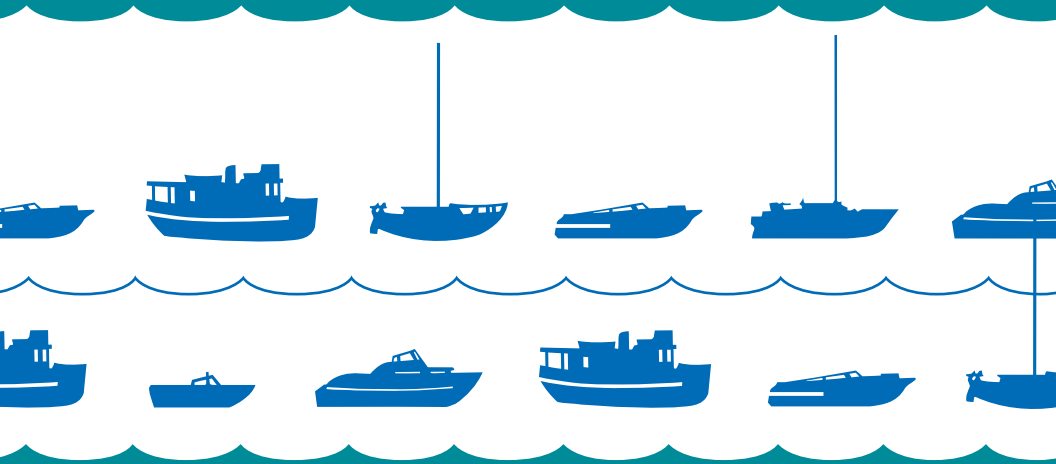


The St. Lawrence Seaway

Pleasure Craft Guide





This guide book is based on the *Seaway Practices and Procedures*.

Seaway Practices and Procedures made pursuant to the Canada Marine Act empower a Seaway officer to deny a vessel permission to transit if:
a) its equipment or machinery are inadequate b) its crew is insufficient to ensure safe passage and the condition of the crew might jeopardize safe transit. For these purposes, an officer may board any ship.

“Pleasure craft” means a ship, however propelled, that is used exclusively for pleasure and that does not carry passengers who have paid a fare for passage.

This guide book is available free of charge from:

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202 Pitt, Cornwall, Ontario, Canada K6J 3P7
Tel: (613) 932-5170
Fax (613) 932-7286
E-mail: <marketing@seaway.ca >

and

Saint Lawrence Seaway Development Corporation
P.O. Box 520
Massena, N.Y. 13662-0520
Tel. (315) 764-3200

2001



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Foreword

This Guide provides information for the operation of pleasure craft of up to 317.5 tonnes displacement in Seaway locks between Montreal and Lake Ontario and in the Welland Canal, across the Niagara peninsula. **It is recommended that a copy be kept on board.**

In the interest of safety, craft of less than 6 m (20 feet) in length or 900 kg (1 ton) in weight are not permitted to transit through the Seaway locks.

Pleasure craft operators are reminded that, unlike most other Canadian and U.S. inland waterways, the **Seaway is primarily a commercial navigation route** and that they should expect delays of varying length caused by the demands of commercial navigation at the locks, and of rail and vehicular traffic on the movable bridges spanning the waterway. While priority of passage will be granted to cargo vessels, The St. Lawrence Seaway Management Corporation and the Saint Lawrence Seaway Development Corporation will make every effort to ensure that, with your cooperation, your transit through the lock system is safe and pleasant.

In Canada, pleasure craft navigation is regulated by the Canada Shipping Act “Small Vessels Regulations” which are partly contained in the “Safe Boating Guide”. This booklet may be obtained by writing to the Office of Boating Safety, Canada Building, 344 Slater Street, 9th Floor, Ottawa, Ontario K1A 0N9. In the United States, regulations governing pleasure craft are contained in the “Navigation Rules” available from the Superintendent of Documents, U.S. Government Printing Office, Washington D.C. 20402 and in the booklet “Federal Requirements for Recreational Boats” available free of charge from all U.S. Coast Guard offices. Navigation on the Seaway itself is regulated by the *Seaway Practices and Procedures* upon which this Guide is based.

Pleasure craft which transit the Seaway canals and locks must be adequately motor-powered. **Vessels under sail are not allowed to transit Seaway canals and locks.**

Pleasure craft are not allowed to go through a lock with a vessel exceeding 100 m (328 feet) in length, an oil carrier or a vessel carrying hazardous cargo.

Pleasure craft should avoid passing close to regulating works where currents may be encountered and should at all times be vigilant at approaches to lock structures where currents and eddies are caused by lock operations.

Except in the Welland Canal, special pleasure craft docks are located near all locks where you must tie up to await clearance to lock through. These docks are equipped with telephones for reporting in. In the Welland Canal these docks are located at the Lake Erie and Lake Ontario ends of the canal **only**. (See page 8) All occupants must stay with the pleasure craft at all times in order to transit without delay. Sightseeing at walls and locks is not permitted.

Follow the instructions of the officer in charge. They have full responsibility for the lock and its approaches and may refuse further transit to anyone who fails to co-operate and follow instructions promptly. In order to minimize delays and ensure greater safety, pleasure craft operators should become thoroughly familiar with the information in this booklet and should co-operate fully with the Seaway personnel during lock transit.

BON VOYAGE!



Equipment

Radio

Pleasure craft of 20 m (65 feet) or more in overall length must have a VHF radio with the channels listed in Seaway *Practices and Procedures* No. 9 described in the *Seaway Handbook*. Such vessels must follow the mandatory calling-in procedure detailed in the said Regulations.

Except in cases of emergency, **all other craft transiting the Montreal/Lake Ontario section of the Seaway that are equipped with VHF radios must refrain from using the Seaway working frequencies.**

In the Welland Canal, however, because of transit scheduling requirements, all pleasure craft operators are encouraged to use the Seaway working frequency (Channel 14), but all transmissions thereon must be restricted to those required for a safe and expeditious transit. A continuous listening watch should be maintained throughout the transit.

The use of VHF is governed by the regulations of both the U.S. Federal Communications Commission and Communications Canada. Every VHF radio operator in the Seaway must hold a Restricted Radio Telephone Operator's Certificate.

Assigned channels for calls between pleasure craft are Citizen Band or Marine VHF Channels 68 (156.425 MHz) and 8 (156 MHz). It is important that whenever VHF radio equipment must be used, proper radio procedures be followed.

Fenders

Adequate fenders made of material that will float should be rigged to protect your boat. **Rubber tires are not permitted.**

Life Jackets

Safety dictates the wearing of life jackets by all pleasure craft occupants while the craft is in the lock and its approaches. In all other parts of the waterway, compliance with Coast Guard regulations is required.

Safety Equipment

Required safety equipment, navigation lights and signals are detailed in the Safe Boating Guide as well as in the Recreational Boating Guide published by the U.S. Coast Guard.

Search Lights

No search lights shall be used in such a manner that it interferes with the visibility of Seaway personnel or ship crews.



Passing Under Bridges

A system of navigation light signals and signs is in effect at all free-standing lift bridges in both the Montreal/Lake Ontario section and the Welland Canal. The system consists of a number of signals and signs as follows:

- a) A red and green bridge navigation light display on the bridge span;
- b) A limit of approach sign (L/A) - (red background, white letters, diamond shape);
- c) A caution sign equipped with amber lights (yellow-black checkerboard, triangular shape); and
- d) A whistle sign (yellow background, black lettering, square shape).

The flashing amber lights indicate that the bridge operator acknowledges that he has seen the approach of your craft and will commence the bridge operation. When the bridge starts to rise, **the red bridge navigation lights** will commence flashing. You should continue to approach to the **limit of approach sign**, but do not pass the L/A sign before the bridge span is fully raised and the **green bridge navigation lights** are displayed.

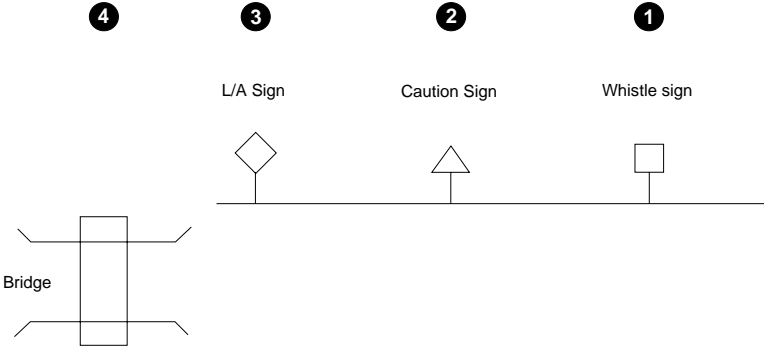
Pleasure craft should approach bridges as expeditiously as possible, observe the permitted speed limits and be governed by the light signals. While waiting for the green light, they should maintain a safe distance from the bridge, without interfering with navigation, and should remain stopped as close to the edge of the channel as safety permits. In this position they are more readily visible from the

navigation bridge of large vessels. Pleasure craft remaining in the centre of the channel may be lost to view from large ships thus creating unnecessary problems and hazards.

When the bridge light shows steady green, proceed promptly through the bridge draw to avoid undue delay to waiting land traffic. Small craft operators should be prepared for delays caused by vehicular and train traffic.

There are exceptions to the above bridge procedures at the twin C.P.R. bridges at Kahnawake near Montreal, and at Bridge 6 on the Welland Canal. Pleasure craft whose height above the waterline does not exceed 12 m (39.5 feet) may pass under the lowered spans at their own risk.

Bridge Signal Signs



The diagram illustrates the sequence of bridge signal signs. On the left, a vertical rectangle represents the bridge span, with the word "Bridge" written to its left. To the right of the bridge span, a horizontal line represents the water surface. Above this line, four numbered circles (1, 2, 3, 4) are positioned above their respective signs. Sign 1 is a square labeled "Whistle sign". Sign 2 is a triangle labeled "Caution Sign". Sign 3 is a diamond labeled "L/A Sign". Sign 4 is a circle labeled "L/A Sign".

- 1 and 2 When bridge operator sees you, amber lights on Caution Sign will flash.
- 3 Do not pass this sign until light turns to green. Stay close to this sign.
- 4 When green light shows on bridge span, pass quickly under bridge.

CAUTION

If you cannot see the wheelhouse of a moving vessel, he cannot see you either. Always keep to one side of the channel so that the commercial vessel can see you at all times. Maintain a steady course and speed and avoid crossing ahead of vessels or sudden or erratic manoeuvres. Never get caught between an approaching vessel and a tie-up wall.

Caution

In the Beauharnois Canal, Montreal/Lake Ontario section, pleasure craft operators should avoid going beyond the caution sign at the St. Louis and Valleyfield bridges **unless** they intend to proceed through the bridge draws. Otherwise the bridgemaster may commence the bridge raising operation and cause unnecessary delays to vehicular and rail traffic.



Reporting in at the Locks

Upon arrival, proceed to the special docks for pleasure craft located near all locks in the Montreal/Lake Ontario section and at the Lake Erie and Lake Ontario ends of the Welland Canal. The use of any other Seaway docking facilities by pleasure craft is prohibited. A reporting-in telephone is located on the dock. At the U.S. locks, phones and mooring instructions are located on the guide walls. (see diagrams on page 9)

A series of signs direct craft to each of these docks. Upon arrival, call the lock control using the dock telephone and you will receive your instructions. You will also be asked to provide the information requested in the instructions posted at the dock.

In the Montreal/Lake Ontario section, there are electronic message panels located at the pleasure craft docks, facing the tie-up areas. Panels are now in place at Lock 1 in St. Lambert, Lock 2 in Côte Ste. Catherine, Locks 3 and 4 in Beauharnois and Lock 7 in Iroquois. Messages regarding lockage procedures, toll collection, delays and other instructions sweep across these panels in both official languages.

While you are waiting for lockage, stay in the pleasure craft dock area until you receive your instructions from the officer in charge. When lockage instructions are received, follow them promptly. No extended stay at the dock is permitted unless special permission has been received from the lock control. Overnight stays are not permitted.

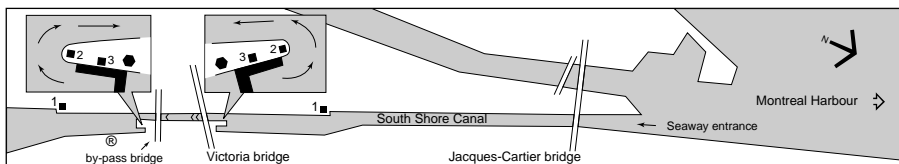
No member of the crew or passenger may board or disembark, except for the purpose of carrying out essential duties related to the safe transit of the craft.

Any accident involving a pleasure craft approaching the Seaway or during transit must be reported by its operator upon arrival at the nearest Seaway lock or immediately if a radio is available. (Channel 16)

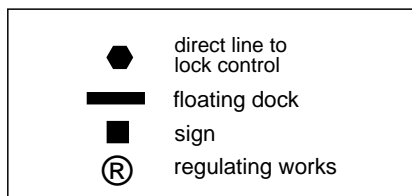
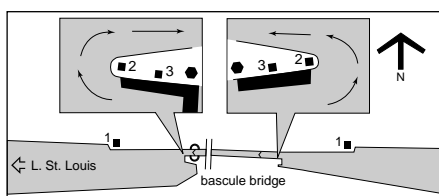
Location of Docks

Montreal/Lake Ontario Section

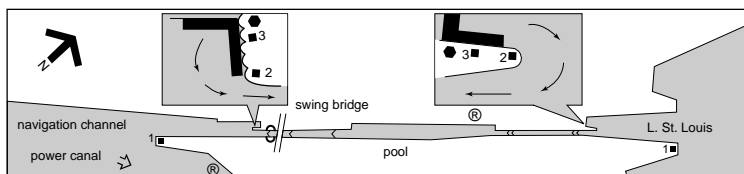
St. Lambert Lock 1



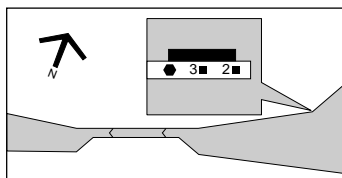
Côte Ste-Catherine Lock 2



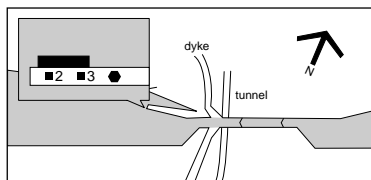
Beauharnois upper and lower Lock 3 & 4



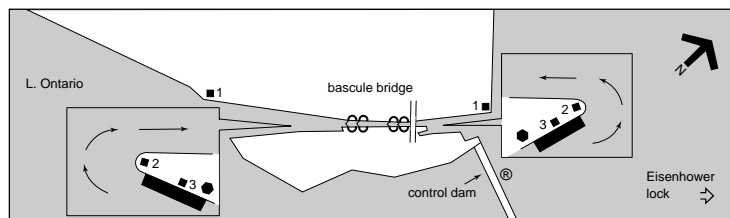
Snell Lock 5



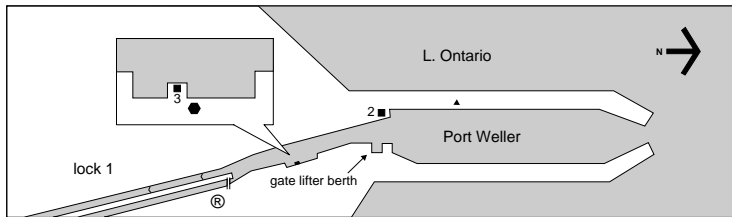
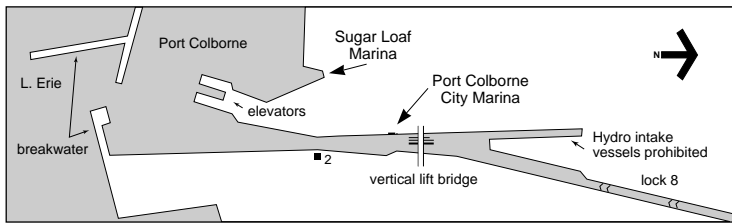
Eisenhower Lock 6



Iroquois Lock 7



Welland Canal



Locking Through

Signal Light System

A signal light system is provided at the approach to each lock to regulate the entry of vessels into the lock. **The operation of pleasure craft entering the locks of the Welland Canal is also governed by this system.**

At CANADIAN LOCKS, the system includes:

1. L/A Signs - The L/A signs are intended as an aid to vessel operators in approaching a lock as promptly as possible. Their operation is as follows:
 - a) **Limit of Approach No. 3**
The L/A signs are equipped with red navigation lights only.
 - b) **Limit of Approach No. 2**
The L/A signs are equipped with red navigation lights only.
 - c) **Limit of Approach No. 1**
The L/A signs are equipped with red and green navigation lights.

The RED LIGHTS on the limit of approach signs have two characteristics:

- i) Fixed — “Do not pass this L/A.”
- ii) Flashing — “Stand by to cast off and move ahead to the next L/A sign displaying the navigation signal.”

OR

“Continue to approach, you will be able to pass this L/A soon.”

NOTE: The L/A No. 1 red light will not start to flash until the last piece of equipment (gates, ship arrester or bridge) has started to open.

The GREEN LIGHT on the limit of approach sign has only one characteristic:

Green - “Lock is ready for you.”

2. Lock Signal Light Panels - The purpose of the lock signal light panels, which are prominently displayed at each end of each lock is to assist vessel operators in timing their vessel movements for an optimum speed of entry and to indicate the state of readiness of the locks. The mode of operation of the lights indicates the dumping or filling of the lock, whether one or more vessels are in the lock and whether the approaching vessel will be handled next or held at the wall while the lock is turned back against it. The lights on these panels operate as follows:

a) The RED LIGHTS operate in conjunction with the associated limit of approach system and have identical characteristics, namely:

- i) Fixed red - “Lock is occupied, do not pass illuminated L/A.”
- ii) Red flashing together - “Lock is occupied by one vessel, do not pass illuminated L/A, but stand by to move into lock when outbound vessel has passed you.”

OR

“Lock is turning back for you, do not pass illuminated L/A but stand by to move into lock.”

- iii) Red flashing alternately - “Lock is occupied by more than one vessel, do not pass illuminated L/A but stand by to move into lock when outbound vessels have passed you.”
- b) Each illuminated AMBER LIGHT indicates two minutes of time while each flashing amber light indicates one minute of time. The lights will go out in sequence, starting from the top of the panel, with the last amber light being extinguished when the end of the lock becomes fully open.

At Locks 1 to 7 inclusive, in the Welland Canal, the light timing sequence makes use of only two amber lights as follows:

- Two steady amber lights are shown 10 minutes before the lock end is fully opened.
 - One steady and one flashing amber light are shown 7 1/2 minutes before the lock is fully opened.
 - One steady amber light only shows 5 minutes before the lock is fully opened.
 - A single flashing amber light shows 2 1/2 minutes before the lock is fully opened.
 - When the two amber lights are extinguished, the lock is fully opened and the vessel can enter as soon as the green light is exhibited.
- c) The GREEN navigation lights work in conjunction with the green light on L/A 1 and their only characteristic is:
- Fixed Green - “Lock is ready for you, enter as promptly as possible.”

At the AMERICAN LOCKS the **upstream** lock traffic light panels at both the Snell and Eisenhower locks are located on forty-foot towers on the guide wall, near the upstream control buildings. The **downstream** lock traffic light panels at both locks are located on the face of the concrete wall immediately below the downstream control buildings. These lights operate as follows:

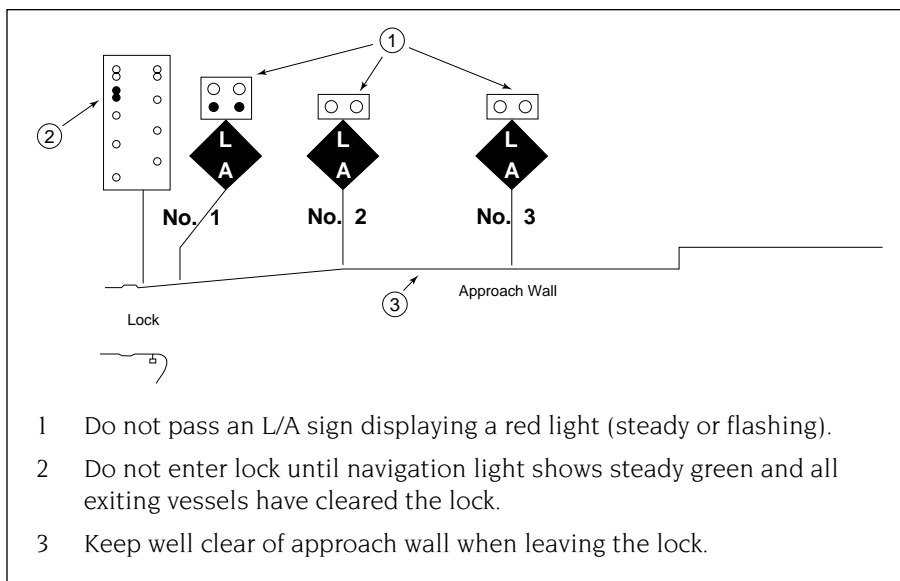
Solid red	“Stop; lock not ready for vessel.”
Flashing red	“Lock is being prepared for vessel.”
Green	“When lock is clear and ready for entry proceed in accordance with instructions from officer in charge.”

Lock Entry

Instructions to move into the lock will come from the officer in charge; the navigation traffic lights must show steady green when you enter. Do not attempt to pass ahead of a commercial vessel moving into a lock unless specifically ordered to do so by the officer in charge.

In the **Welland Canal**, when more than one pleasure craft are stopped at a lock limit of approach sign (L/A), they should take up a position as close to each other as safety permits to occupy a minimum amount of wall and canal space. **Pleasure craft are not permitted to secure along the approach walls at either the U.S. or Canadian locks in the Montreal/Lake Ontario section.**

Signal Lights - Canadian Locks

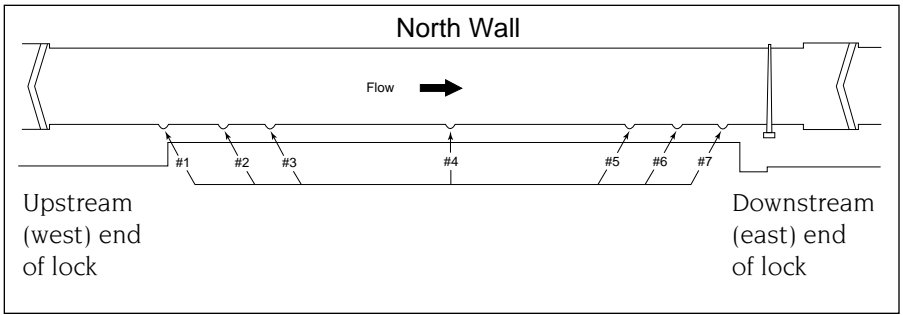


Mooring in the Locks

At the CANADIAN LOCKS the lines, which will be provided by the Seaway, should be secured at each end of the craft when it is alongside the lock wall; longer pleasure craft may have to use more than two such lines. **Each line must be tended at all times by a competent crew member.** At the AMERICAN LOCKS, (Bertrand H.

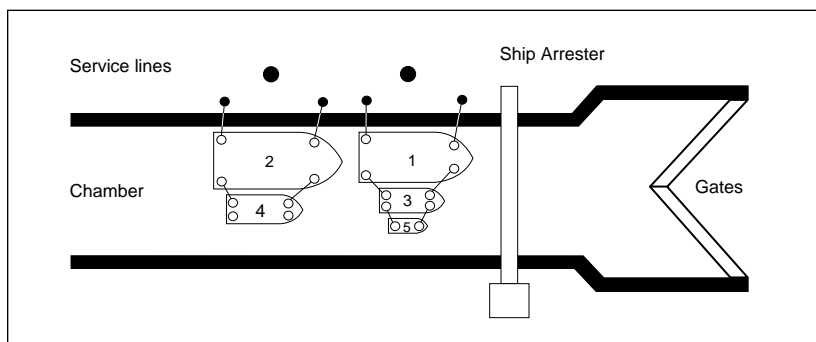
Snell and Dwight D. Eisenhower locks), floating bollards are used for pleasure craft transits. These bollards are on the port side for upbound craft and on the starboard side for downbound craft. Pleasure craft will provide their own mooring lines and these lines should be made fast to prevent drifting. Lines must be tended during the entire lockage procedure to permit rapid cast off in case of emergency.

The floating bollards are numbered west to east, as shown on the following diagram:



Grouped Mooring

If several craft share the same lockage, some will be instructed to use their own lines to tie alongside the craft nearest the wall (see diagram).



At Canadian locks, long lines are provided by Seaway linesmen for boats 1 and 2. Boats 3, 4 and 5 supply short lines to moor alongside. During lockage, the lines must be constantly well tended, paid out or taken in so as to keep the craft safely in position. This applies to the offshore boats as well as those moored alongside the lock wall. When let-go instructions are received, cast off promptly and exit the lock at a moderate speed. When locked ahead of a commercial vessel, keep in mind that the master of the vessel cannot see small boats close ahead of his ship and is hesitant to move; your prompt action will avoid delaying the commercial vessel.



Mooring Table

The side for mooring differs from lock to lock. The following table will help you prepare fenders and crew in advance: starboard (right), port (left)

	UPBOUND	DOWNBOUND
	Montreal to Lake Ontario	Lake Ontario to Montreal
St. Lambert	port	starboard
Côte Ste. Catherine	port	starboard
Beauharnois (Lower)	starboard	port
Beauharnois (Upper)	starboard	port
Snell	port	starboard
Eisenhower	port	starboard
Iroquois	port	starboard
	Lake Ontario to Lake Erie	Lake Erie to Lake Ontario
Welland Canal		
Lock 1	starboard	port
Lock 2	starboard	port
Lock 3	port	starboard
Lock 4	port	port
Lock 5	port	port
Lock 6	port	port
Lock 7	port	starboard
Lock 8	starboard	port



Crew members in the Welland Canal

In the WELLAND CANAL, because of the higher incidence of water turbulence, **all upbound pleasure craft transiting from Locks 1 to 7 must have a minimum of three (3) persons on board**, i.e. one operator and two persons capable of tending the lines. It is suggested that operators first contact marinas at Port Weller for needed additional manpower and, if unsuccessful, use the telephone located at the pleasure craft dock to request the assistance of the officer in charge.



Special Instructions

Pleasure craft should make every effort to keep to one side of the channel when transiting in restricted canals. For safety reasons, it is important that small boats stay well clear of commercial vessels who pull a tremendous amount of water along with them. Pleasure craft, even the larger ones, can easily lose control and little action can be taken by the commercial vessel in sufficient time to avert a casualty.

Pleasure craft operators must be on the alert when exiting locks, as many of the commercial vessels enter a lock by placing their bow against the approach wall and “sliding the wall” into the lock. Pay careful attention to approaching commercial vessels and stay clear of the approach wall so as to avoid being caught between the approaching vessel and the wall.

Weeds drifting in areas adjacent to locks can be very heavy during the summer months. To avoid fouling water intakes and propellers, boat operators should proceed with caution in such areas.

Welland Canal

Pleasure craft transiting the Welland Canal must maintain the order of passage when accompanying commercial vessels and adjust speeds accordingly. Transit time may exceed 12 hours and the crew should be prepared to man the craft continuously for that time.

It should be noted that except for the approaches to Lock 1, upbound, and Lock 8, downbound, there are no pleasure craft docks throughout the canal. Partial transit of the canal is not permitted except in emergency cases, such as adverse weather or vessel malfunctions. Pleasure craft approaching a lock should proceed to the Limit of Approach sign displaying a red light (steady or flashing), move into the lock when the navigation light shows green and follow instructions given by the officer in charge. (See Signal Light System, P. 10)

There is a ferry crossing at Port Robinson on the Welland Canal, near Nautical Mile 12.5. The wake from craft passing this area at excessive speeds can wash over the ferry boarding docks and splash waiting passengers. In order to prevent this, pleasure craft operators should keep within the maximum permitted speed of 6.0 kn (7 mph) which has been set for the area of the ferry crossing.

American Locks

Pleasure craft transiting the Bertrand H. Snell and Dwight D. Eisenhower locks shall maintain their position and order of turn for the entire transit. Unless an emergency exists, pleasure craft are not permitted to remain in the intermediate pool between the locks. It should also be noted that, at these locks, upbound boats will normally enter the lock astern of a commercial vessel, and downbound boats will enter forward of a commercial vessel.

Anti-pollution Measures

No vessel shall discharge into Seaway waters any garbage or substance not previously treated in conformity with applicable U.S. and Canadian regulations with the exception of the following Welland Canal zones where **no substance whatsoever shall be discharged**, namely:

- a) from Lock 7 (Thorold) to mile 17 (Welland); and
- b) from Lock 8 (Port Colborne) to the outer Port Colborne piers (Lake Erie).

Meeting and Passing

Your attention is drawn to navigation in narrow channels where vessels of less than 20 m (65 feet) in length must not endanger the passage of vessels that can navigate only inside the channel. Pleasure craft must not attempt to overtake or pass other vessels within 600 m (2,000 feet) of a lock or of a canal entrance.

Speed Limits

By regulations, every vessel must navigate so as to avoid damage to property, such as bank erosion caused by bow waves. Speed must also be reasonable and not cause undue delay to other vessels. When passing ships moored at a dock or work equipment in a canal, reduce speed so as not to endanger the vessels, their occupants or the equipment. The regulated speed limits for pleasure craft of more than 12 m (40 feet) are listed on p. 20. They should be adhered to by all smaller craft transiting the Seaway.

TABLE OF SPEEDS

		Maximum Speed Over the Bottom (in knots)
1. Upper Entrance South Shore Canal	Lake St. Louis Buoy A13	10.5
2. Lake St. Louis Buoy A13	Lower Entrance Lower Beauharnois Lock	16
3. Upper Entrance Upper Beauharnois Lock	Lake St. Francis Buoy D3	9 (upb) 10.5 (dnb)
4. Lake St. Francis Buoy D3	Lake St. Francis Buoy D49	12
5. Lake St. Francis Buoy D49	Snell Lock	8.5 (upb) 10.5 (dnb)
6. Eisenhower Lock	Iroquois Lock	11.5
7. Iroquois Lock	McNair Island Lt. 137	13
8. McNair Island Lt. 137	Deer Island Lt. 186	11.5
9. Deer Island Lt. 186	Bartlett Point Lt. 227	8.5 (upb) 10.5 (dnb)
10. Bartlett Point Lt. 227	Tibbetts Point	13
11. Junction of Canadian Middle Channel and Main Channel abreast of Ironsides Island	Open Waters between Wolfe and Howe Islands through the said Middle Channel	9.5
12. Port Robinson	Ramey's Bend through the Welland By-Pass	8
13. All other canals		6



Tolls

Subject to revision, a toll of \$20 is payable for each passage through each of the Canadian locks of the Seaway, as follows:

The tolls applicable to the **Canadian locks** in the Montreal/Lake Ontario section are paid to the officer in charge at each lock, save at the two Beauharnois locks where tolls are collected at the lower lock.

The tolls applicable to the eight locks of the Welland Canal are to be paid only to the officer in charge at Lock 3.

At the **American locks** in the Montreal/Lake Ontario section, a toll of \$20 US or \$30 Cdn. per lock is applicable to both locks and will be collected from **upbound** craft by the officer in charge at the Bertrand H. Snell lock. Tolls for **downbound** craft will be collected by the officer in charge at the Dwight D. Eisenhower lock.

Every effort should be made to have the exact toll available.

Tolls, in accordance with the St. Lawrence Seaway Tariff of Tolls, shall be paid in Canadian or American funds for the transit of each Seaway lock. **No premium will be allowed for currency exchange rates.**

The above tolls apply only to pleasure craft up to 317.5 tonnes. Larger craft are subject to the regular tolls payable under the Seaway Schedule of Tolls which is included in the *Seaway Handbook*, together with the *Seaway Practices and Procedures*. The Handbook is available from The St. Lawrence Seaway Management Corporation, 202 Pitt Street, Cornwall, Ontario K6J 3P7 Tel: (613) 932-5170.



Charts and Publications

In the interest of navigation safety, all pleasure craft operators should have up-to-date nautical charts for the waters they are sailing on. Nautical charts as well as catalogues of charts and nautical publications may be ordered from:

Canadian Hydrographic Service
Department of Fisheries and Oceans
P.O. Box 8080
1675 Russell Road
Ottawa, Ontario
Canada K1G 3H6
Tel: (613) 998-4931
Fax: (613) 998-1217

National Ocean Surveys (NOAA)
Distribution Division (N/CG 33)
6501 Lafayette Avenue
Riverdale, Maryland 20737-1199 U.S.A.
Tel: 1-800-638-8972
Fax: (301) 436-6829



Mileage to Principal Locations

The tables in this section indicate distances in nautical miles from the origin of the Seaway to Long Point, on Lake Erie, broken down as follows:

- Montreal/Lake Ontario Section (Origin of Seaway to Cape Vincent)
- Lake Ontario (Cape Vincent to Breakwater, Port Weller)
- Welland Canal (Breakwater, Port Weller, to Long Point)

Montreal/Lake Ontario Section

Mile (nautical)	Location
0.0	Origin of Seaway - across from Laurier Pier, Montreal Harbour
0.8	CIP 2 (Jacques Cartier Bridge)
2.8	St. Lambert Lock
10.3	Cote Ste. Catherine Lock
14.6	Kahnawake Bridge
27.5	Lower Beauharnois Lock
28.4	Upper Beauharnois Lock
33.8	St. Louis Bridge
38.8	Valleyfield Bridge
72.4	Snell Lock
75.6	Eisenhower Lock
97.9	Iroquois Lock
161.2	Cape Vincent

Lake Ontario

	Mileage (Nautical Miles)	
	Upbound	Downbound
Cape Vincent	0.0	0.0
Sodus Point	41.1	43.0
Mid Lake Ontario	27.7	28.7
Newcastle	33.6	32.9
Breakwater, Port Weller	37.5	35.8
TOTAL	139.9	140.4

(1 Nautical Mile = 1.852 Kilometres)

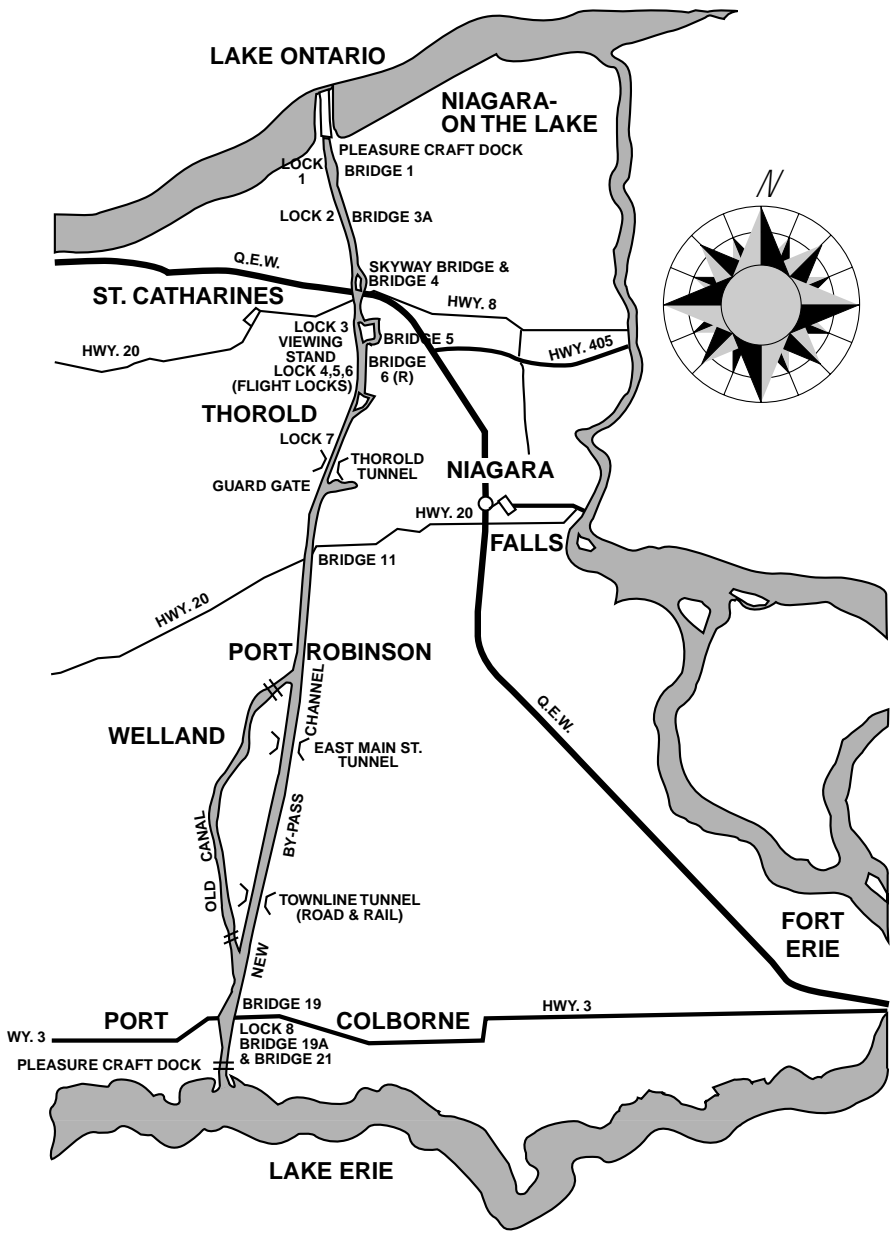
Welland Canal

Mile (nautical)	Location
0.0	Breakwater at Port Weller
1.7	Lock 1
3.2	Lock 2
4.9	Bridge 4
5.5	Lock 3
6.8	Locks 4,5,6
7.5	Lock 7
8.3	Guard Gate Cut
10.4	Bridge 11
21.2	Lock 8
21.9	Bridge 21
23.5	Breakwater at Port Colborne
26.1	CIP 16

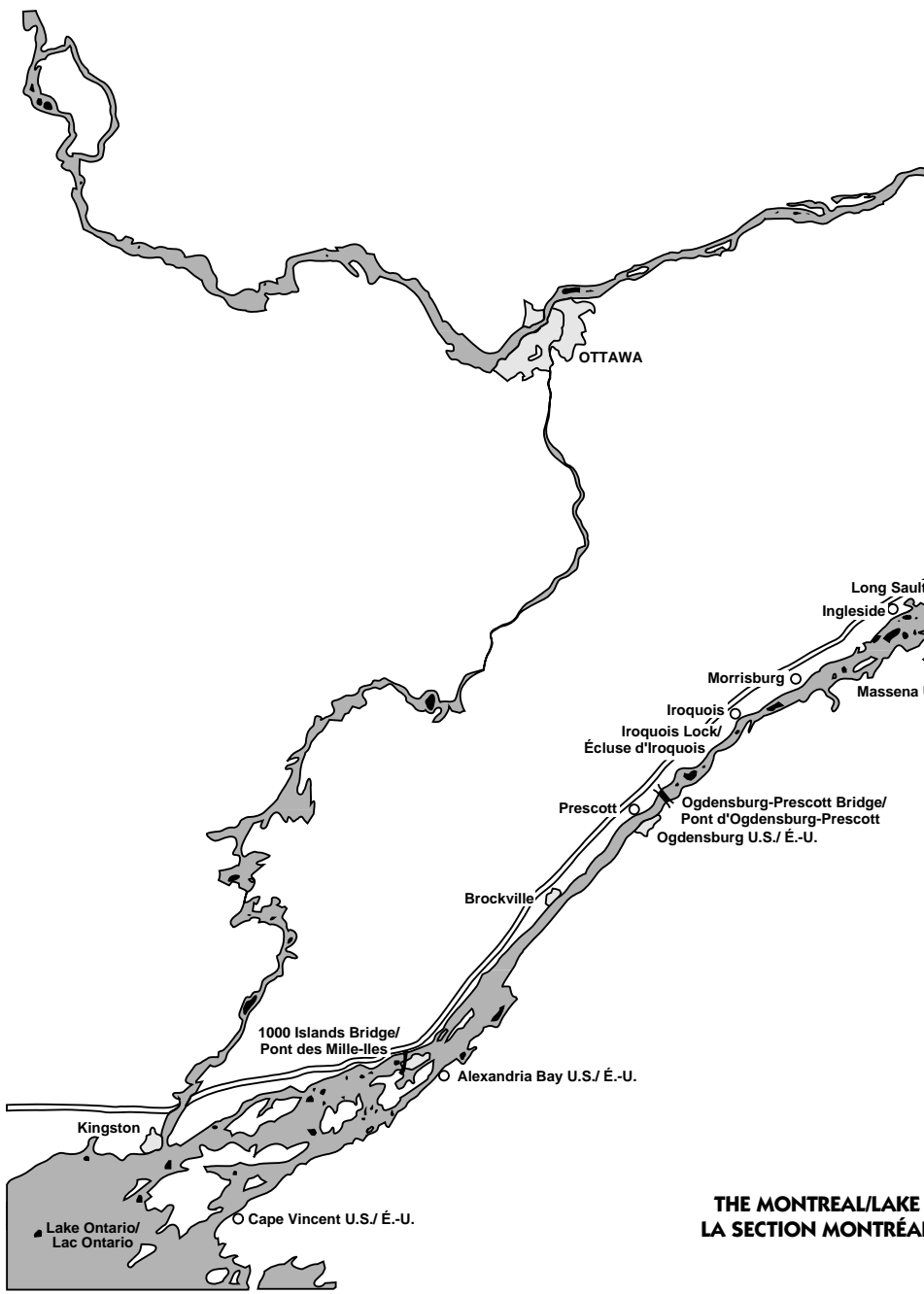
Distance between CIP 16 and Long Point

Upbound - 38.2

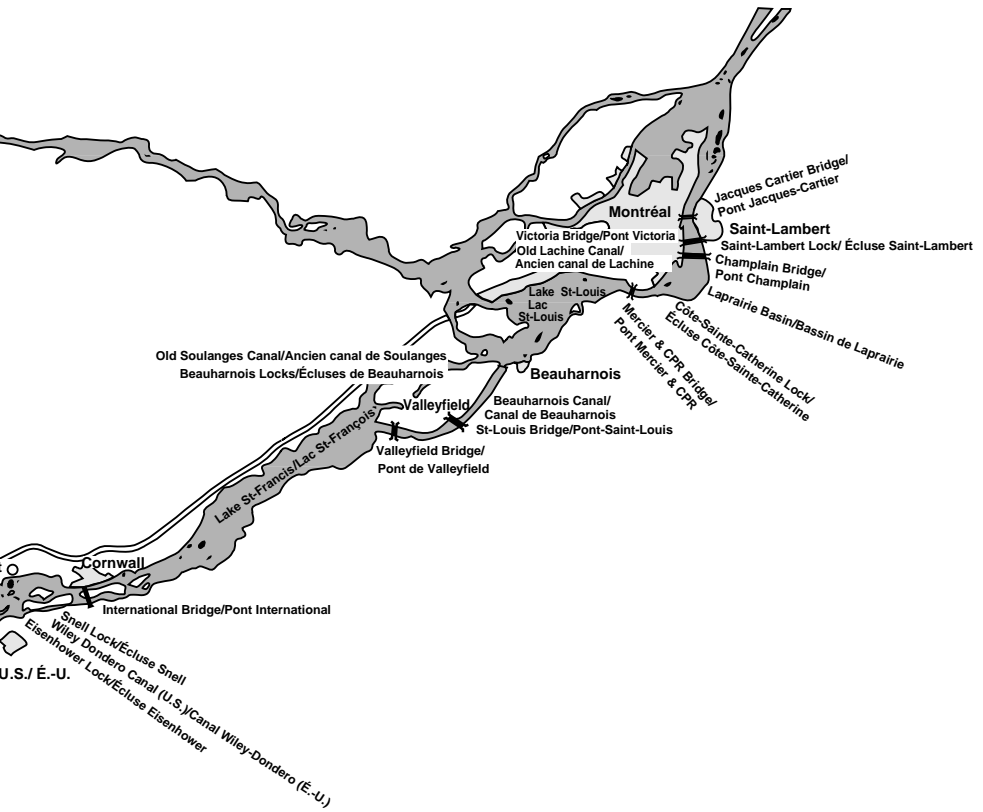
Downbound - 39.1



THE WELLAND CANAL



**THE MONTREAL/LAKE
LA SECTION MONTRÉAL**



**ONTARIO SECTION OF THE SEAWAY
L/LAC ONTARIO DE LA VOIE MARITIME**