PROCEDURES TO BE EFFECTIVE MARCH 15, 2010

Part 1 – CONDITION OF SHIPS

Mooring Lines

- 10 (1) (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;
- (2) Unless otherwise permitted by an officer, ships greater than 150 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 shall be used for securing a ship in lock chambers.

Minimum Requirements – Mooring Lines and Fairleads

- 12 (1) (b) ships of more than 100 m but not more than 150 m in overall length shall have three mooring lines - wires or synthetic hawsers, which shall be independently power operated by winches, capstans or windlasses. All lines shall be led through closed chocks or fairleads acceptable to the Manager and the Corporation.
- 12 (1)(c) ships of more than 150 m in overall length shall have four mooring lines - wires, independently power operated by the main drums of adequate power operated winches as follows:
- (i) one mooring line shall lead forward and one mooring line shall lead astern from the break of the bow and shall be independently power operated by the main drums of adequate power operated winches, and

- (ii) one mooring line shall lead forward and one mooring line shall lead astern from the quarter and shall be independently power operated by the main drums of adequate power operated winches.
- (iii) all lines shall be led through a type of fairlead acceptable to the Manager and the Corporation.

Part III – SEAWAY NAVIGATION

Ballast Water and Trim

- 30 (2) To obtain clearance to transit the Seaway:
- (a) every ship entering the Seaway after operating beyond the exclusive economic zone must agree to comply with the “Code of Best Practices for Ballast Water Management” of the Shipping Federation of Canada dated September 28, 2000, while operating anywhere within the Great Lakes and the Seaway; and
 - (b) every other ship entering the Seaway that operated within the Great Lakes and the Seaway must agree to comply with the “Voluntary Management Practices to Reduce the Transfer of Aquatic Nuisance Species Within the Great Lakes by U.S. and Canadian Domestic Shipping” of the Lake Carriers Association and Canadian Shipowners Association dated January 26, 2001, while operating anywhere within the Great lakes and the Seaway.

For copies of the “Code of Best Practices for Ballast Water Management” and of the “Voluntary Management Practices to Reduce the Transfer Of Aquatic Nuisance Species within the Great Lakes by U.S. and Domestic Shipping” refer to the St. Lawrence Seaway website at www.greatlakes-seaway.com

For details refer to Ship Transit and Equipment Requirements item 30 “Ballast Water Tank Information”

Limit of Approach to a Bridge

- 52 (3) All ships are to proceed at a safe speed between the whistle signs at bridges so that a controlled stop, if necessary can be achieved before the limit of approach sign at bridges.

PART IV – RADIO COMMUNICATIONS

Assigned Frequencies

61 (c) 156.6 MHz (channel 12) Working (U.S. station in Lake Ontario);

Radio Procedures

63 Every ship shall use the channels of communication in each control sector as listed in the table to this section.

| CHANNELS OF COMMUNICATION | | | | | |
|---------------------------|-----------------------|---------------------|---------|--------|-----------------|
| STATION | CONTROL SECTOR NUMBER | SECTOR LIMITS | CALL IN | WORK | LISTENING WATCH |
| Seaway | 1 | C.I.P. No. 2 to | | | |
| Beauharnois | | C.I.P. No. 6-7 | Ch. 14 | Ch. 14 | Ch. 14 |
| Seaway | 2 | C.I.P. No. 6-7 to | | | |
| Eisenhower | | C.I.P. No. 10-11 | Ch. 12 | Ch. 12 | Ch. 12 |
| Seaway | 3 | C.I.P. No. 10-11 | | | |
| Iroquois | | to Crossover Island | Ch. 11 | Ch. 11 | Ch. 11 |
| Seaway | 4 | Crossover Island to | | | |
| Clayton | | Cape Vincent | Ch. 13 | Ch. 13 | Ch. 13 |
| Seaway | 4 | Cape Vincent to | | | |
| Sodus | | Mid Lake Ontario | Ch. 12 | Ch. 12 | Ch. 16 |
| Seaway | 5 | Mid Lake Ontario | | | |
| Newcastle | | to C.I.P. No. 15 | Ch. 11 | Ch. 11 | Ch. 16 |
| Seaway | 6 | C.I.P. No. 15 to | | | |
| Welland | | C.I.P. No. 16 | Ch. 14 | Ch. 14 | Ch. 14 |
| Seaway | 7 | C.I.P. No. 16 to | | | |
| Long Point | | Long Point | Ch. 11 | Ch. 11 | Ch. 16 |

PART IX – GENERAL

Boarding for Inspection

- 90 (3) Ships shall provide a safe and approved means of boarding. Pigeon holes are not accepted as a means of boarding and an alternate safe means of access between a tug and a barge shall be provided.

Keeping Copies of Documents

- 94 (1) A copy of these *Practices and Procedures*, a 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 maybe kept in either paper or electronic format.**

SCHEDULE III – CALLING IN TABLE

Upbound Ships:

- | | | | |
|-----|-----------|---------------------------|---|
| 17. | Sodus Pt. | Seaway Sodus Ch. 12 | 1. Name of Ship 2. Location 3. ETA mid-Lake Ontario |
|-----|-----------|---------------------------|---|

Downbound Ships

- | | | | |
|-----|--|---------------------------|--|
| 35. | Mid-Lake Ontario- Entering Sector 4 | Seaway Sodus Ch. 12 | 1. Name of Ship 2. Location |
| 36. | Sodus Point | Seaway Sodus Ch. 12 | 1. Name of Ship 2. Location 3. Updated ETA Cape Vincent or Lake Ontario Port 4. Confirm River Pilot Requirement 5. Pilot requirement – Snell Lock and/or Upper Beauharnois Lock (inland Ships only) |

SHIP TRANSIT & EQUIPMENT REQUIREMENTS

7. Marine Weather Broadcasting and Data Collection

- a) During the navigation season, general marine weather broadcasts will be routinely issued by the Canadian Coast Guard

10. Wind

When high winds prevail, or are forecasted, ships are permitted to transit in accordance with established wind scales which take into account wind velocity and direction, ship draft and exposed "sail area" and operating bow thrusters. The scales serve as guidelines in scheduling ship traffic at Seaway structures under adverse wind conditions.

- NOTE:**
- 1) *When a ship becomes windbound in a Traffic Sector, it is essential that it be moored or anchored in a location which does not prevent the safe manoeuvring of other ships that are able and allowed to transit.*
 - 2) *Under conditions of wind or low visibility ships are not normally kept in lock chambers.*

NAVIGATION SIGNAL LIGHT SYSTEM (Canadian Locks)

4. b) Amber Lights

In the Montreal/Lake Ontario section and the Welland Canal, each illuminated AMBER LIGHT indicates five minutes of time while each flashing amber light indicates two ½ minutes of time.

Upbound ships will observe that, during the dump of a lock, the amber lights on the lower end navigation signal light panel operate as follows:

- Two steady amber lights are shown 10 minutes before the lock end is fully opened.
- One steady and one flashing amber light are shown 7 ½ minutes before the lock is fully opened.

- One steady amber light only shows 5 minutes before the lock is fully opened.
- A single flashing amber light shows 2 1/2 minutes before the lock is fully opened.
- When the two amber lights are extinguished, the lock is fully opened and the ship can enter as soon as the green light is exhibited.

Downbound ships will observe that:

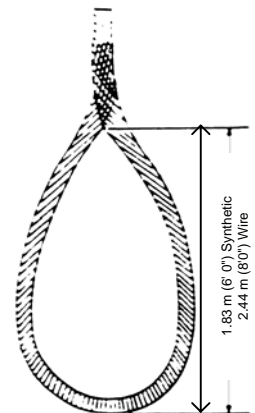
- During the fill of a lock, the amber lights on the upper end navigation signal light panel operate in the same manner as for the upbound ships.
- By counting the illuminated amber lights, it is therefore possible to determine the time until the lock is fully open in minutes.

MOORING SHIPS (Canadian Locks)

2. Mooring Lines

The length of the eye of a **wire** mooring line must be 2.44 metres **and for a synthetic line 1.83 metres** measured from the splice to the extreme end of the eye (see drawing).

NOTE: The breaking strength of mooring lines as given in Seaway Practices and Procedures no. 10 **"TABLE"** is expressed in **metric tonnes**. For comparison **9.8 kN is equal to one metric tonne (2204.6 lbs)**.



Any comments with respect to the above must be submitted to Mr. Jean Aubry-Morin, Vice President, Corporate Sustainability no later than February 22, 2010