Pt. 401, Subpt. A, Sch. II  
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(c) Deep water conditions—water depth twice the vessel’s draft or greater;
(d) Clean hull;
(e) Intermediate drafts or unusual trim.”
(e) Illuminated magnetic compass at main steering station with compass deviation table, graph or record.
(f) Gyro-compass with illuminated gyro-repeater at main steering station.
(g) Marine radar system for surface navigation. Additionally, vessels of 10,000 gross tons or more must have a second main radar system that operates independently of the first.
(h) Efficient echo sounding device.

(i) Illuminated rudder angle indicator or repeaters that are:
(1) Located in the wheelhouse;
(2) Arranged so that they can easily be read from any position on the bridge.
(j) Illuminated indicator showing the operating mode of that device when vessel is equipped with auxiliary maneuvering devices.


SCHEDULE II TO SUBPART A OF PART 401—TABLE OF SPEEDS

<table>
<thead>
<tr>
<th>From—</th>
<th>To—</th>
<th>Maximum speed over the bottom, knots</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Col. III</td>
<td>Col. IV</td>
</tr>
<tr>
<td>1. Upper Entrance, South Shore Canal.</td>
<td>Lake St. Louis, Buoy A13 ...............</td>
<td>10.5 ............................ 10.5.</td>
</tr>
<tr>
<td>3. Upper Entrance, Upper Beauharnois Lock.</td>
<td>Lake St. Francis, Buoy D3 ...............</td>
<td>9 upb; 10.5 drb ........ 9 upb; 10.5 drb.</td>
</tr>
<tr>
<td>4. Lake St. Francis, Buoy D3 ..........</td>
<td>Lake St. Francis, Buoy D49 ...............</td>
<td>12 ............................. 12.</td>
</tr>
<tr>
<td>5. Lake St. Francis, Buoy D49 ........</td>
<td>Snell Lock ........................................</td>
<td>8.5 upb; 10.5 drb ...... 8 upb; 10.5 drb.</td>
</tr>
<tr>
<td>6. Eisenhower Lock ........................</td>
<td>Iroquois Lock ..................................</td>
<td>11.5 ............................... 10.5</td>
</tr>
<tr>
<td>7. Iroquois Lock ..........................</td>
<td>McNair Island, Lt. 137 .........................</td>
<td>13 ............................. 10.5</td>
</tr>
<tr>
<td>8. McNair Island, Lt. 137 .............</td>
<td>Deer Island, Lt. 186 ..........................</td>
<td>11.5 ............................. 10.5</td>
</tr>
<tr>
<td>9. Deer Island, Lt. 186 ................</td>
<td>Bartlett Point, Lt. 227 ........................</td>
<td>8.5 upb; 10.5 drb ...... 8 upb; 10.5 drb.</td>
</tr>
<tr>
<td>10. Bartlett Point, Lt. 227 ...........</td>
<td>Titbetts Point ..................................</td>
<td>13 ............................. 10.5</td>
</tr>
<tr>
<td>11. Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island.</td>
<td>Open Waters between Wolfe and Howe Islands through the said Middle Channel.</td>
<td>9.5 ............................. 9.5</td>
</tr>
<tr>
<td>12. Port Robinson ........................</td>
<td>Ramey’s Bend through the Welland Bypass.</td>
<td>8 ............................. 8.</td>
</tr>
<tr>
<td>13. All other canals ...........................</td>
<td>..................................................</td>
<td>6 ............................. 6.</td>
</tr>
</tbody>
</table>

1 Maximum speeds at which a vessel may travel in identified areas in both normal and high water conditions are set forth in this schedule. The Corporation and the Manager will, from time to time, designate the set of speed limits which is in effect.


SCHEDULE III TO SUBPART A OF PART 401—CALLING-IN TABLE

<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
<tbody>
<tr>
<td>UBOUND VESSELS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. C.I.P. 2—entering Sector 1 (order of passing through established): (a) Vessels transiting from the Lower St. Lawrence River.</td>
<td>Seaway Beauharnois, channel 14.</td>
<td>1. Name of vessel.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>2. Location.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>3. Destination.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>4. Drafts, fore and aft.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>5. Cargo.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>6. Manifested dangerous cargo—nature and quantity; IMO classification; location where dangerous cargo is stowed.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>8. Confirm pilot requirement—Upper Beauharnois Lock (inland vessels only).</td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
<tbody>
<tr>
<td>(b) Vessels in Montreal Harbor, dock, berth or anchorage:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| (i) Before getting under way | | 1. Name of vessel.  
2. Location.  
3. Destination.  
4. Drafts, fore and aft.  
5. Cargo.  
6. Manifested dangerous cargo—nature and quantity; IMO classification; location where dangerous cargo is stowed.  
8. Confirm pilot requirement—Upper Beauharnois Lock (inland vessels only). |
| (ii) C.I.P. 2—entering Sector 1 (order of passing through established) | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 7.  
4. Confirm pilot requirement—Snell Lock (inland vessels only). |
| 2. C.I.P. 3—order of passing through established | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 7.  
4. Confirm pilot requirement—Snell Lock (inland vessels only). |
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
| 4. C.I.P. 7—leaving sector 1 | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
| 5. C.I.P. 7—entering sector 2 | Seaway Eisenhower, channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
| 6. C.I.P. 8—order of passing through established | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
2. Location. |
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
| 11. C.I.P. 12—order of passing through established | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 11.  
5. All ports of call. |
| 12. Exiting Iroquois lock | | 1. Name of vessel.  
2. Location.  
3. ETA Over Island.  
4. ETA Kingston.  
5. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
2. Location.  
3. ETA Over Island.  
4. ETA Kingston.  
5. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
2. Location.  
3. ETA Cape Vincent or River Port.  
4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
| 15. Whale back Shoal—Con | | 1. Name of vessel.  
2. Location.  
3. ETA Cape Vincent or River Port.  
4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
| 16. Wolfe Island Cut (Beauvais Point)—vessels leaving main channel | | 1. Name of vessel.  
2. Location.  
3. ETA Sodus Point.  
4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
| 17. Cape Vincent | | 1. Name of vessel.  
2. Location.  
3. ETA Sodus Point.  
4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
2. Location.  
3. ETA Sodus Point.  
4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. |
2. Location.  
3. Pilot requirement—Lake Erie. |
| 20. Mid-Lake Ontario—entering sector 5 | | 1. Name of vessel.  
2. Location. |
2. Location. |
<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
</table>
| 22. C.I.P. 16—order of passing through established | Seaway Welland, channel 14. | 1. Name of vessel.  
2. Location.  
3. Destination.  
4. Drafts, fore and aft.  
5. Cargo.  
| Port Colborne piers | | 1. Name of vessel.  
2. Location.  
3. ETA Long Point. |
2. Location. |
2. Location. |

**DOWNBOUND VESSELS**

| 29. Long Point—entering Sector 7 | Seaway Long Point, channel 11. | 1. Name of Vessel.  
2. Location.  
3. ETA C.I.P. 16 or Port.  
4. Manifested dangerous cargo, including:  
   —nature and quantity.  
   —IMO classification.  
   —location where dangerous cargo is stowed.  
and, if proceeding to Welland Canal,  
5. Destination.  
6. Drafts, fore and aft.  
7. Cargo.  
| 30. C.I.P. 16—order of passing through established | Seaway Welland, channel 14. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 16 or Port.  
4. Manifested dangerous cargo, including:  
   —nature and quantity.  
   —IMO classification.  
   —location where dangerous cargo is stowed.  
and, if proceeding to Welland Canal,  
5. Destination.  
6. Drafts, fore and aft.  
7. Cargo.  
2. Location.  
3. ETA New Castle.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Cape Vincent. |
| 32. C.I.P. 15 | Seaway New Castle, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA mid-Lake Ontario.  
4. ETA Sodus Point.  
5. Pilot requirement—Cape Vincent. |
| 33. Newcastle | | 1. Name of vessel.  
2. Location.  
3. ETA mid-Lake Ontario.  
4. ETA Sodus Point. |
| 34. Mid-Lake Ontario—leaving sector 5 | | 1. Name of vessel.  
2. Location.  
3. Updated ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 35. Mid-Lake Ontario—entering Sector 4 | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Snell Lock (inland vessels only). |
| 36. Sodus Point | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Snell Lock (inland vessels only). |
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 38. Wolfe Island Cut (Quebec Head)—vessels entering main channel. | | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port. |
2. Location.  
3. ETA Cross Over Island or river port. |
| 40. Cross Over Island—entering sector 3 | Seaway Iroquois, channel 11. | 1. Name of vessel.  
2. Location. |
| 41. C.I.P. 14 | Seaway Iroquois, channel 11. | 1. Name of vessel.  
2. Location. |
| 42. C.I.P. 14—order of passing through established | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. Harbor or river pilot requirement—St. Lambert.  
5. Confirm pilot requirement—Snell Lock (inland vessels only). |
| 43. Exiting Iroquois Lock | | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. Harbor or river pilot requirement—St. Lambert.  
5. Confirm pilot requirement—Snell Lock (inland vessels only). |
| 44. C.I.P. 10—leaving sector 3 | | 1. Name of vessel.  
2. Location. |
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<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
</table>
| 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.  
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). |
2. Location.  
3. Confirm pilot requirement—Upper Beauharnois Lock (inland vessels only). |
| 54. St. Lambert lock to C.I.P. 2—leaving sector 1 | | 1. Name of vessel.  
2. Location. |

UPBOUND AND DOWNBOUND VESSELS

55. Vessels departing from ports between mid-lake Ontario and Long Point, except vessels westbound 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)

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 superstructure 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.