(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></td>
<td>Col. III</td>
</tr>
<tr>
<td>1. Upper Entrance, South Shore Canal.</td>
<td>Lake St. Louis, Buoy A13</td>
<td>10.5</td>
</tr>
<tr>
<td>2. Lake St. Louis Buoy A13</td>
<td>Lower Entrance Lower Beauharnois Lock.</td>
<td>12 (dmb); 14 (upb)</td>
</tr>
<tr>
<td>3. Upper Entrance, Upper Beauharnois Lock.</td>
<td>Lake St. Francis, Buoy D3</td>
<td>9 upb; 10.5 dnb</td>
</tr>
<tr>
<td>4. Lake St. Francis, Buoy D3</td>
<td>Lake St. Francis, Buoy D49</td>
<td>12</td>
</tr>
<tr>
<td>5. Lake St. Francis, Buoy D49</td>
<td>Snell Lock</td>
<td>8.5 upb; 10.5 dnb</td>
</tr>
<tr>
<td>6. Eisenhower Lock</td>
<td>Iroquois Lock</td>
<td>11.5</td>
</tr>
<tr>
<td>7. Iroquois Lock</td>
<td>McNaier Island, Lt. 137</td>
<td>13</td>
</tr>
<tr>
<td>8. McNaier Island, Lt. 137</td>
<td>Deer Island, Lt. 186</td>
<td>11.5</td>
</tr>
<tr>
<td>9. Deer Island, Lt. 186</td>
<td>Bartlett Point, Lt. 227</td>
<td>8.5 upb; 10.5 dnb</td>
</tr>
<tr>
<td>10. Bartlett Point, Lt. 227</td>
<td>Tibeets Point</td>
<td>9.5</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>8</td>
</tr>
<tr>
<td>12. Port Robinson</td>
<td>Ramey’s Bend through the Welland Bypass.</td>
<td>6</td>
</tr>
<tr>
<td>13. All other canals</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1 Maximum speeds at which a vessel may travel in the identified area in both normal and high water conditions are set out in this schedule. The Manager and the Corporation will, from time to time, designate the set of speed limits that 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>UPPBOUND VESSELS</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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). |
| (a) Vessels transitng from the Lower St. Lawrence River. | | |
| (b) Vessels in Montreal Harbor, dock, berth or anchorage: | | |
| (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). |
| do | | |

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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>
| (ii) C.I.P. 2—entering Sector 1 (order of passing through established) | ...do... | 1. Name of vessel.  
| 2. Location. |
| 3. Exiting Upper Beauharnois Lock | ...do... | 1. Name of vessel.  
| 2. Location. |
| 4. C.I.P. 7—leaving sector 1 | ...do... | 1. Name of vessel.  
| 2. Location. |
| 5. C.I.P. 7—entering sector 2 | Seaway Eisenhower, channel 12. | 1. Name of vessel.  
| 2. Location.  
| 3. ETA Snell lock. |
| 6. C.I.P. 8—order of passing through established | ...do... | 1. Name of vessel.  
| 2. Location. |
| 7. C.I.P. 8A | ...do... | 1. Name of vessel.  
| 2. Location. |
| 8. Exiting Eisenhower Lock | ...do... | 1. Name of vessel.  
| 2. Location. |
| 9. C.I.P. 11—leaving sector 2 | ...do... | 1. Name of vessel.  
| 2. Location. |
| 2. Location. |
| 11. C.I.P. 12—order of passing through established | ...do... | 1. Name of vessel.  
| 2. Location. |
| 12. Exiting Iroquois lock | ...do... | 1. Name of vessel.  
| 2. Location.  
| 3. ETA Cross Over Island. |
| 13. Cross Over Island—leaving sector 3 | ...do... | 1. Name of vessel.  
| 2. Location. |
| 2. Location.  
| 3. ETA Cape Vincent or River Port. |
| 15. Whale back Shoal—Con | ...do... | 4. Confirm pilot requirement—Lake Ontario.  
| 5. All ports of call. |
| 16. Wolfe Island Cut (Beauvais Point)—vessels leaving main channel. | ...do... | 1. Name of vessel.  
| 2. Location.  
| 3. ETA Kingston. |
| 17. Cape Vincent | ...do... | 1. Name of vessel.  
| 2. Location.  
| 3. ETA Sodus Point.  
| 4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port.  
| 5. Pilot requirement—Port Weller. |
| 2. Location.  
| 3. ETA mid-Lake Ontario. |
| 2. Location.  
| 3. Pilot requirement—Lake Erie. |
| 20. Mid Lake Ontario—entering sector 5 | ...do... | 1. Name of vessel.  
| 2. Location. |
| 21. Newcastle | ...do... | 1. Name of Vessel.  
| 2. Location. |
| 22. C.I.P. 15—order of passing through established | Seaway Welland, channel 14. | 1. Name of vessel.  
| 2. Location.  
| 3. Destination.  
| 4. Drafts, fore and aft.  
| 5. Cargo.  
| 23. Port Colborne piers | ...do... | 1. Name of vessel.  
| 2. Location. |
| 2. Location. |
| 25. C.I.P. 16 | ...do... | 1. Name of vessel.  
| 2. Location. |
| 26. Long Point—leaving sector 7 | ...do... | 1. Name of vessel.  
<p>| 2. Location. |</p>
<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
</table>
| 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.  
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 York.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Cape Vincent. |
| 32. C.I.P. 15 | Seaway Newcastle, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA mid Lake Ontario.  
4. ETA New York.  
5. ETA Cape Vincent or Lake Ontario Port.  
| 33. New Castle | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 34. Mid-Lake Ontario—leaving Sector 5 | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 35. Mid-Lake Ontario—entering Sector 4 | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 36. Sodus Point | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3.ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 38. Wolfe Island Cut (Quebec Head)—vessels entering main channel. | Seaway Clayton, channel 13. | 1. Name of vessel.  
2. Location.  
3. ETA Cape Vincent or Lake Ontario Port.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 40. Cross Over Island—entering sector 3 | Seaway Iroquois, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 42. C.I.P. 13—order of passing through established | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 43. Exiting Iroquois Lock | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 44. C.I.P. 10—leaving sector 3 | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 45. C.I.P. 10—entering sector 2 | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA C.I.P. 10.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 46. C.I.P. 9—order of passing through established | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
| 47. Exiting Snell lock | Seaway Eisenhower, channel 11. | 1. Name of vessel.  
2. Location.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
2. Location.  
4. ETA Cape Vincent or Lake Ontario Port.  
5. Pilot requirement—Lake Ontario. |
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.