

**§ 401.39**

stem pass the designated limit of approach sign while a red light or no light is displayed.

[49 FR 30936, Aug. 2, 1984]

**§ 401.39 Preparing mooring lines for passing through.**

Before a vessel enters a lock:

(a) Unless winches can pay out at a minimum speed of 46 m per minute, sufficient lengths of mooring lines to reach the mooring posts on the lock walls shall be drawn off the winch drums and laid out on the deck; and

(b) The eye of each mooring line shall be passed outward through the fairleads at the side.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of sec. 2 of Pub. L. 95-474, 92 Stat. 1471)

[39 FR 10900, Mar. 22, 1974, as amended at 47 FR 51122, Nov. 12, 1982]

**§ 401.39-1 Raising fenders.**

Every vessel equipped with fenders that are not permanently attached shall raise its fenders when passing a lock gate in Snell or Eisenhower Locks.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of sec. 2 of Pub. L. 95-474, 92 Stat. 1471)

[49 FR 30936, Aug. 2, 1984]

**§ 401.40 Entering a lock.**

(a) No vessel shall proceed into a lock in such a manner that the stem passes the stop symbol on the lock wall nearest the closed gates.

(b) Every vessel proceeding into a lock shall be positioned and moored as directed by the officer in charge of the mooring operation.

(c) No vessel shall use thrusters when passing a lock gate.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of sec. 2 of Pub. L. 95-474, 92 Stat. 1471)

[45 FR 52378, Aug. 7, 1980, and 47 FR 51122, Nov. 12, 1982, as amended at 48 FR 20691, May 9, 1983]

**33 CFR Ch. IV (7-1-01 Edition)**

**§ 401.41 Tandem lockage.**

Where two or more vessels are being locked together, vessels astern of the leading vessel shall:

(a) Come to a full stop a sufficient distance from the preceding vessel to avoid a collision; and

(b) Be moved into mooring position as directed by the officer in charge of the lock.

**§ 401.42 Passing hand lines.**

(a) At locks, hand lines shall be secured to the mooring lines and passed as follows:

(1) A downbound vessel shall use its own hand lines, secured to the eye at the end of the mooring lines, by means of a bowline, which hand lines shall be passed to the linehandlers at the lock as soon as the vessel passes the open gates;

(2) Hand lines shall be passed to upbound vessels by the linehandlers as soon as the vessel passes the open gates, and secured, by means of a clove hitch, to the mooring lines 60 cm behind the splice of the eye;

(3) At Iroquois Lock and Lock 8, Welland Canal, both upbound and downbound vessels shall use their own hand lines as provided in paragraph (a)(1) of this section; and

(4) Upbound vessels in Locks 4 and 5, Welland Canal, in excess of 218 m shall secure the hand line in the eye of No. 1 mooring wire by means of a bowline.

(b) Knotted or weighted hand lines shall not be used in the chamber of a lock.

(c) Mooring lines shall not be passed over the side of a vessel in a manner dangerous to a lock crew.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of sec. 2 of Pub. L. 95-474, 92 Stat. 1471)

[39 FR 10900, Mar. 22, 1974, as amended at 47 FR 51122, Nov. 12, 1982; 55 FR 48599, Nov. 21, 1990; 61 FR 19551, May 2, 1996]

**§ 401.43 Mooring table.**

Unless otherwise directed by an officer, vessels passing through the locks shall moor at the side of the tie-up wall or lock as shown in the table to this section.

	South Shore		Beauharnois			Wiley-Dondero Iroquois			
	St. Lambert	Cote St. Catharine	Lower	Pool	Upper	Snell	Eisenhower	Iroquois	
Locks:									
Upbound .....	Port .....	Port .....	Starboard	.....	Starboard	Starboard	Starboard	Port.	
Downbound .....	Starboard	Starboard	Port .....	.....	Port .....	Port .....	Port .....	Starboard.	
Tieup walls:									
Upbound .....	...do .....	...do .....	...do .....	Port .....	.....	Starboard	Starboard	...Do.	
Downbound .....	Port .....	Port .....	.....	Starboard	Starboard	Port .....	Port .....	Port.	
Welland Canal									
	1	2	3	4	5	6	7	Guard Gate Cut	8
Locks:									
Upbound .....	Starboard	Starboard	Port .....	Port .....	Port .....	Port .....	Port .....	.....	Starboard.
Downbound .....	Port .....	Port .....	Starboard	...do .....	...do .....	...do .....	Starboard	.....	Port.
Tieup walls:									
Upbound .....	Starboard	Starboard	...do .....	Starboard	.....	.....	...do .....	Starboard	Port or
Downbound .....	Port .....	Port .....	Port .....	.....	.....	Starboard	...do .....	Port .....	starboard.
									Do.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of Sec. 2 of Pub. L. 95-474, 92 Stat. 1471)  
 [39 FR 10900, May 22, 1974, as amended at 40 FR 11721, Mar. 13, 1975; 45 FR 52378, Aug. 7, 1980; 49 FR 30936, Aug. 2, 1984; 55 FR 48599, Nov. 21, 1990; 61 FR 19551, May 2, 1996]

**§ 401.44 Mooring in locks.**

- (a) Mooring lines shall only be placed on mooring posts as directed by the officer in charge of a mooring operation.
- (b) No winch from which a mooring line runs shall be operated until the officer in charge of a mooring operation has signalled that the line has been placed on a mooring post.

**§ 401.45 Emergency procedure.**

When the speed of a vessel entering a lock chamber has to be checked in an emergency, a signal consisting of five blasts on a horn shall be given by the master and all mooring lines shall be put out as quickly as possible.  
 [61 FR 19551, May 2, 1996]

**§ 401.46 Attending lines.**

- (a) Lines of a vessel shall be under visual control and attended by members of its crew during the time the vessel is passing through a lock.
- (b) While a vessel is within a lock chamber and lines are hand held for tension control, each line shall be attended by at least one member of the vessel's crew.

**§ 401.47 Leaving a lock.**

- (a) Mooring lines shall only be cast off as directed by the officer in charge of a mooring operation.
- (b) No vessel shall proceed out of a lock until the exit gates, ship arresters and the bridge, if any, are in a fully open position.
- (c) No vessel shall use thrusters when passing a lock gate.

(68 Stat. 93-96, 33 U.S.C. 981-990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of sec. 2 of Pub. L. 95-474, 92 Stat. 1471)  
 [39 FR 10900, Mar. 22, 1974, as amended at 48 FR 20691, May 9, 1983]

**§ 401.48 Turning basins.**

- No vessel shall be turned about in any canal, except:
- (a) With permission from the vessel traffic controller; and
  - (b) At the locations set out in the table to this section.

TABLE

1. South Shore Canal:
  - (a) Turning Basin No. 1—Opposite Brossard.
  - (b) Turning Basin No. 2—Between Lock 7 and the Guard Gate Cut for vessels up to 180 m in overall length.
2. Welland Canal: