



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 30, 2018****

FOREWORD

In addition to the **Seaway Practices and Procedures**, *the Canada Marine Act, the Canada Shipping Act (2001)* and Regulations made thereunder as well as the marine, navigation and shipping laws and regulations of the United States of America apply to ships in the Seaway.

Interpretation

2. “**vessel traffic controller**” is used **in** U.S. Seaway Regulations and has the same meaning as **Ship traffic controller**).

PART I – CONDITION OF SHIPS

Minimum Requirements - Mooring Lines and Fairleads

12. (c) ships of more than 150 m but not more than 200 m in overall length shall have four mooring lines – wires or synthetic hawsers, which shall **be** independently power operated by winches.
12. c (iii) all lines shall be led through **closed chocks** or fairleads acceptable to the Manager and the Corporation.

PART V – DANGEROUS CARGO

Applicable Laws

66. (a) Ships carrying a cargo or part cargo of fuel oil, gasoline, crude oil or other flammable goods in bulk, including empty tankers which are not gas free, and ships carrying dangerous substances whether break-bulk or containerized to which regulations made under the *Canada Shipping Act (2001)* or under the *Transportation of Dangerous Goods Act* or to which the *Dangerous Cargo Act* or the *Hazardous Materials Transportation Act* of the United States or regulations issued pursuant thereto apply, shall be deemed to carry dangerous substances and shall not transit unless all requirements of the said Statutes and regulations and of these Practices and Procedures have been fulfilled.

PART VII – INFORMATION AND REPORTS

Reporting an Accident or Dangerous Occurrence

81. (1) Where a ship on the Seaway is involved in an accident or a dangerous occurrence, the master of the ship shall report the accident or occurrence, pursuant to the requirements of the Transportation Safety Board Regulations, to the nearest Seaway station and Transport Canada Marine Safety and Security or U.S. Coast Guard office as soon as possible and prior to departing the Seaway system.

SCHEDULE I (Sections 21, 84 and 89)

SHIPS TRANSITING U.S. WATERS

No ship of 1600 gross tons or more shall transit the U.S. Waters of the St. Lawrence Seaway unless it is equipped with the following manoeuvring data and equipment:

- (1) Charts of the Seaway that are currently corrected and of large enough scale and sufficient detail to enable safe navigation. These may be published by a foreign government if the charts contain similar information to those published by the U.S. Government.
- (2) U.S. Coast Guard Light List, currently corrected.
- (3) U.S. Coast Pilot, current edition.

- (4) Current Seaway Notices Affecting Navigation.
- (5) The following manoeuvring data prominently displayed on a fact sheet in the wheelhouse:
- (a) for full and half speed, a turning circle diagram to port and starboard that shows the time and distance of advance and transfer required to alter the course 90 degrees with maximum rudder angle and constant power settings;
 - (b) the time and distance to stop the ship from full and half speed while maintaining approximately the initial heading with maximum application of rudder;
 - (c) for each ship with a fixed propeller, a table of shaft revolutions per minute, for a representative range of speeds, and a notice showing any critical range of revolutions at which the engine designers recommend that the engine not be operated on a continuous basis;
 - (d) for each ship that is fitted with a controllable pitch propeller, a table of control settings for a representative range of speeds;
 - (e) for each ship that is fitted with an auxiliary device to assist in manoeuvring, such as a bow thruster, a table of ship speeds at which the auxiliary device is effective in manoeuvring the ship;
 - (f) the manoeuvring information for the normal load and normal ballast condition for
 - (i) calm weather - wind 10 knots or less, calm sea;
 - (ii) no current;
 - (iii) deep water conditions water depth twice the ship's draft or greater; and
 - (iv) clean hull;
 - (g) at the bottom of the fact sheet, the following statement:

WARNING

"The response of the (name of the ship) may be different from the above if any of the following conditions, on which the manoeuvring is based, are varied:

- (a) calm weather wind 10 knots or less, calm sea;*
 - (b) no current;*
 - (c) deep water conditions water depth twice the ship's draft or greater;*
 - (d) clean hull;*
 - (e) intermediate drafts or unusual trim."*
- (6) Illuminated magnetic compass at the main steering station with compass deviation table, graph or record.
 - (7) Gyro-compass with illuminated gyro-repeater at the main steering station.
 - (8) Marine radar system for surface navigation. Additionally, ships of 10,000 gross tons or more must have a second main radar system that operates independently of the first.
 - (9) Efficient echo sounding device.
 - (10) Illuminated rudder angle indicator or repeaters that are
 - (a) located in the wheelhouse; and
 - (b) arranged so that they can easily be read from any position on the bridge.
 - (11) Illuminated indicator showing the operating mode of that device when ship is equipped with auxiliary manoeuvring devices.

Any comments with respect to the above must be submitted to Mr. Jean Aubry-Morin, Vice-President, External Relations, no later than **March 15, 2018 at jaubrymorin@seaway.ca.**