

C.I.P. and checkpoint	Station to call	Message content
45. C.I.P. 10—entering sector 2	Seaway Eisenhower, channel 12.	1. Name of vessel. 2. Location.
46. C.I.P. 9—order of passing through established ..	.....do	1. Name of vessel. 2. Location. 3. ETA Snell lock.
47. Exiting Snell lock .....	.....do	1. Name of vessel. 2. Location. 3. ETA C.I.P. 6.
48. Buoy D47 Lake St. Francis .....	.....do	1. Name of vessel. 2. Location. 3. Confirm pilot requirement—Upper Beauharnois Lock (inland vessels only).
49. C.I.P. 6—leaving sector 2 .....	.....do	1. Name of Vessel. 2. Location.
50. C.I.P. 6—entering sector 1	Seaway Beauharnois, channel 14.	1. Name of vessel. 2. Location.
51. C.I.P. 5—order of passing through established ..	.....do	1. Name of vessel. 2. Location.
52. Exiting Lower Beauharnois Lock .....	.....do	1. Name of vessel. 2. Location. 3. Confirm harbor or river pilot requirement—St. Lambert. 4. Montreal Harbor Berth number (if applicable).
53. St. Nicholas Island .....	.....do	1. Name of vessel. 2. Location.
54. St. Lambert lock to C.I.P. 2—leaving sector 1 ....	.....do	1. Name of vessel. 2. Location.
UPBOUND AND DOWNBOUND VESSELS		
55. Vessels departing from ports between mid-lake Ontario and Long Point, except vessels west-bound from a Lake Erie port and not transiting the Welland Canal.	Appropriate Seaway station for sector.	1. Name of Vessel. 2. Location. 3. Manifested dangerous cargo: —nature and quantity —IMO classification —location where dangerous cargo is stowed. and if proceeding to Welland Canal, 4. Destination. 5. Drafts, fore and aft. 6. Cargo. 7. Pilot requirement: —Lake Erie if upbound or Lake Ontario if downbound.

(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 39 FR 27797, Aug. 1, 1974; 40 FR 11722, Mar. 13, 1975; 40 FR 25814, June 19, 1975. Redesignated at 42 FR 27588, May 31, 1977; 43 FR 25819, June 15, 1978. Further redesignated and amended at 45 FR 52381, Aug. 7, 1980; 47 FR 51125, Nov. 12, 1982; 48 FR 20692, May 9, 1983; 55 FR 48600, Nov. 21, 1990; 65 FR 52915, Aug. 31, 2000; 75 FR 10690, Mar. 9, 2010]

APPENDIX I TO SUBPART A OF PART 401—VESSEL DIMENSIONS

Structures are located at a number of Seaway locks which, when fully raised, overhang the lock wall at a given point, thereby limiting:

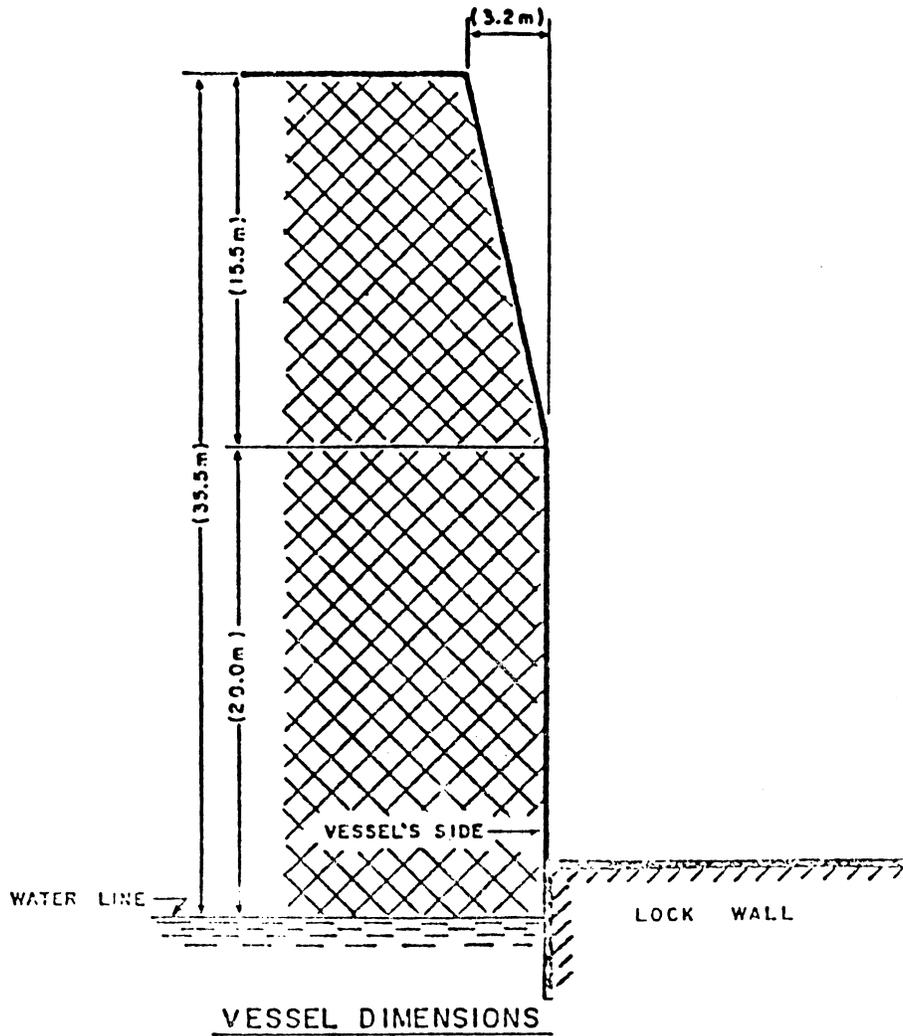
- (a) The height of a vessel above the water line measured at the vessel's side; and
- (b) The height of other structures that are located near the sides of the vessel, such as derricks, crosstrees, antennas, etc.

The following block diagram shows the limits beyond which a vessel's hull or super-

structure cannot extend *when the vessel is alongside the lock wall.*

The limits in the block diagram are based on vessels with a maximum allowable beam of 23.2 m. For vessels that have a beam width less than this and that have dimensions exceeding the limits of the block diagram (measured with the vessel alongside the lock wall), a special permission to transit must be obtained. (Accurate measurements may be required before such permission is granted).

Caution: Masters must take into account the ballast draft of the vessel when verifying the maximum permissible dimensions.



Block Diagram

N.B. Not to scale

(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 52381, Aug. 7, 1980, as amended at 49 FR 30936, Aug. 2, 1984; 61 FR 19552, May 2, 1996]

Subpart B—Penalties—Violations of Seaway Regulations

§401.101 Criminal penalty.

AUTHORITY: 33 U.S.C. 981-990, 1231 and 1232; and 49 CFR 1.52.

(a) A person who willfully and knowingly violates a regulation shall be fined not more than \$50,000 for each violation or imprisoned for not more