

SAULT STE. MARIE CANAL

NATIONAL HISTORIC SITE OF CANADA

How to Lock Through



WELCOME



One of Canada's heritage canals, Sault Ste. Marie Canal National Historic Site of Canada is maintained and operated by Parks Canada to protect and present the site's cultural and natural features, as well as to provide a safe navigable channel between Lake Huron and Lake Superior.

In 1998, a new recreational lock, constructed within the historic lock, was opened at the Sault Ste. Marie Canal. Boaters can enjoy the scenic view and historic setting while passing through the canal.

The Sault Ste. Marie Canal is located on the St. Marys River (recently designated a National Heritage River), in the downtown core of the city. The lock is operated between May 15 and October 15, in partnership with the City of Sault Ste. Marie.



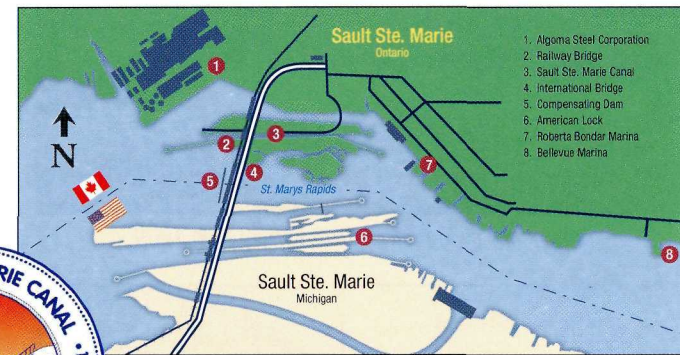
– LOCKING THROUGH SAFELY –

LOCKS ARE DESIGNED TO RAISE AND LOWER BOATS from one water level to another. They were built, along with a series of dams, to bypass rapids and waterfalls. In some locations, two or more locks are joined together to overcome greater changes in water levels.

Locking through safely on heritage canals involves four basic steps – approaching the lock, entering the lock, what to do once inside the chamber and exiting the lock.

1- APPROACHING THE LOCK

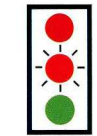
PLEASE OBEY ANY POSTED SPEED LIMITS between locks or out on the open water. Excessive wake can erode the shoreline, damage docked boats and injure employees operating the lock.



Keep the channel near the lock gates clear to allow boats departing or entering the lock a safe and easy passage.



Contact the lockmaster for **Dispatch for Lockage**. The radio call sign for Sault Ste. Marie Canal National Historic Site of Canada recreational lock is: **VDX 23, Canadian Canal on Channel 14** (marine radio). Vessels not equipped with marine radios should be brought to the **Blue Zone**, located above and below the lock (this is a temporary holding area for boats waiting to lock through). Instructions are often given over a P.A. system.



RED – Wait
FLASHING RED – Lock is being prepared
GREEN – Proceed into the lock

2- ENTERING THE LOCK

IT IS VERY IMPORTANT to remember that during the entire locking through process, you are under the direction of lock operations staff, so please observe their hand signals or verbal commands.

Safe Mooring Entering Lock – On Green Light Only!

Enter First – Tour Boats or Commercial Vessels
 Enter Second – Pleasure Craft

After the lock gates are fully open and departing vessels are clear, the lockmaster will direct you to enter the lock. Approach the lock chamber cautiously and follow the instructions of staff. Be aware of wind speed, wind direction and possible cross currents. Concentrate on coming in straight and under control, using reverse gear to slow the boat down. Should your vessel get too close to the lock wall, use a boat hook to push yourself off. **Never use your hands or feet to fend a moving boat off a lock wall.** Your crew (adults if possible) should be posted at the bow and stern of your boat, with mooring lines free of knots and ready to use.



As you approach the north lock wall, have your crew members ready to loop their vessel lines around the black drop cables. **Do not tie mooring lines to the cables** (see illustration).

3 - INSIDE THE LOCK CHAMBER

ONCE YOU HAVE SAFELY POSITIONED YOUR VESSEL inside the lock chamber, and looped the bow and stern lines around the black drop cables, follow these steps (these safety symbols appear on lock gate signs at the lock station):



Turn off all ignition switches (engine, generators, etc.). Don't restart or idle your engine during lockage.



Turn off all open-flame appliances, including pilot lights, gas-powered generators and barbecues.



Do not smoke above or below vessel deck.



Leave the bilge blower on throughout the lockage procedures.

Tend your lines carefully during the lockage. Never leave your bow or stern lines unattended. If you experience turbulence, looping a line around a deck cleat may give you extra leverage.

4 - EXITING THE LOCK

WHEN THE LOCK OPERATION IS COMPLETED and the lock gates are fully open, the lockmaster will direct you to start your engine. Check to make sure bow and stern lines are back on your boat and please exit slowly. Remember to watch out for winds, currents and other boats.

Safe Mooring Exiting Lock –

Exit First..... - Pleasure Craft
 Exit Second..... - Tour Boats or Commercial Vessels

SPECIAL PROCEDURES

AT RAILWAY SWING BRIDGE, wait until it is fully open before proceeding. Travel slowly, in single file, giving way to vessels travelling downstream. Wait at the **Blue Zone** until directed to proceed; then follow the lockmaster's instructions.

American vessels that lock through and return to U.S. waters without landing in Canada are not obliged to clear Canadian Customs or Immigration.

RECREATIONAL LOCK

In 1995, a tri-level agreement was signed between the City of Sault Ste. Marie, the provincial government and the federal government, to build a recreational lock within the original lock. Construction began in the fall, 1996 and the recreational lock opened to boat traffic on July 14, 1998.

LENGTH	77 metres (254 ft.)
WIDTH	15.4 metres (51 ft.)
DEPTH	13.5 metres (44 ft.)
DRAFT	3 metres (9.8 ft.)



Pleasure craft and tour boats use the new lock



The canal is a key feature on the Sault Ste. Marie waterfront

The recreational lock combines historic and state of the art technology. The original lock floor, discharge valves and valve and gate equipment are still being used. The intake valves and upper gates operate hydraulically. All equipment is operated from a computer console.



Boaters receive locking through instruction

Steel gates replaced the historic wooden gates. Each lower gate weighs 23,587 kg and each upper gate weighs 10,886 kg. The original dewatering equipment in the Powerhouse is used to dewater the lock.

The lock operating season is daily, from mid-May to mid-October, up to 12 hours per day.

HISTORIC LOCK

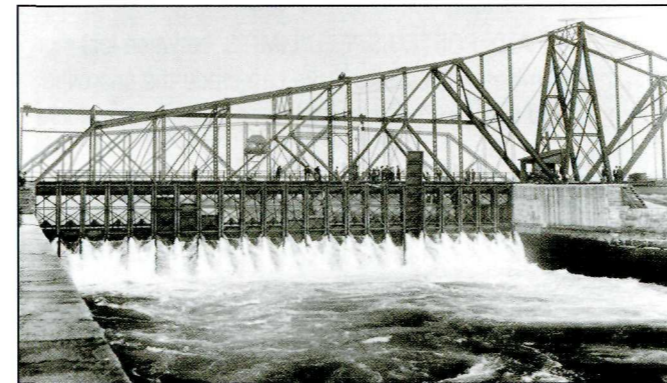
The historic lock was built due to concern over national sovereignty, expansion of wheat exports from the West and the development of iron ore exploration along the shores of Lake Superior. Construction began in May, 1889 and was completed in September, 1895.



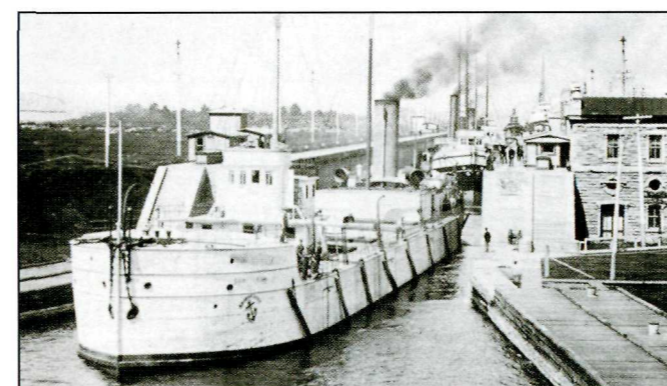
Ships passed through the historic lock until 1987

The opening of the Sault Ste. Marie Canal marked the completion of an all-Canadian waterway from the Atlantic Ocean to Lake Superior. At 274 metres (900 ft.) in length and 18 metres (60 ft.) wide, it was the world's largest lock at the time of construction and was the first in the world to operate using hydroelectric power. However, the equipment for producing hydroelectricity was removed in the 1960s. The lock was closed in July, 1987 due to a structural failure in the southwest corner of the wall.

Each of the old gates was constructed using 34 Douglas fir timbers. It took nine months to construct one leaf. The



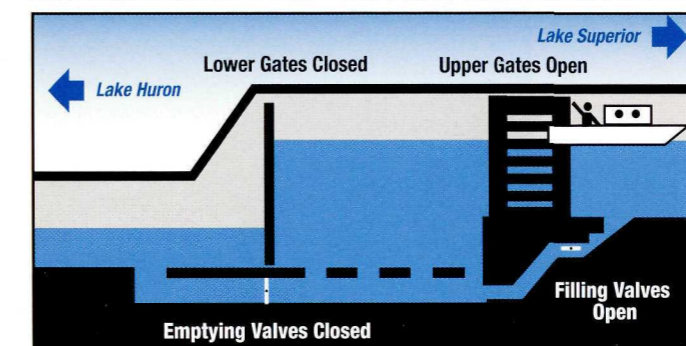
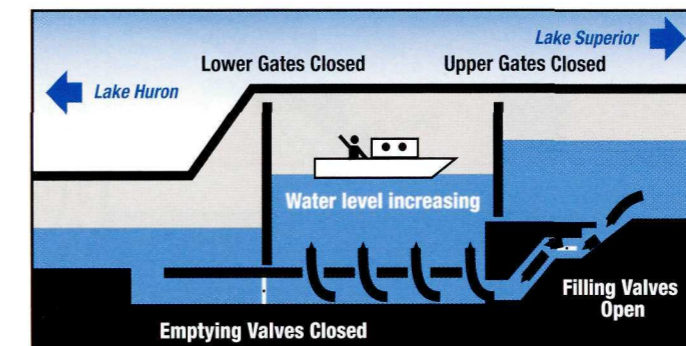
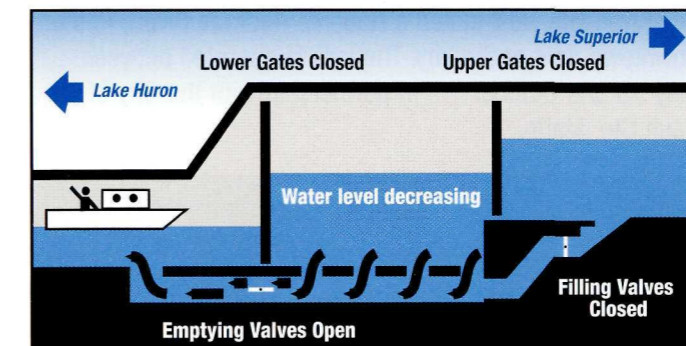
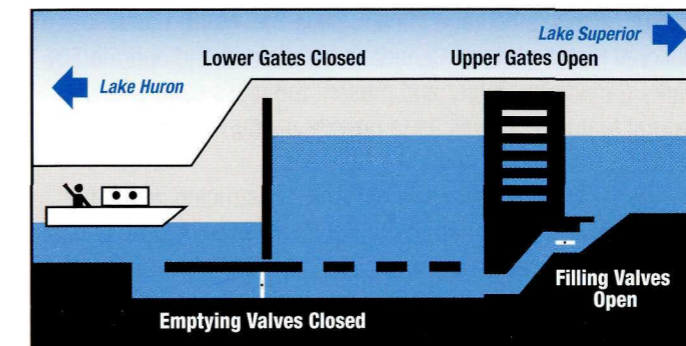
Emergency swing bridge dam in operation, 1909



Bulk carriers locking through

gate weighed 71,120 kg when constructed, then after soaking in water for decades, weighed 121,920 kg. Many technical aspects of the historic lock have been incorporated in today's recreational lock.

HOW THE LOCK WORKS



FEES AND MOORING

There are no fees to lock through; day and overnight mooring are prohibited.

CONTACT US AT:

SAULT STE. MARIE CANAL NATIONAL HISTORIC SITE OF CANADA
1 Canal Drive, Sault Ste. Marie ON P6A 6W4

Phone: (705) 941-6262 Fax: (705) 941-6206

Website: www.parksCanada.gc.ca/sault

Lockmaster: (705) 941-2003

OTHER INFORMATION ADDRESSES

- NORTH CHANNEL MARINE TOURISM COUNCIL
P.O. Box 70, Spanish ON POP 2A0
Phone: (705) 844-2522 Fax: (705) 844-2622
- TOURISM SAULT STE. MARIE
1-800-461-6020 ext. 700
- CANADA CUSTOMS AND REVENUE AGENCY
Sault Ste. Marie (705) 941-3063
- OTHER PARKS CANADA HERITAGE CANALS
1-800-839-8221

WEATHER RADIO

WEATHERRADIO CANADA is operated by Environment Canada and provides the most up-to-date warning and forecast information available. Weather details are presented in continually repeated program cycles which average 5 to 7 minutes. The information is transmitted over three dedicated VHF-FM bands: 162.400, 162.475 and 162.550 (WX button on most marine radios).

MARINE RADIO

CANADIAN COAST GUARD radio stations broadcast marine forecasts, nearshore forecasts, current wind conditions and weather bulletins in continuous cycle on VHF frequencies 161.65 MHz and 161.775 MHz (ch. 21B, ch. 83B). They also broadcast information on aids to navigation.

POLICE

SAULT STE. MARIE POLICE DEPT.
(705) 949-6300 Emergency - 911

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