

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

(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)

[39 FR 10900, Mar. 22, 1974, as amended at 47 FR 51122, Nov. 12, 1982; 70 FR 12972, Mar. 17, 2005; 76 FR 13089, Mar. 10, 2011]

#### § 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.

(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)

[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.

(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)

[45 FR 52378, Aug. 7, 1980, and 47 FR 51122, Nov. 12, 1982, as amended at 48 FR 20691, May 9, 1983; 72 FR 2620, Jan. 22, 2007; 73 FR 9954, Feb. 25, 2008; 76 FR 13089, Mar. 10, 2011]

#### § 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.

(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)

[39 FR 10900, Mar. 22, 1974, as amended at 47 FR 51122, Nov. 12, 1982; 55 FR 48599, Nov. 21, 1990; 61 FR 19551, May 2, 1996; 70 FR 12972, Mar. 17, 2005]

#### § 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.

§ 401.44

33 CFR Ch. IV (7-1-13 Edition)

|                 | South Shore |                    | Beauharnois |            |            | Wiley-Dondero Iroquois |            |            |
|-----------------|-------------|--------------------|-------------|------------|------------|------------------------|------------|------------|
|                 | St. Lambert | Cote St. Catharine | Lower       | Pool       | Upper      | Snell                  | Eisenhower | Iroquois   |
| Locks:          |             |                    |             |            |            |                        |            |            |
| Upbound .....   | Port .....  | Port .....         | Starboard   | .....      | Starboard  | Starboard              | Starboard  | Port.      |
| Downbound ..... | Starboard   | Starboard          | Port .....  | .....      | Port ..... | Port .....             | Port ..... | Starboard. |
| Tieup walls:    |             |                    |             |            |            |                        |            |            |
| Upbound .....   | ...do ..... | ...do .....        | ...do ..... | Port ..... | .....      | Starboard              | Starboard  | ...Do.     |
| Downbound ..... | Port .....  | Port .....         | .....       | Starboard  | Starboard  | Port .....             | Port ..... | Port.      |

Welland Canal

|                 | 1          | 2          | 3           | 4           | 5           | 6           | 7           | Guard Gate Cut | 8          |
|-----------------|------------|------------|-------------|-------------|-------------|-------------|-------------|----------------|------------|
| Locks:          |            |            |             |             |             |             |             |                |            |
| Upbound .....   | Starboard  | Starboard  | Port .....  | .....          | Starboard. |
| Downbound ..... | Port ..... | Port ..... | Starboard   | ...do ..... | ...do ..... | ...do ..... | Starboard   | .....          | Port.      |
| Tieup walls:    |            |            |             |             |             |             |             |                |            |
| Upbound .....   | Starboard  | Starboard  | ...do ..... | Starboard   | .....       | .....       | ...do ..... | Starboard      | Port or    |
| Downbound ..... | Port ..... | Port ..... | Port .....  | .....       | .....       | Starboard   | ...do ..... | Port .....     | starboard. |
|                 |            |            |             |             |             |             |             |                | Do.        |

(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)

[39 FR 10900, May 22, 1974, as amended at 40 FR 11721, Mar. 13, 1975; 45 FR 52378, Aug. 7, 1980; 49 FR 30936, Aug. 2, 1984; 55 FR 48599, Nov. 21, 1990; 61 FR 19551, May 2, 1996]

§ 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) Once the mooring lines are on the mooring posts, lines shall be kept slack until the "all clear" signal is given by the lock personnel. When casting off signal is received, mooring lines should be kept slack until the "all clear" signal is given by the lock personnel.

[39 FR 10900, Mar. 22, 1974, as amended at 77 FR 40804, July 11, 2012]

§ 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.

§ 401.47 Leaving a lock.

(a) Mooring lines shall only be cast off as directed by the officer in charge of a mooring operation.

(b) No vessel shall proceed out of a lock until the exit gates, ship arresters and the bridge, if any, are in a fully open position.

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

(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)

[39 FR 10900, Mar. 22, 1974, as amended at 48 FR 20691, May 9, 1983]

§ 401.48 Turning basins.

No vessel shall be turned about in any canal, except:

(a) With permission from the traffic controller; and

(b) At the locations set out in the table to this section.

TABLE

1. South Shore Canal: