

emptions, the table as amended to read as Sec. follows:

298.24 [Reserved]

2. Amend § 298.21 by revising paragraphs (b) and (f), the amended paragraphs to read as follows:

§ 298.21 Scope of service authorized; geographical, equipment and mail service limitations, insurance and reporting requirements.

(b) *Prohibition of regular service in markets served by certificated helicopter carriers.* An air taxi operator is prohibited from providing air transportation of persons or property, or holding out to the public expressly or by course of conduct, that it provides such transportation regularly or with a reasonable degree of regularity between any points where scheduled helicopter passenger service, or community center and inter-airport service, is provided by the holder of a certificate of public convenience and necessity either in accordance with such certificate or pursuant to exemption

order of the Board: *Provided, however,* * * *

(f) *Limitations on carriage of mail.*

(1) After April 2, 1973, no air taxi operator shall be authorized to carry mail except pursuant to contract with the Postal Service entered into pursuant to sections 5402(b) or 5402(c) of the Postal Reorganization Act (39 U.S.C. 101, et seq.): *Provided, however,* That within the 48 contiguous States, Alaska and Hawaii—

(i) An air taxi operator who is authorized, on April 2, 1973, to carry mail at a final mail rate then in effect, shall continue to have authority under this part to carry mail, but only at such final mail rate; and

(ii) An air taxi operator who is authorized, on April 2, 1973, to carry mail at a temporary mail rate approved by the Board pending determination of a final mail rate in a proceeding which is then pending, shall continue to have authority under this part to carry mail, but only at such temporary mail rate or

other temporary mail rate as may be approved from time to time by the Board until completion of such pending proceeding, and, thereafter, only at such final mail rate as shall have been fixed by order of the Board in such proceeding.

(2) The rules applicable to final mail rate proceedings set forth in Part 302 of this chapter shall govern the procedure for establishing a final mail rate of an air taxi operator for purposes of this part. (See §§ 302.300 through 302.321, excluding § 302.310 of this chapter.)

§ 298.24 [Reserved]

3. Delete and reserve § 298.24 as set forth above.

(Sec. 204(a), 406, and 416 of the Federal Aviation Act of 1958, as amended, 72 Stat. 743, 763 (as amended by 76 Stat. 145, 80 Stat. 942), 771; 49 U.S.C. 1324, 1376, 1386)

By the Civil Aeronautics Board.

[SEAL] EDWIN Z. HOLLAND,
Secretary.

[FR Doc.73-6285 Filed 3-30-73;8:45 am]

Title 24—Housing and Urban Development

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

PART 1914—AREAS ELIGIBLE FOR THE SALE OF INSURANCE

Status of Participating Communities

Section 1914.4 of Part 1914 of Subchapter B of Chapter X of Title 24 of the Code of Federal Regulations is amended by adding in alphabetical sequence a new entry to the table. In this entry, a complete chronology of effective dates appears for each listed community. Each date appearing in the last column of the table is followed by a designation which indicates whether the date signifies the effective date of the authorization of the sale of flood insurance in the area under the emergency or the regular flood insurance program. The entry reads as follows:

§ 1914.4 Status of participating communities.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of authorization of sale of flood insurance for area
Alabama	Tuscaloosa	Tuscaloosa, City of				Apr. 5, 1973.
Connecticut	New Haven	Bradford, Town of				Emergency.
Illinois	Lake	Highland Park, Village of				Do.
Michigan	Macomb	Mount Clemens, City of				Do.
Missouri	St. Louis	MacKenzie, Village of				Do.
New York	Orleans	Carlton, Town of				Do.
Do.	Steuben	South Cornling, Village of				Do.
Ohio	Medina	Brunswick, City of				Do.
Do.	Ottawa	Port Clinton, City of				Do.
Pennsylvania	Bradford	Monroe, Borough of				Do.
Do.	Dauphin	Upper Paxton, Township of				Do.
Do.	Indiana	Homer, City of				Do.
Vermont	Chittenden	Burlington, City of				Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 28, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2680, Feb. 27, 1969)

Issued: March 27, 1973.

GEORGE K. BERNSTEIN,
Federal Insurance Administrator.

[FR Doc.73-6195 Filed 3-30-73;8:45 am]

Title 24—Housing and Urban Development

CHAPTER X—FEDERAL INSURANCE ADMINISTRATION, DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT

SUBCHAPTER B—NATIONAL FLOOD INSURANCE PROGRAM

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§ 1914.4 Status of participating communities.

State	County	Location	Map No.	State map repository	Local map repository	Effective date of authorization of sale of flood insurance for area
Illinois	Lake	Unincorporated areas				Apr. 4, 1973. Emergency
New Jersey	Middlesex	Carteret, Borough of				Do.
Ohio	Lucas	Jerusalem, Township of				Do.
Pennsylvania	Dauphin	Reed, Township of				Do.
Do.	Luzerne	Nanticoke, City of				Do.
Do.	do	White Haven, Borough of				Do.
Do.	Schuykill	Gordon, Borough of				Do.
Do.	Tioga	Lawrenceville, Borough of				Do.
Virginia	Halifax	Unincorporated areas				Do.
Wisconsin	Sheboygan	do				Do.

(National Flood Insurance Act of 1968 (title XIII of the Housing and Urban Development Act of 1968), effective Jan. 28, 1969 (33 FR 17804, Nov. 23, 1968), as amended (secs. 408-410, Public Law 91-152, Dec. 24, 1969), 42 U.S.C. 4001-4127; and Secretary's delegation of authority to Federal Insurance Administrator, 34 FR 2689, Feb. 27, 1969; and designation of Acting Federal Insurance Administrator effective Aug. 13, 1971, 36 FR 16701, Aug. 25, 1971)

Issued: March 26, 1973.

CHARLES W. WIECKING,
Acting Federal Insurance Administrator.

[FR Doc.73-6122 Filed 3-30-73;8:45 am]

Title 31—Money and Finance: Treasury

CHAPTER II—FISCAL SERVICE,
DEPARTMENT OF THE TREASURYSUBCHAPTER B—BUREAU OF THE PUBLIC
DEBTPART 306—GENERAL REGULATIONS
GOVERNING THE U.S. SECURITIES

Form PD 1071; Correction

Form PD 1073, referred to in § 306.25 (b), 31 CFR Part 306, FEDERAL REGISTER, Volume 38, No. 50, Part II, dated March 15, 1973 (38 FR 7078), should read "Form PD 1071."

THOMAS J. WINSTON, JR.,
Chief Counsel,
Bureau of the Public Debt.

MARCH 28, 1973.

[FR Doc.73-6267 Filed 3-30-73;8:45 am]

Title 32A—National Defense, Appendix
CHAPTER X—OFFICE OF OIL AND GAS,
DEPARTMENT OF THE INTERIOR

[Rev. 5, Amdt. 55]

OI REG. 1—OIL IMPORT REGULATION 1
Oil Import Appeals Board

By amendment to Presidential Proclamation 3279, as amended, on March 23,

1973, the President authorized the Oil Import Appeals Board to grant in certain instances allocations of crude oil, unfinished oils, and finished products without regard to the maximum levels of imports established in section 2 of the Proclamation. This regulation amendment amends section 21 of Oil Import Regulation 1 (Rev. 5), as amended, to conform to the amended proclamation.

The necessity for the Oil Import Appeals Board to act pursuant to the increased authority is urgent; therefore, it is deemed unnecessary to publish notice of proposed rulemaking in the FEDERAL REGISTER, and this amendment shall become effective immediately.

Paragraph (b) of section 21 of Oil Import Regulation 1 (Rev. 5), as amended, is hereby amended to read as follows:

Sec. 21 Appeals.

(b) The Appeals Board shall consider petitions by persons affected by this regulation that fall within the limits of the jurisdiction specified in this paragraph and may:

(1) Within the limits of the maximum levels of imports established in section 2 of this proclamation, modify on the

grounds of error any allocation made to any person under such regulation;

(2) Without regard to the limits of the maximum levels of imports established in section 2 of Proclamation 3279, as amended, (i) modify, on the grounds of exceptional hardship, any allocation made to any person under such regulations; (ii) grant allocations of imports of crude oil and unfinished oils in special circumstances to persons with importing histories who do not qualify for allocations under such regulations; and (iii) grant allocations of imports of finished products on the grounds of exceptional hardship to persons who do not qualify for allocations under such regulations; and

(3) Review the revocation or suspension of any allocation or license.

JACK O. HORTON,
Assistant Secretary of the Interior.
MARCH 28, 1973.

Approved: March 29, 1973.

WILLIAM E. SIMON,
Deputy Secretary of Treasury.

[FR Doc.73-6357 Filed 3-29-73;4:59 pm]

Title 33—Navigation and Navigable Waters

CHAPTER I—COAST GUARD,
DEPARTMENT OF TRANSPORTATION

SUBCHAPTER J—BRIDGES
[CGD 72-173R]

PART 117—DRAWBRIDGE OPERATION
REGULATIONS

Back Bay of Biloxi, Miss.

This amendment adds regulations for the Back Bay of Biloxi swing bridge, mile 2.8, to permit the draw to remain closed to the passage of vessels from 3 p.m. to 5 p.m., Monday through Friday, except holidays, from March 20, 1973, through October 19, 1973. This amendment is made to allow the continuance of extensive repair and replacement work on mechanical and electrical equipment and wiring.

This rule is issued without notice of proposed rulemaking. The Coast Guard has found that good cause exists for taking this action on the basis that it would be contrary to the public interest to delay this work.

Accordingly, Part 117 of Title 33 of the Code of Federal Regulations is amended by adding subparagraph (20-a) immediately after subparagraph (20) of paragraph (i) of § 117.245 to read as follows:

§ 117.245 Navigable waters discharging into the Atlantic Ocean south of and including Chesapeake Bay and into the Gulf of Mexico, except the Mississippi River and its tributaries and outlets; bridges where constant attendance of draw tenders is not required.

(i) * * *

(20-a) Back Bay of Biloxi, mile 2.8, Mississippi. The draw need not open for the passage of vessels from 3 p.m. to 5 p.m., Monday through Friday except holidays, from 20 March 1973 through 19 October 1973.

(Sec. 5, 28 Stat. 362, as amended, sec. 6(g) (2), 80 Stat. 937; 33 U.S.C. 499, 49 U.S.C. 1655 (g) (2); 49 CFR 1.46(c) (5), 33 CFR 1.05-1 (c) (4))

Effective date. This revision shall be in effect from March 20, 1973 through October 19, 1973.

Dated: March 21, 1973.

W. M. BENKERT,
Rear Admiral, U.S. Coast Guard,
Chief, Office of Marine Environment and Systems.

[FR Doc. 73-6271 Filed 3-30-73; 8:45 am]

CHAPTER IV—ST. LAWRENCE SEAWAY
DEVELOPMENT CORPORATION
PART 401—SEAWAY REGULATIONS AND
RULES

On pages 3087-3100 of the FEDERAL REGISTER of February 1, 1973, and page 4518 of the FEDERAL REGISTER of February 15, 1973, there were published notices of proposed rulemaking by the St.

Lawrence Seaway Development Corporation to revise Subpart A—Regulations and Subpart B—Rules of 33 CFR Part 401. In revising the regulations and rules, the Corporation is acting jointly and in coordination with the St. Lawrence Seaway Authority of Canada pursuant to the provisions of its enabling act (33 U.S.C. 981, et seq.), and pursuant to the authority vested in the Secretary of Transportation with respect to the St. Lawrence Seaway under the Ports and Waterways Safety Act of 1972 (Public Law 92-340, 86 Stat. 424), which authority was subsequently delegated to the Administrator of the St. Lawrence Seaway Development Corporation in the FEDERAL REGISTER on October 17, 1972 (37 FR 21943).

Each year the regulations and rules are reviewed in light of the past season's experience and amendments are proposed for necessary changes. The main purposes of this year's revision are to clarify existing regulations and rules, to incorporate information and supplemental requirements which were previously published in Seaway Notices and to incorporate new regulations regarding penal authority received from the Secretary of Transportation by delegation under the Ports and Waterways Safety Act of 1972.

Interested parties were invited to submit written comments and suggestions with respect to the proposed amendments. Two comments were received and they dealt with an extension of the length of the proposed navigation season for 1973. After a detailed consideration, it was concluded that the request could not be complied with at this time. Therefore, the proposed rules and regulations are hereby adopted without change.

Because this revision was developed jointly with the St. Lawrence Seaway Authority of Canada and will be adopted by that agency at the beginning of the 1973 navigation season, I find that good cause exists for making the revision effective in less than 30 days.

The full text of the revision of Part 401 of the Seaway Regulations and Rules is as follows:

SUBPART A—REGULATIONS

- Sec. 401.1 Short title.
- 401.2 Definitions.
- 401.3 Transit of the Seaway.
- 401.4 Preclearance of vessels.
- 401.5 Condition of vessels.
- 401.6 Navigation on the Seaway.
- 401.7 Notice of arrival.
- 401.8 Passing through.
- 401.9 Dangerous cargo.
- 401.10 Documentary evidence.
- 401.11 Accidents.
- 401.12 Detention of vessel.
- 401.13 Removal of obstructions.
- 401.14 Wintering and laying up.
- 401.15 Access to Seaway.
- 401.16 Summary conviction.
- 401.17 Violations; detention.
- 401.18 Seizure and sale.
- 401.19 Copy of regulations to be kept on board.
- 401.20 Boarding vessel.
- 401.21 Discharge of refuse.
- 401.22 Criminal penalty.
- 401.23 Civil penalty.

SUBPART B—RULES

PRECLEARANCE AND SECURITY FOR PAYMENT
OF TOLLS

- Sec. 401.101-1 Representative.
- 401.101-2 Application for preclearance.
- 401.101-3 Renewal application.
- 401.101-4 Approval of preclearance.
- 401.101-5 Security for tolls.
- 401.101-6 Amount of single vessel security.
- 401.101-7 Amount of fleet security.

CONDITION OF VESSELS

- 401.102-1 Dimensions.
- 401.102-2 Draft.
- 401.102-3 Draft markings.
- 401.102-4 Height.
- 401.102-5 Protruding bridges.
- 401.102-6 Fenders.
- 401.102-7 Fender requirements.
- 401.102-8 Discharge pipes.
- 401.102-9 Landing booms.
- 401.102-10 Radiotelephone equipment.
- 401.102-11 Mooring lines.
- 401.102-12 Fairleads.
- 401.102-13 Requirements for mooring lines and winches.
- 401.102-14 Handlines.
- 401.102-15 Anchor marking buoys.
- 401.102-16 Ballast.
- 401.102-17 Stern anchors.
- 401.102-18 Propeller direction alarms and r.p.m. indicators.
- 401.102-19 Pitch indicators.
- 401.102-20 Sewage and garbage disposal systems.
- 401.102-21 Oily water separators.
- 401.102-22 Rudder angle indicators.
- 401.102-23 Gyro compasses.
- 401.102-24 Radar equipment.
- 401.102-25 Steering light.
- 401.102-26 Vessel inspection.

RADIO COMMUNICATIONS

- 401.103-1 Listening watch.
- 401.103-2 Radiotelephone frequencies.
- 401.103-3 Location of stations.
- 401.103-4 VHF radio coverage and procedure.
- 401.103-5 Calling in.
- 401.103-6 Communication—ports, docks, and anchorages.

TRANSIT INSTRUCTIONS

- 401.104-1 Navigation season.
- 401.104-2 Special instructions.
- 401.104-3 Compliance with instructions.
- 401.104-4 Available depths and draft.
- 401.104-5 Maximum draft for Canadian Sault Ste. Marie Canal.
- 401.104-6 Inadequate ballast.
- 401.104-7 Reporting accidents or incidents.
- 401.104-8 Furnishing information re height of vessel.
- 401.104-9 Speed.
- 401.104-10 Meeting and passing.
- 401.104-11 Passing restriction.
- 401.104-12 Speed passing moored vessel or working equipment.
- 401.104-13 Order of passing through.
- 401.104-14 Mooring at tieup walls.
- 401.104-15 Limit of approach to a lock.
- 401.104-16 Cargo booms.
- 401.104-17 Preparing mooring lines for passing through.
- 401.104-18 Entering a lock—general.
- 401.104-19 Tandem lockage.
- 401.104-20 Passing handlines.
- 401.104-21 Precautions in passing lines.
- 401.104-22 Mooring table.
- 401.104-23 Mooring procedure in locks.
- 401.104-24 Emergency procedure.
- 401.104-25 Attending lines.
- 401.104-26 Leaving a lock.
- 401.104-27 Turning basins.
- 401.104-28 Dropping anchor or tying to canal bank.

Sec.	
401.104-29	Anchorage areas.
401.104-30	Reporting position at anchor, wharf, etc., and resuming transit.
401.104-31	Signaling approach to bridge.
401.104-32	Limit of approach to a bridge.
401.104-33	Vessels in tow.
401.104-34	Combined beam.
401.104-35	Position of single tug.
401.104-36	Two tugs.
401.104-37	Towing more than one vessel.
401.104-38	Obstructing navigation.
401.104-39	Interference with aids to navigation.
401.104-40	Loss of anchor.
401.104-41	Searchlights.
401.104-42	Smoke.
401.104-43	Damaging or defacing Seaway property.
401.104-44	Disembarking.
401.104-45	Prevention of oil pollution.
401.104-46	Deck cargo.
401.104-47	Reporting navigation aid deficiencies.

DANGEROUS CARGO

401.105-1	General conditions.
401.105-2	Explosive vessel.
401.105-3	Explosives permit.
401.105-4	Application for permit.
401.105-5	Production of explosives permit.
401.105-6	Hazardous cargo vessel.
401.105-7	Nonmetallic fenders.
401.105-8	Signals—explosive vessel.
401.105-9	Signals—hazardous cargo vessel.
401.105-10	Calling in.
401.105-11	Safety restrictions for passing through.
401.105-12	Gas freeing and cleaning of tankers.

TOLL ASSESSMENT AND COLLECTION

401.106-1	Transit declaration.
401.106-2	Revised transit declaration.
401.106-3	Bureau of Statistics.
401.106-4	Toll accounts.
401.106-5	Payment of accounts.
401.106-6	Surcharge.
401.106-7	Producing cargo manifests.
401.106-8	In-transit cargo.
401.106-9	Off-loaded weights.

PLEASURE CRAFT

401.107-1	Transit by pleasure craft.
401.107-2	Smaller craft not subject to preclearance.
401.107-3	Minimum size permitted in certain canals.
401.107-4	Radio communications.
401.107-5	Order of passing through.
401.107-6	Pleasure craft toll tickets.
401.107-7	Payment of tolls.

FORMS

401.120-1	Preclearance form.
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NOTE: The regulations contained in Subpart A and the Rules in Subpart B are issued jointly by the St. Lawrence Seaway Development Corporation and the St. Lawrence Seaway Authority of Canada. The numbering of sections in Subpart A, §§ 401.1 to 401.23, corresponds to the Regulations Nos. 1 to 23 of the Canadian agency. The section numbers of Subpart B, §§ 401.101-1 to 401.107-7 inclusive, correspond to the numbering of provisions of Circulars Nos. 1-1 through 7-7 of the Canadian agency. The Canadian Regulations and Circulars are published in the Seaway Handbook, which is distributed to vessel operators using the Seaway.

AUTHORITY: 68 Stat. 93-97, 33 U.S.C. 981-990, as amended; sec. 104, Public Law 92-340, 86 Stat. 424, 49 CFR 1.50a (37 FR 21943).

Subpart A—Regulations

§ 401.1 Short title.

The regulations in this subpart may be cited as the "Seaway Regulations".

§ 401.2 Definitions.

In these regulations:

(a) "Authority" means the St. Lawrence Seaway Development Corporation, and where applicable, shall be deemed to include the St. Lawrence Seaway Authority of Canada;

(b) "Navigation season" means the period designated by the Authority for navigation on the Seaway or any portion thereof;

(c) "Officer" means a person employed by the Authority to direct some phase of the operation or use of the Seaway;

(d) "Passing through" means in transit through a lock or through the waters enclosed by the approach walls at either end of a lock chamber;

(e) "Pleasure craft" means a vessel, however propelled, that is used exclusively for pleasure and that does not carry passengers who have paid a fare for passage;

(f) "Representative" means the owner or charterer of a vessel or an agent of either of them and includes any person who, in an application for preclearance of a vessel, accepts responsibility for payment of the tolls and charges to be assessed against the vessel in respect of transit and wharfage;

(g) "Seaway" means that portion of the deep waterway between the Port of Montreal and Lake Erie that is under the jurisdiction of the Authority and includes all canals, works, and connecting channels that are part of the deep waterway and all other canals and works, wherever located, the management, administration, and control of which have been entrusted to the Authority;

(h) "Station" means a radio station operated by the Authority;

(i) "Towed" means pushed or pulled through the water;

(j) "Transit" means to use the Seaway or a part of it, either upbound or downbound; and

(k) "Vessel" means any type of craft used as a means of transportation on water.

§ 401.3 Transit of the Seaway.

(a) Except as provided in the regulations of this subpart, no vessel shall transit.

(b) Subject to these regulations, every vessel that does not exceed 730 feet in overall length and 75 feet 6 inches in extreme breadth, including permanent fenders, may transit during the navigation season.

(c) No vessel shall transit unless the maximum draft of the vessel does not exceed the draft currently prescribed by the Authority for the part of the Seaway in which the vessel is traveling.

(d) No vessel shall be towed through any part of the Seaway by another vessel or vessels, except in compliance with

all conditions prescribed by the Authority in respect of towing and in compliance with any special instructions of an officer.

(e) No pleasure craft of less than 20 feet in overall length, or 1 ton in weight, shall transit the South Shore, Beauharnois, or Welland Canals.

§ 401.4 Preclearance of vessels.

(a) No vessel shall transit:

(1) Until an application for preclearance has been made to the Authority by its representative and the application has been approved by the Authority; or

(2) While its preclearance is suspended.

(b) The representative of a vessel may apply to the Authority in the form prescribed by the Authority for preclearance of the vessel and shall in each application:

(1) Provide particulars of the ownership and physical characteristics of the vessel; and

(2) Guarantee payment of all tolls and charges that may be incurred by the vessel.

(c) The representative of a vessel shall provide security for the payment of the tolls and charges to be incurred by the vessel.

(d) Where, in the opinion of the Authority, the security provided by the representative is insufficient to secure the tolls and charges incurred or likely to be incurred by a vessel, the Authority may suspend the preclearance of the vessel.

(e) No vessel shall transit after:

(1) The expiration of the guarantee endorsed on the application for its preclearance; or

(2) The physical characteristics of the vessel described in the application for preclearance of the vessel are materially altered by reason of construction or repair, unless an application for a new preclearance has been made and approved by the Authority.

(f) Paragraphs (a) to (e) of this section do not apply to pleasure craft of less than 350 tons in weight.

§ 401.5 Condition of vessels.

(a) No vessel shall transit unless:

(1) It is properly trimmed and in a condition determined by the Authority or an officer to be safe and satisfactory to it or him; and

(2) It is equipped with such apparatus, equipment, or machinery as the Authority deems necessary for safe transit.

(b) An officer may refuse to allow a vessel to transit when, in his opinion:

(1) The vessel, its cargo, equipment, or machinery are in such a condition as to prevent safe or expeditious transit by that vessel; or

(2) The vessel is manned with a crew that is incompetent or insufficient in numbers.

(c) Where an officer refuses to allow a vessel to transit, that vessel shall not transit until an officer grants it specific permission to do so.

§ 401.6 Navigation on the Seaway.

(a) Subject to this subpart, the related marine, navigation, and shipping laws and regulations of the United States, as well as the Canada Shipping Act and the regulations made thereunder, shall apply mutatis mutandis to every vessel in transit.

(b) No vessel shall transit unless it:

(1) Proceeds at a speed that is not in excess of that prescribed by the Authority for that part of the Seaway in which the vessel is traveling;

(2) Complies with all orders given to it by an officer or a station; and

(3) Complies with this subpart and all directions given by the Authority in respect to navigation and passing through.

(c) The Authority assumes no liability in providing aids or things to assist navigation.

(d) Nothing in this subpart shall be construed as derogating from the responsibility of a master for his vessel and its crew.

§ 401.7 Notice of arrival.

(a) All self-propelled vessels in transit or approaching the Seaway, except pleasure craft of less than 65 feet in overall length, shall:

(1) Be on radio-listening watch; and

(2) Give notice of arrival in the manner prescribed by the Authority upon reaching any calling-in-point designated by the Authority.

(b) Notice of arrival shall be deemed to have been given when it is acknowledged by a station.

§ 401.8 Passing through.

(a) The crew of a vessel shall assist in the handling and passing through of the vessel in such manner as may be prescribed by the Authority.

(b) Except as authorized by an officer, no person shall go aboard or leave any vessel while the vessel is passing through.

§ 401.9 Dangerous cargo.

(a) No vessel, carrying dangerous cargo to which regulations issued pursuant to the Dangerous Cargo Act of the United States or regulations made under the Canada Shipping Act apply, shall transit except in accordance with the requirements of such regulations and in accordance with all directions given by the Authority.

(b) No vessel carrying fuel oil, gasoline, other flammable goods, or other goods deemed by the Authority to be dangerous shall transit except in accordance with all directions given by the Authority in respect of vessels carrying such goods.

§ 401.10 Documentary evidence.

(a) The representative of a vessel shall, within 14 days after the vessel first enters the Seaway on any upbound or downbound voyage, furnish to the Authority in the form prescribed by the Authority, a detailed report stating the destination of the vessel and the nature and quantity of its cargo.

(b) All documentary evidence, including inspection certificates, vessel manifests, cargo manifests, crew lists, and bills of lading, shall be made available to any officer requiring production of such evidence.

§ 401.11 Accidents.

(a) Where a vessel on the Seaway is involved in an accident which might affect its ability to transit safely and expeditiously, the master of the vessel shall report the accident to the nearest Seaway station immediately if the vessel can make radio contact with the station or forthwith as soon as the vessel can make radio contact with the station in any other case.

(b) Where a vessel approaching the Seaway with intent to transit has been involved in an accident in the course of its last voyage that might affect its ability to transit safely and expeditiously, the master of the vessel shall report the accident to the nearest Seaway station before entering the Seaway.

§ 401.12¹ Detention of vessel.

Where an accident results:

(a) In damage to property of the Authority;

(b) In damage to goods or cargo stored on property of the Authority; or

(c) In injury to employees of the Authority, the vessel causing such damage or injuries may be detained until security satisfactory to the Authority has been provided.

§ 401.13 Removal of obstructions.

The Authority may take such action as it deems necessary to relocate any vessel, cargo, or things that, in its opinion, obstructs or hinders transit of any part of the Seaway.

§ 401.14 Wintering and laying up.

No vessel shall winter or lay up within the Seaway except with the written permission of the Authority and subject to the conditions and charges that may be imposed by the Authority.

§ 401.15 Access to Seaway land.

(a) Except as authorized by an officer, no person shall load or unload goods on property of the Authority.

(b) Except as authorized by an officer or by the Shore Traffic Regulations, no person shall enter upon any land or structures of the Authority or swim in any canal or lock area.

§ 401.16¹ Summary conviction.

(a) A person who violates a regulation is guilty of an offense and is liable on summary conviction to a fine not exceeding \$1,000.

(b) Every person who:

(1) Handles any vessel contrary to the provisions of the regulations of this sub-

¹ Section 401.12 and §§ 401.15 to 401.18 apply only to that portion of the Seaway under the jurisdiction of the St. Lawrence Seaway Authority of Canada. These sections are included herein primarily for the purpose of information.

part or any directions of the Authority or of an officer given under the regulations of this subpart;

(2) Is a party to any act described in paragraph (b) (1) of this section; or

(3) Is the owner, charterer, or master of any vessel by means of which any act described in paragraph (b) (1) of this section is committed,

shall be deemed to have violated those provisions or directions unless, in any prosecution for such violation, he establishes that the act in respect of which the prosecution has been commenced, took place without his consent, and that he exercised all due diligence to prevent its commission.

§ 401.17¹ Violations; detention.

(a) An officer may detain a vessel where:

(1) The tolls or charges levied against the vessel have not been paid; or

(2) A violation of the regulations of this subpart has taken place in respect of the vessel.

(b) A vessel detained pursuant to paragraph (a) (1) of this section shall be released where the unpaid tolls or charges are paid.

(c) A vessel detained pursuant to paragraph (a) (2) of this section may be released where a sum of money in an amount, determined by the Authority to be the maximum fine that may be imposed for the violation in respect of which the vessel has been detained, is deposited with the Authority as security for the payment of any fine that may be imposed.

(d) Where a sum of money has been deposited pursuant to paragraph (c) of this section, the Authority may:

(1) Return the deposit;

(2) Hold the deposit in trust as security for the payment of any fine that may be imposed; or

(3) Retain the deposit if the depositor agrees to retention by the Authority of the sum deposited.

(e) Although the master or the representative may have agreed to retention by the Authority of an amount deposited under paragraph (c) of this section, an action may be brought for the recovery of the amount deposited on the ground that there has been no violation of the regulations.

§ 401.18¹ Seizure and sale.

(a) Where a vessel has been detained pursuant to § 401.17 and payment of the tolls and charges or the fine imposed on conviction has not been made within 48 hours after:

(1) The time of detention, in the case of arrears of tolls and charges; or

(2) The imposition of the fine, in the case of conviction, the Authority may direct that the vessel or its cargo or any part thereof be seized.

(b) The Authority may, after giving such notice as it deems reasonable to a representative of the vessel, sell the vessel or cargo seized pursuant to paragraph (a) of this section.

(c) Any amount remaining from the proceeds of a sale held pursuant to paragraph (b) of this section shall, after deduction of the amount due for tolls and charges or the amount of the fine imposed on conviction together with the cost of the detention, seizure, and sale, be paid to the owner of the vessel or cargo or the mortgagee thereof, as the case may be.

§ 401.19 Copy of regulations to be kept on board.

A copy of the regulations and rules of this part shall be kept on board every vessel in transit on the Seaway.

§ 401.20 Boarding vessel.

For the purpose of enforcing the regulations of this subpart, an officer may board any vessel and:

- (a) Examine the vessel or its cargo; and
- (b) Inspect its crew.

§ 401.21 Discharge of refuse.

No vessel in transit shall emit sparks or excessive smoke or discharge oil, oil sludge, or other flammable or dangerous substance, or garbage, ashes, ordure, litter, or other materials, and no person shall deposit any such substance or material in waters or on land or structures under the jurisdiction of the Authority.

§ 401.22¹ Criminal penalty.

(a) A person who willfully violates a regulation or rule is subject to a fine not less than \$5,000 or more than \$50,000 or imprisonment for not more than 5 years or both.

(b) For the purpose of paragraph (a) of this section, a "person" is deemed to be anyone who:

- (1) Handles any vessel contrary to the provisions of these regulations or of any rules or directions of the Authority, or an officer thereof, given under the regulations or rules;

(2) Is a party to any act described in paragraph (b) (1) of this section; or

(3) Is the owner, charterer or master of any vessel by means of which any act described in paragraph (b) (1) of this section is committed.

§ 401.23² Civil penalty.

(a) A person, as described in paragraph (b) of § 401.22, who violates a regulation or rule is liable to a civil penalty of not more than \$10,000.

(b) In assessing or collecting any civil penalty incurred under paragraph (a) of this section, the Authority may, in its discretion, remit, mitigate, or compromise any penalty.

(c) Upon failure to collect a penalty levied under this section, the Authority may request the U.S. Attorney General to commence any action for collection in

any district court of the United States. A vessel by means of which a violation of a regulation or rule is committed shall be liable in rem and may be proceeded against accordingly.

Subpart B—Rules

PRECLEARANCE AND SECURITY FOR PAYMENT OF TOLLS

§ 401.101-1 Representative.

Except as provided in the rules relating to pleasure craft, §§ 401.107-1 to 401.107-7, every vessel intending to transit must be precleared by a representative who shall assume responsibility to the Authority for the payment of all tolls and charges to be incurred.

§ 401.101-2 Application for preclearance.

Application for preclearance will be made by the representative on Form SLS-429, a sample of which is shown in § 401.120-1. Application forms may be obtained from the St. Lawrence Seaway Authority, Cornwall, Ontario, or from the St. Lawrence Seaway Development Corporation, Massena, N.Y.

§ 401.101-3 Renewal application.

Where a preclearance has terminated by expiration of the representative's guarantee or because of a change in ownership or in the status of the representative or because of a change in the physical characteristics of the vessel, another application for preclearance must be made before further transit by the vessel.

§ 401.101-4 Approval of preclearance.

Preclearance may be approved by the Authority in writing, assigning a Seaway number, to which reference shall be made at all times when corresponding or making payments.

§ 401.101-5 Security for tolls.

Before transit, other than a transit restricted to the Sault Ste. Marie (Canada) Canal, by a vessel, other than a pleasure craft, security for the payment of tolls must be provided in one of the following ways:

(a) A money deposit with the Authority;

(b) A money deposit to the credit of the Authority with a bank in the United States or with a chartered bank in Canada;

(c) A deposit with the Authority of negotiable bonds of the Government of the United States or of the Government of Canada; or

(d) Furnishing the Authority with a letter of guarantee given by a bank referred to in paragraph (b) of this section.

§ 401.101-6 Amount of single vessel security.

The security for tolls in the case of one vessel shall be sufficient to cover the gross registered tonnage of that vessel at \$1 per ton for transit each way, or at \$2 per ton for a "round trip", and it shall

be maintained in an amount sufficient to cover each and every transit for which tolls have been incurred and are unpaid.

§ 401.101-7 Amount of fleet security.

Where a number of vessels are owned or controlled by the same person or company and have the same representative, the security for tolls may be provided in an amount estimated by the representative as being equal to \$1 per ton for the aggregate, maximum tonnage of such vessels to be within the Seaway at any one time, and it must be maintained in an amount sufficient to cover each and every transit for which tolls have been incurred and are unpaid.

CONDITION OF VESSELS

§ 401.102-1 Dimensions.

Vessels in excess of 730 feet in overall length or 75 feet 6 inches in extreme breadth including permanent fenders, if any, shall not transit under any circumstances.

§ 401.102-2 Draft.

Vessels shall not transit any part of the Seaway between Montreal and Lake Erie with a maximum draft in excess of 26 feet.

§ 401.102-3 Draft markings.

Vessels in excess of 65 feet in overall length must be correctly and distinctly marked on both sides at the bow and stern, and vessels in excess of 350 feet in overall length must also be so marked on both sides with midship draft markings. A Seaway officer may require the Master of any vessel to produce satisfactory evidence that draft markings are correct.

§ 401.102-4 Height.

No vessel shall transit any part of the Seaway if anything on the vessel extends more than 117 feet above water level. (See § 401.104-8 with regard to required advance information on the height of vessels.)

§ 401.102-5 Protruding bridges.

No vessel shall transit if any part of its bridges protrudes beyond the vessel's hull.

§ 401.102-6 Fenders.

If fenders are used, they shall either be permanently attached to the vessel or be made of such material as will remain afloat, and be securely fastened and suspended from the vessel in a horizontal position by means of a steel cable or a fiber rope. Fenders suspended from a vessel shall be slung in such a way that they may be raised or lowered so as to avoid damage to Seaway installations, and automobile or other tires shall not be used as fenders.

§ 401.102-7 Fender requirements.

Vessels carrying explosive or hazardous cargo must be equipped with fenders as specified in § 401.105-7, and fenders or other devices must be provided where

¹ Sections 401.22 and 401.23 apply only to that portion of the Seaway under the jurisdiction of the St. Lawrence Seaway Development Corporation.

any structural part of a vessel protrudes so as to endanger Seaway installations.

§ 401.102-8 Discharge pipes.

No vessel shall transit with pipes which discharge onto the top of a tieup or lock wall. Discharge pipes will be rigged to assure that overboard discharge will be diverted into the water.

§ 401.102-9 Landing booms.

Vessels in excess of 150 feet in overall length must be equipped with at least one adequate landing boom on each side.

§ 401.102-10 Radiotelephone equipment.

All self-propelled vessels, other than pleasure craft of less than 65 feet, must be equipped with VHF (very high frequency) radiotelephone equipment. The radio transmitters must have sufficient power output to enable the vessel to communicate with Authority stations from a distance of 30 miles and must be fitted to operate from the wheelhouse and to communicate on 156.55, 156.6, 156.7, and 156.8 MHz.

§ 401.102-11 Mooring lines.

(a) Mooring lines must be uniform throughout their length, fitted with a spliced eye not less than 8 feet long and must have sufficient strength to check the vessel. They must be arranged so that they may be led to either side of the vessel as required.

(b) Synthetic lines may be used for mooring at approach walls, tieup walls, and docks within the Seaway provided they have an appropriate breaking strength. Wire rope mooring lines must be used for securing in lock chambers unless otherwise permitted.

(c) The following table sets out minimum specifications for mooring lines:

Ship's overall length (feet)	Length of mooring line (feet)	Breaking strength (tons)
125 to 200.....	390	15
200 to 300.....	390	21
300 to 500.....	390	28
500 to 730.....	390	35

§ 401.102-12 Fairleads.

Mooring lines, and hawsers where permitted, must be led at the vessel's side through a type of fairlead acceptable to the Authority, and they shall not pass through more than two inboard fairleads which must be fixed in place and provided with free-running sheaves or rollers. When mounted flush with the hull, fairleads should be fendered to prevent the lines from being pinched between the vessel and a wall.

§ 401.102-13 Requirements for mooring lines and winches.

Minimum requirements with respect to mooring lines and winches and with respect to the location of fairleads on vessels are as follows:

(a) Vessels of 125 feet and less in overall length shall have at least two mooring lines or hawsers, one leading from the break of the bow and one from the quar-

ter. Both lines may be led through closed chocks and may be hand held.

(b) Vessels in excess of 125 feet and up to 200 feet in overall length shall have four mooring lines, two of which (one leading forward from the break of the bow and one leading astern from the quarter, or one leading astern from the break of the bow and one leading forward from the quarter) must be power operated from winches, capstans, or windlasses and must be led through a type of fairlead acceptable to the Authority. The two remaining lines may be led through closed chocks and may be hand held.

(c) Vessels in excess of 200 feet in overall length shall have four mooring lines, which must be power operated from the main drum of adequate power operated winches, and not from capstans or windlasses. All four mooring lines (two leading from the break of the bow and two from the quarter) must be led through a type of fairlead acceptable to the Authority.

(d) The following table sets out the requirements for the location of fairleads:

Overall length of vessel in feet	For mooring lines Nos. 1 and 2	For mooring lines Nos. 3 and 4
200 to 300.....	Between 30 and 80 ft. from the stem.	Between 30 and 90 ft. from the stern.
Over 300 to 400.	Between 40 and 100 ft. from the stem.	Between 50 and 110 ft. from the stern.
Over 400 to 500.	Between 40 and 110 ft. from the stem.	Between 50 and 130 ft. from the stern.
Over 500 to 600.	Between 50 and 130 ft. from the stem.	Between 60 and 150 ft. from the stern.
Over 600 to 730.	Between 60 and 160 ft. from the stem.	Between 70 and 170 ft. from the stern.

§ 401.102-14 Handlines.

Handlines must be of manila or other acceptable material and must have a minimum diameter of one-half inch and a minimum length of 100 feet and must not be knotted or weighted when they are to be used in the chamber of a lock.

§ 401.102-15 Anchor marking buoys.

An orange-colored anchor marking buoy, of an approved type and fitted with 75 feet of suitable line, shall be secured directly to each anchor so that it will mark the location of the anchor when it is dropped.

§ 401.102-16 Ballast.

Vessels must be adequately ballasted.

§ 401.102-17 Stern anchors.

It is strongly recommended that vessels in excess of 350 feet in overall length be equipped with a stern anchor rigged and ready for immediate use; all vessels in excess of 350 feet whose keels are laid after January 1, 1975, shall be equipped with stern anchors.

§ 401.102-18 Propeller direction alarms and r.p.m. indicators.

Vessels in excess of 260 feet in overall length shall be equipped with propeller direction/shaft r.p.m. indicators and, unless the vessel is bridge controlled or is equipped with an automatically syn-

chronized electric telegraph system or a device which renders it impossible to operate engines against orders from the bridge, visible and audible wrong-way propeller direction alarms located in the wheelhouse and the engine room.

§ 401.102-19 Pitch indicators.

Vessels equipped with a variable pitch propeller shall have a pitch indicator in the wheelhouse and in the engine room.

§ 401.102-20 Sewage and garbage disposal systems.

Vessels not otherwise equipped with containers for ordures shall be equipped with a sewage disposal system enabling compliance with applicable laws relative to sewage disposal. Garbage on a vessel shall be destroyed by means of an incinerator or other device, or it shall be retained on board in covered, leakproof containers until such time as it can be disposed of lawfully.

§ 401.102-21 Oily water separators.

Vessels which cannot contain waste oil products and bilge water containing waste oil products shall be equipped with oily water separators or other such equipment for the extraction of oil products from waste water before discharge.

§ 401.102-22 Rudder angle indicators.

Vessels in excess of 260 feet in overall length shall be equipped with rudder angle indicators located in the wheelhouse, and it is strongly recommended that the indicators or repeaters be arranged so that they are easily read from any position on the bridge.

§ 401.102-23 Gyrocompasses.

It is recommended that vessels be equipped with gyrocompasses.

§ 401.102-24 Radar equipment.

It is recommended that vessels be equipped with radar.

§ 401.102-25 Steering light.

Vessels shall be equipped with a steering light on the bow.

§ 401.102-26 Vessel inspection.

Vessels shall provide at least 24-hour notice of arrival to the nearest Seaway station prior to an initial transit or in case reinspection is required.

RADIO COMMUNICATIONS

§ 401.103-1 Listening watch.

As provided in the Seaway Regulations (Subpart A of this part), vessels shall be on radio listening watch on the assigned frequency while within a Seaway traffic control sector.

§ 401.103-2 Radiotelephone frequencies.

The Seaway stations operate on the following assigned VHF frequencies:

- 156.8 MHz (Channel 16)—Safety and calling.
- 156.7 MHz (Channel 14)—Working (Canadian stations other than Lakes Ontario and Erie).
- 156.6 MHz (Channel 12)—Working (U.S. stations).

156.55 MHz (Channel 11)—Working (Canadian stations, Lake Ontario, and eastern end of Lake Erie).

§ 401.103-3 Location of stations.

The Seaway stations are for vessel traffic control purposes only, and are located as follows:

Call letters	Call sign	Location
VDX20...	(Seaway Beauharnois.)	Upper Beauharnois Lock—traffic control sector No. 1.
KEF.....	(Seaway Eisenhower.)	Eisenhower Lock—traffic control sector No. 2.
VDX21...	(Seaway Iroquois.)	Iroquois Lock—traffic control sector No. 3.
WAG.....	(WAG Clayton.)	Clayton, N. Y.—traffic control sector No. 4.
VDX70...	(Seaway Picton.)	Picton, Ontario—traffic control sector No. 5.

Station	Control sector No.	Sector limits	Call in	Work	Listening watch
Seaway Beauharnois...	1	C.I.P. No. 2 to C.I.P. Nos. 6 and 7.	Ch. 14.	Ch. 14.	Ch. 14.
Seaway Eisenhower....	2	C.I.P. Nos. 6 and 7 to C.I.P. Nos. 10 and 11.	Ch. 12.	Ch. 12.	Ch. 12.
Seaway Iroquois.....	3	C.I.P. Nos. 10 and 11 to Whaleback Shoal.	Ch. 14.	Ch. 14.	Ch. 14.
WAG Clayton.....	4	Whaleback Shoal to Tibbetts Point.	Ch. 16.	Ch. 12.	Ch. 16.
Seaway Picton.....	5	Tibbetts Point to Mid Lake Ontario.	Ch. 11.	Ch. 11.	Ch. 16.
Seaway Oshawa.....	6	Mid Lake Ontario to C.I.P. No. 15.	Ch. 11.	Ch. 11.	Ch. 16.
Seaway Welland.....	6	C.I.P. No. 15 to C.I.P. No. 16.	Ch. 14.	Ch. 14.	Ch. 14.
Seaway Long Point....	7	C.I.P. No. 16 to Long Point.	Ch. 11.	Ch. 11.	Ch. 16.
Seaway Sault.....	8	C.I.P. No. 17 to C.I.P. No. 18.	Ch. 14.	Ch. 14.	Ch. 16.

(b) Initial calls originating from Seaway Stations to vessels in Sectors 4, 5, 7, and 8 will be on Channel 16, switching to the working channel for conversation.

(c) Vessels arriving at either Call-in-Point (CIP) 15 or 16 should call "Seaway Welland" on Channel 14. If the vessel is called directly into the canal, it will remain on Channel 14. If the vessel is not to come directly into the canal, it will be sent to anchorage and instructed to guard Channel 16 until called in.

§ 401.103-5 Calling in.

(a) Vessels intending to, or in transit, must report on the assigned frequency to the designated station when opposite calling-in-points, as indicated on the General Seaway Plan, and checkpoints, indicated hereunder, giving the following information:

C.I.P. and checkpoint	Station to call	Message content
C.I.P. 2—entering sector 1 (order of passing through established).	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo. 6. Pilot requirement—Lake Ontario.
C.I.P. 3—(order of passing through established).	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location.
Exiting Upper Beauharnois Lock.	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location. 3. ETA C.I.P. 7.
C.I.P. 7—leaving sector 1.	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location.
C.I.P. 7—entering sector 2.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.

Call letters	Call sign	Location
VDX72...	(Seaway Oshawa.)	Oshawa, Ontario—traffic control sector No. 5.
VDX22...	(Seaway Welland.)	St. Catharines, Ontario—traffic control sector No. 6.
VDX68...	(Seaway Long Point.)	Port Colborne, Ontario—traffic control sector No. 7.
VDX23...	(Seaway Sault.)	Sault Ste. Marie, Ontario—traffic control sector No. 8.

§ 401.103-4 VHF radio coverage and procedure.

(a) Vessels must use the channels of communication in each control sector as listed below:

C.I.P. and checkpoint	Station to call	Message content
C.I.P. 8—(order of passing through established).	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.
C.I.P. 8A.....	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.
Exiting Eisenhower Lock.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location. 3. ETA C.I.P. 11.
C.I.P. 11—leaving sector 2.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.
C.I.P. 11—entering sector 3.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
C.I.P. 12—(order of passing through established).	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
Exiting Iroquois Lock.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location. 3. ETA Whaleback Shoal.
Whaleback Shoal—leaving sector 3.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
Whaleback Shoal—entering sector 4.	WAG Clayton (call ch. 16; work ch. 12).	1. Name of vessel. 2. Location. 3. ETA Cape Vincent. 4. Confirmation pilot requirement—Lake Ontario.
Tibbetts Point—leaving sector 4.	WAG Clayton (call ch. 16; work ch. 12).	1. Name of vessel. 2. Location.

C.I.P. and checkpoint	Station to call	Message content
Tibbetts Point—entering sector 5.	Seaway Picton—ch. 11.	1. Name of vessel. 2. Location. 3. ETA Point Petre. 4. ETA Port Weller (C.I.P. 15) or Lake Ontario Port. 5. Pilot requirement—Port Weller.
Point Petre.....	Seaway Picton—ch. 11.	1. Name of vessel. 2. Location. 3. ETA Newcastle.
Newcastle.....	Seaway Oshawa—ch. 11.	1. Name of vessel. 2. Location. 3. Updated ETA Port Weller (C.I.P. 15) or Lake Ontario Port. 4. Confirmation pilot requirement—Port Weller.
C.I.P. 15—(order of passing through established).	Seaway Welland—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo. 6. Pilot requirement—Lake Erie.
Port Colborne Piers.	Seaway Welland—ch. 14.	1. Name of vessel. 2. Location. 3. ETA Long Point.
C.I.P. 16.....	Seaway Long Point—ch. 11.	1. Name of vessel. 2. Location.
Long Point—leaving sector 7.	Seaway Long Point—ch. 11.	1. Name of vessel. 2. Location.
C.I.P. 17.....	Seaway Sault—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo.
C.I.P. 18.....	Seaway Sault—ch. 14.	1. Name of vessel. 2. Location.
DOWNBOUND VESSELS		
C.I.P. 18.....	Seaway Sault—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo.
C.I.P. 17.....	Seaway Sault—ch. 14.	1. Name of vessel. 2. Location.
Long Point—entering sector 7.	Seaway Long Point—ch. 11.	1. Name of vessel. 2. Location. 3. ETA C.I.P. 16.
C.I.P. 16—(order of passing through established).	Seaway Welland—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo. 6. Pilot requirement—Lake Ontario.
Exiting Lock No. 1—Welland Canal.	Seaway Welland—ch. 14.	1. Name of vessel. 2. Location. 3. ETA Newcastle. 4. ETA Tibbetts Point or Lake Ontario Port. 5. Pilot requirement—Tibbetts Point.
C.I.P. 15.....	Seaway Oshawa—ch. 11.	1. Name of vessel. 2. Location.
Newcastle.....	Seaway Oshawa—ch. 11.	1. Name of vessel. 2. Location. 3. ETA Point Petre.

C.I.P. and checkpoint	Station to call	Message content
Point Peetre.....	Seaway Picton—ch. 11.	1. Name of vessel. 2. Location. 3. Updated ETA Tibbetts Point or Lake Ontario Port. 4. Confirmation river pilot requirement—Tibbetts Point.
Tibbetts Point—leaving sector 5.	Seaway Picton—ch. 11.	1. Name of vessel. 2. Location.
Tibbetts Point—entering sector 4.	WAG Clayton (call ch. 10; work ch. 12).	1. Name of vessel. 2. Location.
Cape Vincent—(after river pilot boards).	WAG Clayton (call ch. 10; work ch. 12).	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo. 6. ETA Whaleback Shoal.
Whaleback Shoal—leaving sector 4.	WAG Clayton (call ch. 10; work ch. 12).	1. Name of vessel. 2. Location.
Whaleback Shoal—entering sector 3.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location. 3. Destination. 4. Drafts, fore and aft. 5. Cargo.
C.I.P. 14.....	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
C.I.P. 13—(order of passing through established).	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
Exiting Iroquois Lock.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location. 3. ETA C.I.P. 10. 4. Harbor or river pilot requirement—St. Lambert.
C.I.P. 10—leaving sector 3.	Seaway Iroquois—ch. 14.	1. Name of vessel. 2. Location.
C.I.P. 10—entering sector 2.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.
C.I.P. 9—(order of passing through established).	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location. 3. ETA Snell Lock (if pilot required).
Exiting Snell Lock.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location. 3. ETA C.I.P. 6.
C.I.P. 6—leaving sector 2.	Seaway Eisenhower—ch. 12.	1. Name of vessel. 2. Location.
C.I.P. 6—entering sector 1.	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location.
C.I.P. 5—(order of passing through established).	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location.
Exiting Lower Beauharnois Lock.	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location. 3. Confirmation harbor or river pilot requirement—St. Lambert. 4. Montreal Harbor berth number. 5. VHF requirement—St. Lambert.
St. Lambert Lock to C.I.P. 2—leaving sector 1.	Seaway Beauharnois—ch. 14.	1. Name of vessel. 2. Location. 3. See par. (b) of this section.

(b) A downbound vessel in St. Lambert Lock wishing to communicate with Montreal Marine Control will switch to Channel 10 (156.5 MHz) for a Montreal Harbor situation report. After completing the call, the vessel will return to guarding Channel 14 (156.7 MHz) before exiting the lock. When the vessel has

cleared the downstream end of the lower approach wall of St. Lambert Lock, the master or pilot will call "Seaway Beauharnois" and request permission to switch to Channel 10 (156.5 MHz). Seaway Beauharnois will concur and advise the vessel of any upbound traffic cleared for Seaway entry but not yet at CIP 2. In the event of expected vessel meeting(s) between the downstream end of the lower approach wall and CIP 2, the downbound vessel will be told to remain on Channel 14 (156.7 MHz) until the meet has been completed. After the meeting, the downbound vessel will call back before going to Channel 10 (156.5 MHz).

(c) Exiting a lock refers to the period of time during which the vessel is underway to leave the lock prior to the time when its stern clears the lock chamber.

(d) Changes in information provided under paragraph (a) of this section shall be reported to the appropriate Seaway Station.

§ 401.103-6 Communication — ports, docks and anchorages.

(a) Vessels arriving at ports, docks, and anchorages shall report to the appropriate Seaway Station, giving an estimated time of departure, if possible and, at least 4 hours prior to departure, vessels departing ports, docks, and anchorages shall report in the same way giving their destination and ETA at the next checkpoint.

(b) Vessels entering or leaving a lake port, shall report to the appropriate Seaway Station as follows:

Toronto and Hamilton—1 mile outside of harbor limits. Other lake ports—when crossing the harbor entrance.

TRANSIT INSTRUCTIONS

§ 401.104-1 Navigation season.

Navigation on the Seaway will open and close on the following dates in each year, subject to changes appropriate to weather and ice conditions or vessel traffic demands:

	Open	Close
South Shore, Beauharnois, Wiley-Dondero, and Iroquois.....	Apr. 1	Dec. 16
Welland Canal.....	Apr. 1	Dec. 31
Canadian Sault Ste. Marie Canal.....	Apr. 4	Dec. 12

§ 401.104-2 Special instructions.

Special instructions must be applied for to the Authority in connection with the intended transit of vessels of unusual design, hulks, sections of vessels, large dredges and all vessels in tow, and such vessels shall not transit except in strict compliance with such instructions.

§ 401.104-3 Compliance with instructions.

The Master of a vessel shall comply promptly with all transit instructions given by an officer or a station, and, if an instruction to move a vessel is not complied with, the Authority, in addition to any other duly authorized action, may relocate the vessel with respect to which the instruction was given.

§ 401.104-4 Available depths and drafts.

Main Seaway channels have a controlling depth of 27 feet, and the loading, draft, and speed of a vessel in transit shall be controlled by the Master, according to the vessel's individual characteristics and its tendency to list or squat, so as to avoid striking bottom. Draft shall not, in any case, exceed the maximum permissible draft which is prescribed by the Authority or notified by an officer or a station for the part of the Seaway in which a vessel is in transit.

§ 401.104-5 Maximum draft for Sault Ste. Marie Canal.

Vessels shall not transit the Sault Ste. Marie (Canada) Canal with a draft in excess of the maximum permissible draft currently prescribed by the Authority for the canal in question and unless the available depth of water on the appropriate controlling point for draft exceeds by at least 3 inches the maximum draft of the vessel at the time.

§ 401.104-6 Inadequate ballast.

Vessels, which are in the opinion of an authorized officer not adequately ballasted, may be refused transit or may be delayed.

§ 401.104-7 Reporting accidents or incidents.

No vessel shall transit unless the vessel, its cargo and equipment or machinery are in a condition to allow safe and expeditious transit, and every accident or incident during transit must be reported as soon as possible to the nearest Seaway Station.

§ 401.104-8 Furnishing information re height of vessel.

Vessels, any part of which extends more than 110 feet above water level, shall not transit any part of the Seaway until precise information concerning the height of the vessel has been furnished to the Seaway Station.

§ 401.104-9 Speed.

Maximum speed for vessels in excess of 40 feet in overall length shall not exceed that shown for designated areas in the following table and every vessel underway shall proceed at a reasonable speed, so as not to cause undue delay to other vessels.

From--	To--	Maximum speed over the bottom (m.p.h.)
Upper entrance Beauharnois Lock Buoy 5B.	Lake St. Francis Buoy 27F.	10 upbound (8.6 knots). 12 downbound (10.4 knots).
Lake St. Francis Buoy 27F.	Lake St. Francis Buoy 87F.	18 (15.5 knots).
Lake St. Francis Buoy 87F.	Snell Lock.....	10 upbound (8.6 knots). 12 downbound (10.4 knots).
Eisenhower Lock.	Richards Point Light 55.	13 (11.3 knots).
Richards Point Light 55.	Morrisburg buoy 84.	15 (13 knots).
Morrisburg buoy 84.	Ogden Island buoy 99.	13 (11.3 knots).
Ogden Island buoy 99.	Blind Bay 1/2 mile east of Light 162.	15 (13 knots).
Blind Bay 1/2 mile east of Light 162.	Deer Island Light 186.	13 (11.3 knots).

From—	To—	Maximum speed over the bottom (m.p.h.)
Deer Island Light 186.	Bartlett Point Light 227.	16 upbound (8.6 knots), 12 downbound (10.4 knots). 15 (13 knots).
Bartlett Point Light 227.	Tibbetts Point.....	13 (11.3 knots).
Junction of Canadian Middle Channel and Maiti Channel abreast of Ironsides Island.	Open waters between Wolfe and Howe Islands through the said Middle Channel.	9 (7.8 knots).
Lock 1, Welland Canal.	Outer Piers, Port Weller Harbor.	9 (7.8 knots).
Port Robinson....	Ramey's Bend through the Welland By-Pass.	7 (6.1 knots).
All other canals.....		7 (6.1 knots).

§ 401.104-10 Meeting and passing.

(a) The meeting and passing of vessels shall be governed by the Rules of the Road for the Great Lakes.

(b) Meeting other vessels is prohibited within the limits of approach signs at bridges.

§ 401.104-11 Restriction on overtaking.

Except as instructed by the Vessel Traffic Controller, vessels shall not overtake and pass or attempt to overtake and pass another vessel:

(a) In any canal;
(b) Within 2,000 feet of a canal entrance;

(c) After the order of passing through has been established by the Vessel Traffic Controller; or

(d) Between the western end of the Vidal Shoal Cut and the upper entrance of the Sault Ste. Marie (Canada) Lock.

§ 401.104-12 Speed passing moored vessel or working equipment.

A vessel passing a moored vessel or equipment working in a canal shall proceed at such a speed so as not to endanger the moored vessel or the occupants thereof.

§ 401.104-13 Order of passing through.

Vessels shall advance to a lock in the order instructed by the Vessel Traffic Controller.

§ 401.104-14 Mooring at tieup walls.

Upon arrival at a lock, a vessel awaiting instructions to advance shall moor at the tieup wall and well close up to the designated limit of approach sign or to any vessel preceding it.

§ 401.104-15 Limit of approach to a lock.

A vessel approaching a lock or guard gate will be governed by the associated signal light system, and in no case shall its stem pass the appropriate limit of approach sign while a red light or no light is displayed.

§ 401.104-16 Cargo booms.

Vessels shall have cargo booms secured in their housings in a manner which affords maximum visibility from the wheelhouse.

§ 401.104-17 Preparing mooring lines for passing through.

Before a vessel enters a lock, sufficient lengths of mooring lines to reach the mooring posts on the lock walls shall be drawn off the winch drums and laid out on the deck. The eye of the mooring line shall be passed outward through the fairleads at the side to be ready for service.

§ 401.104-18 Entering a lock—general.

A vessel shall not proceed into a lock so that the stem passes the "Stop" sign on the lock wall nearest the closed gates, and it shall be positioned and moored as directed by the lockmaster.

§ 401.104-19 Tandem lockage.

When two or more vessels are being locked together, vessels astern of the leading vessel shall come to a full stop a sufficient distance from the preceding vessel to avoid a collision and shall be moved into mooring position as directed by the lockmaster.

§ 401.104-20 Passing handlines.

Handlines will be secured to the mooring lines and passed as follows:

(a) A downbound vessel shall use its own handlines, secured to the eye at the end of the mooring lines, which shall

be passed to the linesmen at the lock as soon as the vessel passes the open gates.

(b) Handlines will be cast down to upbound vessels from the lock as soon as the vessel passes the open gates, except as provided in paragraph (c) of this section, and shall be secured to the mooring lines 2 feet back of the splice of the eye by means of a clove hitch.

(c) At Iroquois Lock and Lock 3, Welland Canal, a vessel transiting in either direction shall use its own handlines secured to the eye at the end of the mooring lines, which shall be passed to the linesmen at the lock as soon as the vessel passes the open gates.

§ 401.104-21 Precautions in passing lines.

Knotted or weighted handlines shall not be used in the chamber of a lock, and mooring lines shall not be cast over the side of a vessel in a manner dangerous to a lock crew.

§ 401.104-22 Mooring tables.

Unless otherwise directed by the officer in charge, vessels passing through locks in the South Shore, Beauharnois, Wiley-Dondero, Iroquois, Welland, and Canadian Sault Ste. Marie Canals shall moor at the side of the tieup wall or lock as shown in the following tables:

MONTREAL TO IROQUOIS								
[S=Starboard, P=Port, Upb=Upbound, Dnb=Downbound.]								
South Shore		Beauharnois			Wiley-Dondero			
St. Lambert	Cote Ste. Catharine	Lower	Pool	Upper	Snell	Eisenhower	Iroquois	
Locks:								
Upb.....	P	P	S	S	S	S	P	P
Dnb.....	S	S	P	P	P	P	S	S
Tie-up walls:								
Upb.....	S	S	P	P	S	S	S	S
Dnb.....	P	P	P	S	S	P	P	P

WELLAND CANAL								
[S=Starboard, P=Port, Upb=Upbound, Dnb=Downbound.]								
1	2	3	4	5	6	7	Guard gate	8
Locks:								
Upb.....	S	P	P	P	P	P	S	S
Dnb.....	P	S	S	P	P	P	P	P
Tie-up walls:								
Upb.....	S	S	S	S	S	S	S	P or S
Dnb.....	P	P	P	S	S	P	P	P or S

CANADIAN SAULT STE. MARIE	
Lock:	
Upb.....	S
Dnb.....	P
Tie-up walls:	
Upb.....	P
Dnb.....	P

§ 401.104-23 Mooring procedure in locks.

Mooring lines shall only be placed on the mooring posts as directed by the lockmaster, the lines leading astern normally

being placed on the posts first, and winches from which the mooring lines run shall not be operated until the lockmaster or a linesman has signaled that the line has been placed on the post.

§ 401.104-24 Emergency procedure.

When the speed of a vessel entering a lock chamber has to be checked immediately, either the Master or the lockmaster shall order all mooring lines to be put out as soon as possible, and the Master shall signal a full check by sounding a series of five or more short blasts.

§ 401.104-25 Attending lines.

A vessel's lines must be under visual control and attended by members of its crew, during the time it is passing through a lock; where lines are hand held for tension control, each line must be attended by at least one member of its crew while the vessel is within the lock chamber.

§ 401.104-26 Leaving a lock.

Mooring lines shall only be cast off as directed by the lockmaster, and a vessel shall not proceed out of a lock until the exit gates, ship arresters and the bridge, if any, are in a fully open position.

§ 401.104-27 Turning basins.

A vessel shall not be turned about in any canal, except with permission from the Vessel Traffic Controller and then only at the following locations:

- South Shore Canal:
 - (a) Turning Basin No. 1—Opposite Brosard.
 - (b) Turning Basin No. 2—Immediately below Cote Ste. Catharine Lock.
- Welland Canal:
 - (a) Turning Basin No. 1—Opposite Ste. Catharines Wharf for vessels up to 350 feet.
 - (b) Turning Basin No. 2—Between Lock 7 and Guard Gate for vessels up to 600 feet.
 - (c) Turning Basin No. 3—Immediately south of Bridge 12.
 - (d) Turning Basin No. 4—North of Lock No. 8 for vessels up to 550 feet.
 - (e) Vessels up to 260 feet may be permitted to turn at the following locations:
 - (1) North end of Wharf No. 1,
 - (2) Tieup wall above Lock 1,
 - (3) Tieup wall below Lock 2,
 - (4) Wharf No. 9,
 - (5) Between the southerly extremities of Wharves 18-2 and 18-3.

§ 401.104-28 Dropping anchor or tying to canal bank.

Except in an emergency, a vessel shall not drop anchor in any canal or tie up to a canal bank unless so instructed by the Vessel Traffic Controller.

§ 401.104-29 Anchorage areas.

Designated anchorage areas are as follows:

Lake St. Louis....	Point Fortier.
Beauharnois Canal.	Melocheville.
Lake St. Francis..	St. Zotique and Dickerson Island.
Lake St. Lawrence..	Wilson Hill Island and Morrisburg.
St. Lawrence River..	Prescott and Union Park.
Lake Ontario.....	Off Port Weller.
Lake Erie.....	Off Port Colborne.

§ 401.104-30 Reporting position at anchor, wharf, etc., and resuming transit.

A vessel anchoring in a designated anchorage area, or otherwise, and a vessel mooring at a wharf or dock, tying up

to a canal bank or being held on a canal bank in any manner shall immediately report its position to the Vessel Traffic Controller, and it shall not resume its voyage without the Vessel Traffic Controller's permission.

§ 401.104-31 Signaling approach to bridge.

Unless the vessel's approach has been recognized by a flashing red signal light, three distinct blasts shall be sounded by a vessel when it comes abreast of any of the bridge "Whistle" signs, which have been placed at distances varying between 2,200 and 4,600 feet, upstream and downstream from moveable bridges at other than lock sites.

§ 401.104-32 Limit of approach to a bridge.

A vessel shall not pass the "Limit of Approach" sign at any movable bridge until such bridge is in a fully open position and the light shows green, and it shall not pass the sign at the twin railway bridges on the South Shore Canal at Caughnawaga or at Bridges 20 and 21 on the Welland Canal, until both bridges are in a fully open position and both lights show green.

§ 401.104-33 Vessels in tow.

A vessel that is not self-propelled shall not be underway in any canal unless it is securely tied to an adequate tug or tugs.

§ 401.104-34 Combined beam.

A tug shall not be fastened alongside a vessel so that the total beam exceeds 55 feet in the case of the Sault Ste. Marie (Canada) Canal or 75 feet, 6 inches in the case of any other canal.

§ 401.104-35 Position of single tug.

Where one tug has been authorized by special instructions for towing a particular vessel, it shall be fastened astern or alongside the quarter of the vessel, and, while underway,

(a) The wheelsman of the tug shall have an unobstructed view of the full outline of the deck of the towed vessel at the bow and of the water in front of the tow, or

(b) A deck officer shall be on the deck of the towed vessel to signal directions to the wheelsman of the tug.

§ 401.104-36 Two tugs.

Where two tugs are required by special instructions for towing a particular vessel, one shall be on a line ahead of the towed vessel and the other on a line astern. (Two adequate tugs shall be required for a tow in excess of 200 feet, except that specially constructed low barges, designed to be pushed by a tug at the center of the stern, may be permitted to transit with only one tug.)

§ 401.104-37 Towing more than one vessel.

Where one tug has been authorized by special instructions for towing more than one vessel, it shall be fastened alongside or astern of the vessels; otherwise a tug shall not tow more than one vessel in any

canal, and, before arriving at the entrance of a canal, it must arrange with the Vessel Traffic Controller for mooring and leaving in the charge of a competent person any vessel which cannot be proceeded with immediately.

§ 401.104-38 Obstructing navigation.

A vessel shall not drop anchor or be fastened or moored so as to obstruct or hinder navigation.

§ 401.104-39 Interference with aids to navigation.

Aids to navigation shall not be interfered with or moored to, and no unauthorized person shall set out buoys or navigation markers on the Seaway.

§ 401.104-40 Loss of anchor.

The loss of an anchor shall be marked with a buoy and reported immediately to the Vessel Traffic Controller with particulars of its precise location.

§ 401.104-41 Searchlights.

A searchlight shall not be used in such a manner that its rays can interfere with the operation of a Seaway structure or of a vessel.

§ 401.104-42 Smoke.

A vessel in any canal shall take all necessary precautions to avoid the emission of sparks and excessive smoke, and it shall not blow boiler tubes.

§ 401.104-43 Damaging or defacing Seaway property.

The master of a vessel in transit shall navigate so as to avoid damage to Seaway property, and he shall prevent defacement of same by any member of the vessel's crew.

§ 401.104-44 Disembarking.

Members of the crew of a vessel passing through may disembark or board for the purpose of carrying out essential duties only as directed by the master.

§ 401.104-45 Prevention of oil pollution.

No vessel in transit shall discharge, dump, or pump oil products or bilge containing oil products into the Seaway or adjacent waters. A record shall be kept by vessels of each location within the Seaway or adjacent waters where bilge water has been discharged.

§ 401.104-46 Deck cargo.

Cargo or containers carried on deck, either forward or aft, shall be stowed in a manner which permits an unrestricted view from the wheelhouse for the purpose of navigation and does not interfere with mooring equipment.

§ 401.104-47 Reporting navigation aid deficiencies.

Any aid to navigation that is extinguished, damaged, out of position, or missing shall be reported to the nearest Seaway station.

DANGEROUS CARGO

§ 401.105-1 General conditions.

Vessels carrying fuel oil, gasoline, crude oil, or other flammable goods in

bulk, including empty tankers which are not gas free, and vessels carrying dangerous goods to which regulations made under the Canada Shipping Act, or to which the Dangerous Cargo Act of the United States or regulations issued pursuant thereto, apply, shall be deemed to carry dangerous cargo, and they may transit only if all requirements of the statutes and regulations cited and of §§ 401.105-2 to 401.105-11 have been fulfilled.

§ 401.105-2 Explosive vessel.

A vessel carrying:

(a) Explosives with a mass explosive risk, including ammonium nitrate when it falls into this classification; or

(b) More than 10 tons of explosives which do not explode en masse; or

(c) More than 100 tons of explosives having a fire hazard with minor or no explosive effects

shall be deemed for Seaway purposes to be an explosive vessel.

§ 401.105-3 Explosives permit.

An explosive vessel shall not transit without a Seaway explosives permit, which shall not be granted where a vessel carries more than 2 short tons of explosives with a mass explosive risk, more than 50 short tons of explosives which do not explode en masse, or more than 500 short tons of explosives having a fire hazard without explosive effects.

§ 401.105-4 Application for permit.

Written application for a Seaway explosives permit may be made to the Director of Operations, the St. Lawrence Seaway Authority, Cornwall, Ontario, or to the Director of Operations, St. Lawrence Seaway Development Corporation, Massena, N.Y., and it shall show that the goods are packed, marked, labeled, described, certified, stowed, and otherwise conform with all relevant regulations of the country in which they were loaded and of Canada and the United States.

§ 401.105-5 Production of explosives permit.

A signed copy of a Seaway explosives permit and a true copy of any certificate as to the loading of dangerous goods shall be kept on board a vessel in transit and made available to any officer requiring production of same.

§ 401.105-6 Hazardous cargo vessel.

A tanker vessel carrying fuel oil, gasoline, crude oil, or other flammable goods in bulk, including tankers which are not gas free, and also a dry cargo vessel carrying other dangerous cargo, which is:

(a) In excess of 50 tons of gases, compressed, liquefied, or dissolved under pressure;

(b) In excess of 50 tons of inflammable liquids of the low flashpoint group;

(c) In excess of 50 tons of organic peroxides;

(d) In excess of 100 tons of oxidizing substances;

(e) In excess of 100 tons of inflammable liquids of the intermediate flashpoint group;

(f) In excess of 100 tons of inflammable solids or spontaneously combustible substances;

(g) In excess of 100 tons of substances emitting inflammable gases when wet;

(h) In excess of 100 tons of poisonous (toxic) substances;

(i) In excess of 100 tons of infectious substances;

(j) In excess of 200 tons of corrosive substances; or

(k) In excess of 500 tons of inflammable liquids of the high flashpoint group

shall be deemed for Seaway purposes to be a hazardous cargo vessel.

§ 401.105-7 Nonmetallic fenders.

An explosive vessel and a hazardous cargo vessel, other than one carrying the equivalent of Bunker C oil in the center tanks and which is equipped with gas free ballast wing tanks, must be equipped with a sufficient number of nonmetallic fenders to prevent any metallic part of the vessel from touching the side of a dock or lock wall.

§ 401.105-2 Signals—explosive vessel.

An explosive vessel must display at the masthead or at an equivalent, conspicuous position, a B Flag by day and a red light by night, both visible all around the horizon for a distance of at least 2 miles.

§ 401.105-9 Signals—hazardous cargo vessel.

A hazardous cargo vessel must display at the masthead or at an equivalent, conspicuous position, a B Flag superior to numeral pennant No. 1 by day and a red light by night, both visible all around the horizon for a distance of at least 2 miles.

§ 401.105-10 Calling in.

An explosive vessel shall report the Seaway explosives permit number, and both explosive and hazardous cargo vessels shall report the nature of their cargo and its flashpoint (hazardous cargo), in addition to the other required information, when calling in as provided by § 401.103-5.

§ 401.105-11 Safety restrictions for passing through.

The passing through of explosive vessels and hazardous cargo vessels may be directed in a special manner by the officer in charge.

§ 401.105-12 Gas freeing and cleaning of tankers.

Gas freeing and cleaning of cargo tanks shall not take place in a canal or lock and shall be restricted to areas clear of other vessels and structures and only after it has been reported to the nearest Seaway station.

TOLL ASSESSMENT AND COLLECTION

§ 401.106-1 Transit declaration.

The Seaway transit declaration form (cargo and passenger), must be forwarded to the Authority within 14 days after a vessel, other than a pleasure craft of less than 350 tons, first enters the Seaway. Forms may be obtained from the

St. Lawrence Seaway Authority, Cornwall, Ontario, or from the St. Lawrence Seaway Development Corporation, Massena, N.Y.

§ 401.106-2 Revised transit declaration.

Where a transit declaration is found to be inaccurate, concerning the destination, cargo or passengers, the representative must immediately forward to the Authority a new, revised declaration.

§ 401.106-3 Statistics Canada.

The information set out in the transit declaration will be transmitted by the St. Lawrence Seaway Authority to Statistics Canada, thus satisfying the requirements of the Statistics Act of Canada. The St. Lawrence Seaway Development Corporation will furnish the required statistical data in the United States.

§ 401.106-4 Toll accounts.

Transit declarations will be used in assessing toll charges in accordance with the St. Lawrence Seaway Tariff of Tolls, and toll accounts will be forwarded in duplicate to the representative or his designated agent.

§ 401.106-5 Payment of accounts.

Tolls accounts are payable when rendered, in Canadian or American funds as indicated on the accounts, and adjustments, if any, will be reflected in a subsequent account.

§ 401.106-6 Surcharge.

Unless a tolls account is paid within 14 days from the date shown on the account, a surcharge, in an amount not to exceed 5 percent of the amount due, may be added. Where a transit declaration is not forwarded within the 14 days allowed, the account will be antedated to the date when it would have been prepared if the declaration had been forwarded in time; and the surcharge may be added, unless the account is paid within 14 days of the date shown on the account.

§ 401.106-7 Producing cargo manifests.

In every case of a vessel carrying cargo to or from an overseas port, duplicate copies of the cargo manifest, duly certified, shall be forwarded with the transit declaration. In any case, a copy of the manifest, duly certified by the representative, shall be made available to an officer as required. A weigh-scale certificate or similar document taking the place of the cargo manifest may be accepted in lieu thereof.

§ 401.106-8 In-transit cargo.

Cargo, which is carried both upbound and downbound in the course of the same voyage, shall be reported in the transit declaration, but this cargo may be deemed to be ballast and not subject to toll assessment.

§ 401.106-9 Off-loaded weights.

The loaded or manifest weight of cargo must be shown for tolls assessment purposes, except in the case of petroleum products where gallonage meters are not

available at the point of loading, in which case off-loaded weights will be acceptable.

PLEASURE CRAFT

§ 401.107-1 Transit by pleasure craft.

Pleasure craft, other than those without adequate motor power, may transit the Seaway and are subject to all Seaway regulations except as provided in this section.

§ 401.107-2 Smaller craft not subject to preclearance.

Pleasure craft of less than 350 tons in weight need not be precleared with the Authority.

§ 401.107-3 Minimum size permitted in certain canals.

Pleasure craft of less than 20 feet in overall length or 1 ton in weight shall not be permitted to pass through the locks in the following canals:

- South Shore Canal,
- Beauharnois Canal,
- Wolland Canal.

§ 401.107-4 Radio communications.

Pleasure craft of less than 65 feet in overall length need not

- (a) Be on radio listening watch; and
- (b) Give notice of arrival by calling in as prescribed in §§ 401.103-2 to 401.103-6.

§ 401.107-5 Order of passing through.

The transit of pleasure craft shall be scheduled by the officer in charge and may be delayed so as to avoid interference with other shipping.

§ 401.107-6 Pleasure craft toll tickets.

Tolls, in accordance with the St. Lawrence Seaway Tariff of Tolls, shall be paid by pleasure craft for the transit of each Seaway lock, other than locks on the Sault Ste. Marie (Canada) Canal, by means of \$2 tickets or \$3 tickets that may be purchased at the St. Lawrence Seaway Authority, corner of Pitt and Second Streets, Cornwall, Ontario, or from the St. Lawrence Seaway Development Corporation, Seaway Circle, Massena, N.Y. Tickets may also be purchased from pleasure craft organizations or yacht clubs that have obtained them from the Authority.

§ 401.107-7 Payment of tolls.

Payment of tolls shall be made by the person in charge of a pleasure craft while the craft is within the lock chamber. All pleasure craft in excess of 350 tons are subject to the regular tolls applicable to cargo and passenger vessels.

FORMS

§ 401.120-1 Preclearance form.

The St. Lawrence Seaway Application for Vessel Preclearance, Form SLS-429.

INSTRUCTIONS

The application form attached is to be completed for each vessel by its representative in duplicate and submitted to the St. Lawrence Seaway Authority, 202 Pitt Street, Cornwall, ON, or to the St. Lawrence Sea-

way Development Corporation, Massena, N.Y.

Upon approval of an application, one copy bearing the Seaway number assigned to the vessel will be returned to the representative.

The representative will be responsible for the documentary and financial arrangements with respect to each transit of the vessel.

When the representative is a corporation, a resolution will be required authorizing the execution of the Certificate of Guarantee unless it is signed by the President and the Secretary-Treasurer and bears the seal of the company.

A new application will be required where the guarantee endorsed on this application has expired or has been canceled, for each change of representative or of his address, and after a change in ownership or any major revision in the physical characteristics of the vessel.

NOTICE

No vessel is precleared until this application has been approved by the Authority.

Seaway No. _____

PART I—REGISTRATION

1. Registration of Vessel:
 - (a) Name _____
 - (b) Country of registry _____
 - (c) Port _____
 - (d) Official number of letters _____
2. Insurance: Liability insurance must be equal to or exceed \$40 per gross registered ton.
 - (a) Amount of liability insurance coverage on the vessel, (P & I) _____
 - (b) Names of underwriters _____

3. Representative responsible for payment of tolls and charges:

- (a) Name _____
- (b) Address _____
- (c) Telephone No. _____

4. Certificate of guarantee:

The undersigned hereby accepts responsibility for the carrying out of the obligations of the representative pursuant to the Seaway Regulations, including the accurate completion of Part II, hereof, and hereby undertakes to make payment of all moneys that may become due by this vessel for tolls and charges during the full term of this certificate, which undertaking will remain in force notwithstanding the earlier expiration of this certificate.

The undersigned also agrees that security for the payment of tolls, which may be provided by him during the currency of this certificate, shall be subject to summary forfeiture in the event of noncompliance by him with the Seaway circulars or Authority bylaws relating to the payment of tolls and charges.

This certificate shall be good and binding:

- (a) Until the Authority is otherwise advised in writing by the undersigned, or
- (b) For the following voyage: _____

Dated at _____ this _____ day of _____, 19____

Signed _____

NOTE—Approval of this application does not constitute acceptance of the fact that the vessel is in a condition satisfactory to the Authority.

IMPORTANT—RETURN BOTH COPIES

PART II—INFORMATION ON VESSEL

The furnishing of inaccurate information is an offense under the Seaway Regulations.

1. Managing Owner or Operator of the Vessel:

- (a) Name of company _____

- (b) Address _____
- 2. Type of vessel:
 - (a) Cargo _____ ()
 - (b) Tanker _____ ()
 - (c) Passenger only _____ ()
 - (d) Cargo/passenger (more than 12 passengers) _____ ()
 - (e) Cargo/passenger (under 12 passengers) _____ ()
 - (f) Under tow _____ ()
 - (g) Dredge _____ ()
 - (h) Scow -- () Barge -- () Tank Barge _____ ()
 - (i) Tug _____ ()
 - (j) Naval (MIL) _____ ()
 - (k) Government _____ ()
 - (l) Other (specify) _____ ()

3. Type of service for which constructed:

- (a) Inland _____ ()
- (b) Ocean _____ ()

4. Specifications:

- (a) Gross tons _____
- (b) Net tons _____
- (c) Length (overall) _____
- (d) Extreme breadth (including fenders) _____
- (e) Molded depth _____

NOTE—It is of the utmost importance to furnish the precise overall length of all vessels in order that traffic controllers may arrange lockages accordingly.

	Yes	No
Sewage disposal system _____	()	()
Oily water separator _____	()	()
Wrong way prop alarm _____	()	()
Prop locking device _____	()	()
Bow thruster _____	()	()
Bridge controlled _____	()	()
Rudder indicator _____	()	()
Engine r.p.m. indicator _____	()	()
Gyrocompass _____	()	()
Radar _____	()	()

(68 Stat. 92-97, 33 U.S.C. 981-990, as amended, and sec. 104, Public Law 92-340, 86 Stat. 424, 49 CFR 1.50a (87 FR 21943))

Effective date: April 15, 1973.

ST. LAWRENCE SEAWAY DEVELOPMENT CORPORATION,
[SEAL] D. W. OBERLIN,
Administrator.

[FR Doc. 73-6123 Filed 3-30-73; 8:45 am]

Title 41—Public Contracts and Property Management

CHAPTER 4—DEPARTMENT OF AGRICULTURE

PART 4-3—PROCUREMENT BY NEGOTIATION

PART 4-7—CLAUSES

Research Agreements With Educational Institutions

This amendment involves matters relating to agency management and contracting and while not subject by law to the notice and public procedure requirements for rulemaking under 5 U.S.C. 553 is subject to the Secretary's statement of policy (36 FR 13804). The amendment corrects or clarifies existing policy and embodies already existing Government-wide policy established by the Office of Management and Budget. No useful purpose would be served by public participation, and it is found upon good cause, in accordance with the Secretary's policy statement, that notice and other public procedures with respect to the amendment are impracticable and unnecessary.