

	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:

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(a) Turning Basin No. 1—Opposite St. Catharines Wharf for vessels up to 107 m in overall length.

(b) Turning Basin No. 2—Between Lock 7 and the Guard Gate Cut for vessels up to 180 m in overall length.

(c) Turning Basin No. 3—Immediately south of Port Robinson (Mile 13).

(d) Turning Basin No. 4—North of Lock No. 8 for vessels up to 170 m in overall length.

(e) For vessels up to 80 m in overall length.

(1) North end of Wharf No. 1.

(2) Tie-up wall above Lock 1.

(3) Tie-up wall below Lock 2.

(4) Wharf No. 9.

(5) Between the southerly extremities of Wharves 18-2 and 18-3.

(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 51123, Nov. 12, 1982; 48 FR 20691, May 9, 1983; 49 FR 30936, Aug. 2, 1984]

### § 401.49 Dropping anchor or tying to canal bank.

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

### § 401.50 Anchorage areas.

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

(a) Point Fortier (Lake St. Louis).

(b) Melocheville (Beauharnois Canal).

(c) St. Zotique, Dickerson Island and Stonehouse Point (Lake St. Francis).

(d) Wilson Hill Island and Morrisburg (Lake St. Lawrence).

(e) Prescott and Union Park (St. Lawrence River).

(f) Off Port Weller (Lake Ontario).

(g) Off Port Colborne (Lake Erie).

[39 FR 10900, Mar. 22, 1974, as amended at 40 FR 25813, June 19, 1975]

### § 401.51 Signaling approach to a bridge.

(a) Unless a vessel's approach has been recognized by a flashing signal, the master shall signal the vessel's presence to the bridgeman by VHF radio when it comes abreast of any of the bridge whistle signs.

(b) The signs referred to in paragraph (a) of this section shall be placed at distances varying between 550 m and

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2,990 m upstream and downstream from moveable bridges at sites other than lock sites.

(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)

[48 FR 20691, May 9, 1983, as amended at 49 FR 30936, Aug. 2, 1984]

### § 401.52 Limit of approach to a bridge.

(a) No vessel shall pass the limit of approach sign at any movable bridge until the bridge is in a fully open position and the signal light shows green.

(b) No vessel shall pass the limit of approach sign at the twin Railway Bridges on the South Shore Canal at Kahnawake until both bridges are in a fully open position and both signal lights show green.

[39 FR 10900, Mar. 22, 1974, as amended at 61 FR 19551, May 2, 1996; 65 FR 52914, Aug. 31, 2000]

### § 401.53 Obstructing navigation.

No vessel shall be operated, drop anchor or be fastened or moored in a manner that obstructs or hinders navigation.

### § 401.54 Interference with navigation aids.

(a) Aids to navigation shall not be interfered with or used as moorings.

(b) No person shall, unless authorized by the Corporation or the Manager, set out buoys or navigation markers on the Seaway.

[39 FR 10900, Mar. 22, 1974, as amended at 65 FR 52914, 52915, Aug. 31, 2000]

### § 401.55 Searchlights.

No searchlight shall be used in such a manner that its rays interfere with the operators at a Seaway structure or on any vessel.

### § 401.56 Damaging or defacing Seaway property.

The master of every vessel shall:

(a) Navigate so as to avoid damage to Seaway property; and

(b) Prevent defacement of Seaway property by any member of the vessel's crew.