Pt. 401, Subpt. A, Sch. II

(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>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 (drb); 14 (upb) 11 (upb); 13 (drb).</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</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</td>
</tr>
<tr>
<td>7. Iroquois Lock</td>
<td>McNaught Island, Lt. 137</td>
<td>13</td>
</tr>
<tr>
<td>8. McNaught 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 drb 8 upb; 10.5 drb.</td>
</tr>
<tr>
<td>10. Bartlett Point, Lt. 227</td>
<td>Titabets Point</td>
<td>9.5 upb; 10.5 drb 8 upb; 10.5 drb.</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>8</td>
</tr>
<tr>
<td>13. All other canals</td>
<td></td>
<td>6</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>
<tr>
<td>(a) Vessels transiting from the Lower St. Lawrence River.</td>
<td></td>
<td>2. Location.</td>
</tr>
<tr>
<td>(b) Vessels in Montreal Harbor, dock, berth or anchorage:</td>
<td></td>
<td>3. Destination.</td>
</tr>
<tr>
<td>(i) Before getting under way</td>
<td>1 do</td>
<td>4. Drafts, fore and aft.</td>
</tr>
<tr>
<td>1. Name of vessel.</td>
<td>2. Location.</td>
<td>3. Destination.</td>
</tr>
<tr>
<td>3. Manifested dangerous cargo—nature and quantity; IMO classification; location where dangerous cargo is stowed.</td>
<td>6. Manifested dangerous cargo—nature and quantity; IMO classification; location where dangerous cargo is stowed.</td>
<td>7. Pilot requirement—Lake Ontario.</td>
</tr>
<tr>
<td>C.I.P. and checkpoint</td>
<td>Station to call</td>
<td>Message content</td>
</tr>
<tr>
<td>----------------------</td>
<td>----------------</td>
<td>-----------------</td>
</tr>
</tbody>
</table>
| (ii) C.I.P. 2—entering Sector 1 (order of passing through established) | do | 1. Name of vessel.  
| 2. C.I.P. 3—order of passing through established | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 4. C.I.P. 7—leaving sector 1 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 5. C.I.P. 7—entering sector 2 Seaway Eisenhower, channel 12 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 6. C.I.P. 8—order of passing through established | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 11. C.I.P. 12—order of passing through established | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 15. Whale back Shoal—Con leaving main channel. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 16. Wolfe Island Cut (Beauvais Point)—vessels  | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 17. Cape Vincent | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 18. Sodus Point Seaway Sodus, Channel 12 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 19. Mid Lake Ontario—entering Sector 5 Seaway Newcastle, channel 11 | do | 1. Name of Vessel.  
| 2. Location. | do | 1. Name of Vessel.  
| 20. Mid Lake Ontario—entering sector 5 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of Vessel.  
| 22. C.I.P. 15—order of passing through established Seaway Welland, channel 14 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 23. C.I.P. 16 Seaway Long Point, channel 11 | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  
| 2. Location. | do | 1. Name of vessel.  

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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><strong>DOWNBOUND VESSELS</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</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 Newcastle.  
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 Sodus Point.  
5. Pilot requirement—Sodus Point. |
| 33. Newcastle | Seaway Sodus, channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Sodus Point.  
4. Pilot requirement—Sodus Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 34. Mid-Lake Ontario—leaving sector 5 | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Sodus Point.  
4. Pilot requirement—Sodus 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 Sodus Point.  
4. Pilot requirement—Sodus Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 36. Sodus Point | Seaway Sodus, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Sodus Point.  
4. Pilot requirement—Sodus Lock and/or Upper Beauharnois Lock (inland vessels only). |
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 38. Wolfe Island Cut (Quebec Head)—vessels entering main channel. | Seaway Clinton, channel 13. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 40. Cross Over Island—entering sector 3 | Seaway Iroquois, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 41. C.I.P. 14 | Seaway Iroquois, channel 11. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 42. C.I.P. 13—order of passing through established | Seaway Iroquois, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 43. Exiting Iroquois Lock | Seaway Iroquois, Channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 44. C.I.P. 10—leaving sector 3 | Seaway Eisenhower, channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 45. C.I.P. 10—entering sector 2 | Seaway Eisenhower, channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 46. C.I.P. 9—order of passing through established | Seaway Eisenhower, channel 12. | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
| 47. Exiting Snell lock | Buoy D47 Lake St. Francis | 1. Name of vessel.  
2. Location.  
3. ETA Cross Over Island or river port.  
5. Pilot requirement—Snell Lock and/or Upper Beauharnois Lock (inland vessels only). |
### Saint Lawrence Seaway Development Corp., DoT

**Pt. 401, Subpt. A, App. I**

<table>
<thead>
<tr>
<th>C.I.P. and checkpoint</th>
<th>Station to call</th>
<th>Message content</th>
</tr>
</thead>
</table>
| 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

|----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------| 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. |


### 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.