



CRUISING THE GREAT LAKES ST. LAWRENCE SEAWAY SYSTEM



Produced by

**U.S. Saint Lawrence Seaway
Development Corporation**

Washington, D.C.

Tel.: (800) 785-2779 or

(202) 366-0091

WWW.GREATLAKES-SEAWAY.COM

REDISCOVER THE ST. LAWRENCE SEAWAY AND THE GREAT LAKES: AN ATTRACTIVE CRUISE MARKET

In 1997, the first foreign-flag cruise vessel in 22 years transited the Great Lakes St. Lawrence Seaway System. That vessel, Hapag-Lloyd's 400-passenger luxury cruise ship *C. Columbus*, has returned every year since 1997, and other cruise ships have followed. Since 1997, the number of cruise passengers traveling the System has increased dramatically from 1,500 to 14,000. There are many reasons why the Great Lakes are an attractive cruise destination for small to mid-sized cruise ships, and it's not hard to understand why there has been a renewed interest in cruising the Great Lakes.

A major factor is the vast natural beauty and cultural diversity of these inland seas and waterway that stretch almost 2,300 miles (3,700km) from the Atlantic Ocean to the prairie and encompass over 10,000 miles (16,000km) of picturesque shoreline. Some of North America's largest cities and quaintest villages are located on the shores of the Great Lakes and St. Lawrence River. The scores of ports and harbors that hug this vast shoreline serve as gateways to eight U.S. states (Illinois, Indiana, Michigan, Minnesota, New York, Ohio, Pennsylvania, and Wisconsin) and two Canadian

provinces (Quebec and Ontario). The cities found here are home to many of North America's finest museums and other cultural attractions, and provide world-class shopping opportunities that are second to none.

Another factor sparking the resurgence of cruise shipping in the Great Lakes is the highly favorable demographics of this wealthy region of North America. While many of the passengers cruising the Great Lakes today are European, North Americans, too, are increasingly choosing Great Lakes Seaway cruises as vacations. The enhanced desire of these North Americans to explore their own backyard in this luxurious manner may not come as much of a surprise when you consider the real median income of households in the region reached all-time highs in 1999. Moreover, people in the eight states surrounding the Great Lakes and the St. Lawrence Seaway spent nearly 43 percent more on domestic travel than the people in other states.

Many passengers, North American and European, cruise veterans as well as novices, describe a sense of security that comes from sailing in sight of the U.S. and Canadian

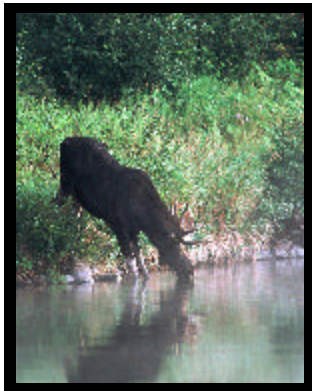
Demographics of Americans Living Around the Great Lakes/ St. Lawrence Seaway	
25	U.S. cities over 100,000 residents within 100 miles (160km) of a Great Lakes port;
29	Percentage of U.S. population residing in the region;
30	Percentage of U.S. personal income distributed in the eight Great Lakes states and
31	Percentage of U.S. population over 65 residing in the eight Great Lakes states.

These figures pertain to the U.S. side of the border, but they are comparable for the Canadian portion of the region as well.

borders. Shore-side access to health facilities is state-of-the-art, which is a comforting fact to many senior travelers. Cruise operators and passengers have appreciated the warm welcome and support they have received in the Great Lakes Seaway System. For instance, when the *C. Columbus* paid its first visit to the Port of Duluth in 1997, a local crowd of 10,000 met the ship.

The Systems' navigation season typically runs from early April through the end of December. Generally, cruise vessels find the months of May to mid-October to be the most favorable for their voyages. Safety is our paramount consideration, and throughout the season, cruise operators welcome the efficiency and reliability of Seaway lock operations. We ensure that the highest safety standards for ships and navigation are constantly maintained, and this is at the heart of the System's excellent overall safety record.

There are many compelling reasons for cruising the Great Lakes St. Lawrence Seaway System. We are



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committed to making your voyage through our inland seas a smooth and memorable experience. We welcome the opportunity to serve you and invite you to contact us at the address and number provided on the cover of this brochure.



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INFORMATION AND SERVICES TO HELP YOU CRUISE THE SEAWAY AND GREAT LAKES

To ensure a rewarding and trouble-free visit, the U.S. Saint Lawrence Seaway Development Corporation (SLSDC) and the Canadian St. Lawrence Seaway Management Corporation (SLSMC) offer assistance to individuals and companies that bring passenger cruise ships into the System. We publish a **technical manual** of Seaway regulations designed for easy use by operators of passenger vessels sailing the System. Written in plain language, the manual provides information on the

Canadian and U.S. requirements and procedures that apply to cruise ships transiting the System. For a copy of the manual contact the SLSDC (1-800-876-2889) or visit:

www.greatlakes-seaway.com

Initially, it's important to know that due to locks and bridges found in the System, no vessel larger than **225.5 meters** (740 feet) in overall length and **23.7 meters** (78 feet) in breadth can enter the System. All cruise ships entering the System

require special fittings such as fenders, moorings and anchors, and must not exceed the maximum permitted air draft of **35.5 meters** (116.5 feet). Moreover, protrusions of any portion of the vessel must be kept to a minimum. Maximum vessel draft through the Seaway and most channels and major harbors throughout the Great Lakes is **8 meters** (26 feet 3 inches). The maximum draft in some of the smaller ports and harbors is significantly less. The maximum draft in certain channels may vary

slightly due to seasonal influences.

The SLSDC and SLSMC offer a **vessel drawing review service** free of charge. Operators may submit two copies of the general arrangement, mooring and anchoring cross sections in way of mast and super structure and the lines drawing. Seaway personnel will review the drawings and provide comments and recommendations. We urge our customers to take advantage of this service prior to first entry into the System. Operators avoid unnecessary delays by adopting any needed modifications prior to arrival.

There are several types of bridges within the Seaway. Operators may find, when reviewing the block diagram in the Seaway Handbook, that their vessel does not comply. Again, please let the Seaway entities review the drawings. They compare them to individual bridge drawings since the block diagram is a composite drawing.

Because passenger vessels are usually more susceptible to the effects of wind, those sailing the Seaway and the Great Lakes take the "sail area" into account, along with other factors such as bow and stern thrusters, controlled pitch propellers, twin screw, and so on. Cruise Ship operators recognize that weather delays due to high winds occasionally occur.

The U.S. Coast Guard (USCG) has issued mandatory regulations for controlling ballast water in the Great Lakes. Ballast water exchange is mandatory for any vessel carrying ballast water entering the Great Lakes from a foreign port. This exchange must take place at least 200 miles from shore and in depths of water at least 2,000 meters. Ballast water is always checked to ensure acceptable salinity levels.

TRANSIT TIMES

Montreal to Lake Ontario-----	24 Hours
Lake Ontario (Tibbetts Point to Port Weller)-----	14 Hours
Port Weller (Lake Ontario) to Port Colborne-----	12 Hours
Port Colborne (Lake Erie) to Port Huron-----	20 Hours
Montreal to Port Colborne-----	47 Hours
Montreal to Toledo-----	63 Hours
Montreal to Milwaukee-----	101 Hours
Montreal to Chicago-----	107 Hours
Montreal to Duluth-----	112 Hours

The regulations, or an explanation, may be obtained from the SLSDC or the U.S. Coast Guard Marine Safety Detachment in Massena, N.Y. (315)-764-3284.

The St. Lawrence Seaway entities require inspection of every foreign flagged vessel prior to its first transit of each navigation season. This inspection is typically conducted in Montreal, Quebec. Inspection items include Seaway fittings, port state control items such as lifesaving equipment and marine sanitation devices and ballast water as mentioned above. There is no fee for the inspection if conducted during regular business hours, otherwise there is a \$600 (Canadian) fee assessed.

Most passenger vessels are capable of considerably faster speeds than are permissible in a few areas of the Seaway. There are speed regulations set down for some of the confined waters of the St. Lawrence River and Great

Lakes. Radar checks are conducted to ensure adherence to these limits.

The Seaway provides a **tie up service** for vessels dispatched to secure to an approach wall either above or below a lock. This negates the requirement to install and maintain landing booms. The fee is \$500 for Montreal-Lake Ontario and \$500 for the Welland Canal (in Canadian funds) .

All foreign vessels and U.S. and Canadian vessels engaged in foreign trade are required to engage a U.S. or Canadian registered pilot for the duration of a transit through the System. In the United States, the USCG's Office of Great Lakes Pilotage is the entity responsible for overseeing pilotage matters. In Canada, the Great Lakes Pilotage Authority, Ltd., is responsible.

The SLSDC and SLSMC stand ready to help make your transit pleasant and problem free.



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