§ 401.38 Limit of approach to a lock.

A vessel approaching a lock shall comply with directions indicated by the signal light system associated with the lock and in no case shall its stem pass the designated limit of approach sign while a red light or no light is displayed.

[74 FR 18995, Apr. 27, 2009]

§ 401.39 Preparing mooring lines for passing through.

Before a vessel enters a lock:

(a) Winches shall be capable of paying out and heaving in at a minimum speed of 46 m per minute; and

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


§ 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.

[49 FR 30936, Aug. 2, 1984]

§ 401.40 Entering, exiting or position in lock.

(a) Unless directed by the Manager and the Corporation, 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) On being cast off in a lock, no vessel shall be allowed to fall back in such a manner that the stern passes the stop symbol on the lock wall nearest the closed gates.

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

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


§ 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 of overall length in excess of 218 m in Locks 4 and 5, Welland Canal, shall secure the hand line to the eye of the No. 1 mooring wire by means of a bowline.
(b) Mooring lines shall not be passed over the side of a vessel in a manner dangerous to a lock crew.


§ 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.

<table>
<thead>
<tr>
<th></th>
<th>South Shore</th>
<th>Beauharnois</th>
<th>Wiley-Dondero Iroquois</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>St. Lambert</td>
<td>Cote St. Catherine</td>
<td>Lower</td>
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<tr>
<td>Locks:</td>
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<tr>
<td>Upbound</td>
<td>Port</td>
<td>Port</td>
<td>Starboard</td>
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<tr>
<td>Downbound</td>
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<td>Port</td>
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<tr>
<td>Tieup walls:</td>
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<td>Upbound</td>
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<tr>
<td>Downbound</td>
<td>Port</td>
<td>Port</td>
<td>Starboard</td>
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</tbody>
</table>

|                  | Welland Canal   |              |                       |      |      |       |           |         |
|                  |                 |              |                       |      |      |       |           |         |
| Locks:           |                 |              |                       |      |      |       |           |         |
| Upbound          | Starboard       | Starboard    | Port                  | Port | Port | Port   | Starboard | Port |
| Downbound        | Port            | Port         | Starboard             | Port | Port | Port | Starboard | Port |
| Tieup walls:     |                 |              |                       |      |      |       |           |         |
| Upbound          | Starboard       | Starboard    | do                    | Starboard | Starboard | Starboard | Starboard | Starboard |
| Downbound        | Port            | Port         | Port                  | Starboard | Starboard | Starboard | Port |

(68 Stat. 93–96, 33 U.S.C. 961–990, as amended and secs. 4, 5, 6, 7, 8, 12 and 13 of Sec. 2 of Pub. L. 95–474, 92 Stat. 1471)


§ 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.