



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 31, 2020****

**Interpretation**

2. Hands Free Mooring (HFM) is a system that uses vacuum pads that are mounted on vertical rails inside the lock chamber wall to secure a ship during the lockage process.

**PART I – CONDITION OF SHIPS**

**Fenders**

7. (3) On special application, ships of unusual design may be permitted to utilize permanent fenders not greater than 30 cm in thickness.

**Radio Telephone and Navigation Equipment**

9. (4) When magnetic compass error is greater than 5 degrees, the ship is required to have the compass swung and a new deviation card produced, unless the “record of deviations” has been properly maintained and verified. **Removed**

**Anchor Marking Buoys**

14. (b) Every ship shall deploy the anchor marking buoy when dropping an anchor in Seaway waters (**designated Seaway anchorages exempt**).

**PART III – SEAWAY NAVIGATION**

**Attending Lines**

46. (3) Mooring lines on deck must be individually attended unless the **ship** is equipped with side control and visual contact must be maintained for signal from lock employees taking or letting go mooring lines.

**SCHEDULE II – TABLE OF SPEEDS**  
**(Section 28)**

COLUMN I – FROM	COLUMN II – To	MAXIMUM SPEED OVER THE BOTTOM (KNOTS)	
		COLUMN III	COLUMN IV
1. Upper Entrance South Shore Canal <b>Buoy A1</b>	Lake St. Louis Buoy A13	10.5	10.5
2. Lake St. Louis Buoy A13	Lower Entrance Lower Beauharnois Lock	12 (upb) 14 (dnb)	11 (upb) 13 (dnb)
3. Upper Entrance Upper Beauharnois Lock	Lake St. Francis Buoy D3	9 (upb) 10.5 (dnb)	9 (upb) 10.5 (dnb)
4. Lake St. Francis Buoy D3	Lake St. Francis Buoy D49	12(upd) 13.5(dnb)	12 13.5 (dnb)
5. Lake St. Francis Buoy D49	Snell Lock	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
6. Eisenhower Lock	Iroquois Lock	11.5	10.5
7. Iroquois Lock	McNair Island Light Buoy 137A	13	10.5
8. McNair Island Light Buoy 137A	Deer Island Lt. 186	11.5	10.5
9. Deer Island Lt. 186	Bartlett Point Lt. 227	8.5 (upb) 10.5 (dnb)	8 (upb) 10.5 (dnb)
10. Bartlett Point Lt. 227	Tibbetts Point <b>Traffic Lighted Buoy Mo (A)</b>	13	10.5
11. Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island	Open waters between Wolfe and Howe Islands through the Canadian Middle Channel	9.5	9.5
12. Port Robinson	Ramey's Bend through the Welland By-Pass	8	8
13. All other canals		6	6

*Maximum speeds at which a ship may travel in the identified area in both normal and high water conditions are set out in this schedule. The Manager and the Corporation will, from time to time, designate the set of speed limits that is in effect.*

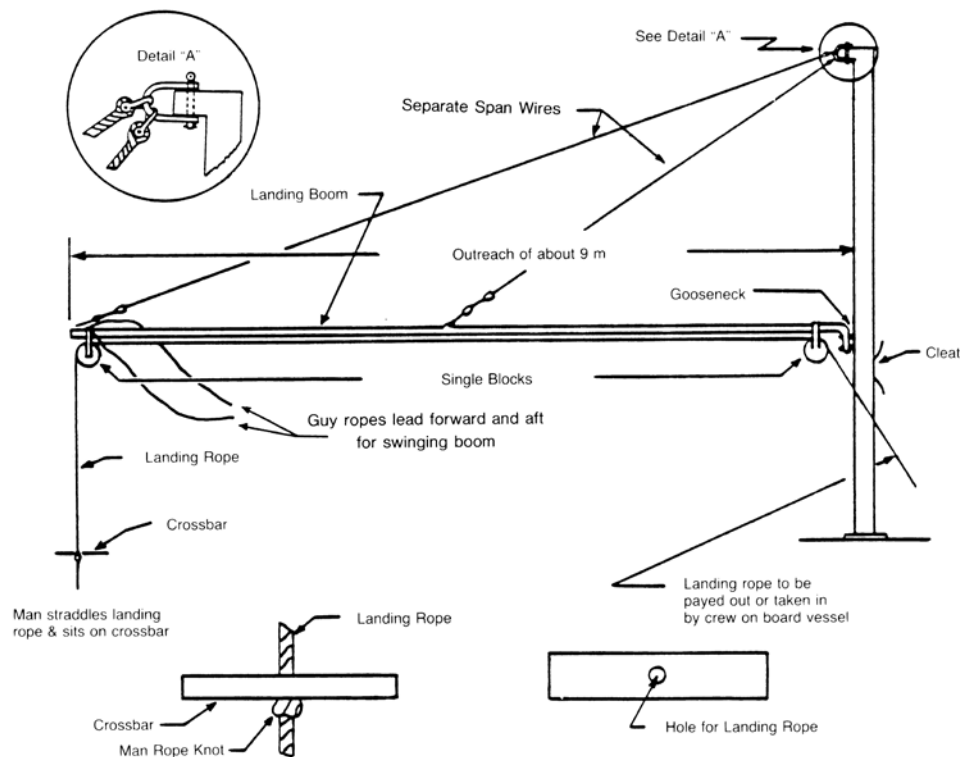
## SHIP TRANSIT AND EQUIPMENT REQUIREMENTS

### General Transit Information

#### 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, unless the ship is participating in the Seaway "Tie-up at Approach Wall" service. It is recommended that a minimum Safe Working Load (SWL) of 100 kilograms be used for the landing booms.

Sketch Removed:



#### Rigging of Landing Boom

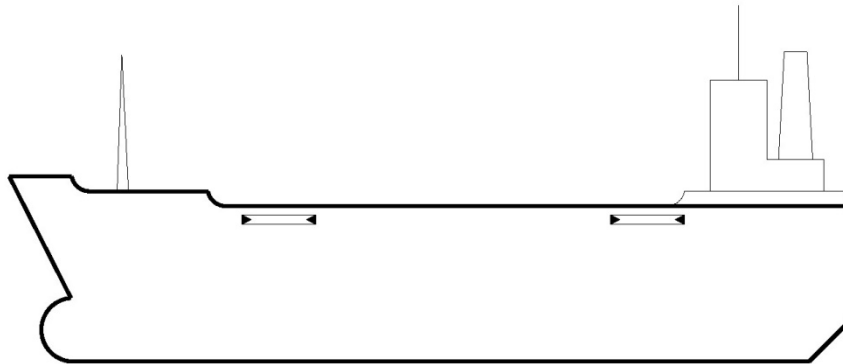
It is important that the landing booms be maintained in good working condition **at all times**. It is suggested that prior to the first transit of each season, and at **regular intervals** the **landing boom and associated equipment** be cleaned and greased. Equipment should be checked for wear, tightened and adequately "moussed", spans, guys and landing ropes checked for deterioration and broken strands. Any doubtful items of equipment should be renewed immediately.

Landing booms must be capable of swinging outboard on their own **from aft to forward**. To facilitate this, the kingposts are usually canted outboard one to two degrees. An opening in the deck railing or bulwark is required if other suitable arrangements such as “Bulwark Ladders” (article 22) are not available for when the crew members have to swing outboard from the deck.

## 27a. General Arrangement for Fender Locations

### EXAMPLE

#### GENERAL ARRANGEMENT FOR FENDER LOCATIONS



- AT ENDS OF PARALLEL BODY PORT AND STARBOARD
- AS CLOSE TO MAIN DECK AS PRACTICAL
- WELL TAPERED ENDS OF 550mm IN ORDER TO PROVIDE 4:1 SLOPE (76°)
- 5 METRES IN LENGTH
- NOT GREATER THAN 150mm RADIUS SPLIT PIPE CONSTRUCTION INTERNALLY REINFORCED

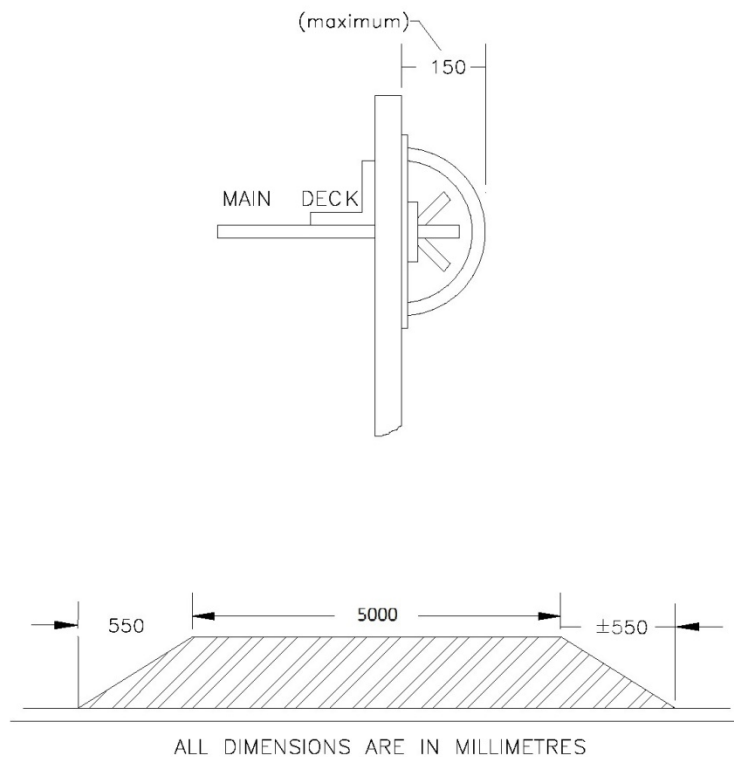


SK - 530  
2020 / 02 / 04

## 27b. Guidelines for Fitting Permanent Steel Fenders

### EXAMPLE

#### GUIDELINES FOR FITTING PERMANENT STEEL FENDERS



SK - 496  
2020 / 02 / 04

Any comments with respect to the above must be submitted to Mr. Jean Aubry-Morin, Vice-President, External Relations, no later than **March 15, 2020** at [jaubrymorin@seaway.ca](mailto:jaubrymorin@seaway.ca).