

Attachment F

Southwest Florida Yacht Club

LOCK AND BRIDGE GUIDELINES

During a cruise we may pass through several locks between Ft. Myers and Stuart, Florida. For those who have not experienced this procedure, the following information is for your use:

Locks

The lockmaster controls all movement of vessels through the locks by signaling with traffic lights or horn blasts. Wait for the lockmaster's signal before moving into the lock. The lockmaster monitors VHF channel 13.

- **A flashing red light means DO NOT enter.**
- **A flashing amber light means approach slowly.**
- **A flashing green light means ENTER.**
- **If sound signals are used, one long blast means enter the landward lock, one short blast means leave the landward lock.**

When you enter the lock, be prepared and pay attention to lock attendants' instructions and signals. If your passengers are going to help in mooring, give them directions in handling lines before you reach the locks. Line handlers should wear PFD's. Passengers who are not involved should remain seated.

To avoid accidents, follow these guidelines:

1. Hang boat fenders on sides of the boat before you enter the lock. If there will be boats rafting off of your boat hang fenders on both sides of your vessel.
2. On signal, enter the lock slowly.
3. Lock attendants will pass lines to secure the craft safely to the lock wall. Hold lines or wrap loosely around cleat. **DO NOT** tie lock lines to any boat cleats!
4. Shut off the engines and do not smoke in the locks. (Keep engine running if needed to hold the boat in place).
5. Follow the attendants' instructions for paying out or taking in lines as the water level rises or falls. Be alert at all times; watch the lock doors so you are aware of the water movement.
6. When the process is completed, release the lines on instructions from the lock attendant, wait for the signal to leave and then proceed out of the lock slowly.

Special Notice

The locks that we enter will have existing secured lines for your use. The lockmaster will instruct you as you enter the lock, so be vigilant. We suggest you provide gloves to

those on board your vessel who will handle lines. Have one or more boat hooks available.

For specific data on each lock, please refer to your Waterway Guide Book. It will indicate what side of the lock you usually will pull up to. This will help you prepare fenders as you approach each lock.

Bridges

Bridges monitor VHF channel 9. Call the bridge tender when approaching the bridge and request an opening if it is closed. Many bridge tenders will not respond unless you use the proper name of the bridge. Names can be found on nautical charts and in your Waterway Guide. Minimum clearance is also charted and usually indicated on depth boards mounted on the bridge's fenders. Sometimes the minimum clearance at the sides of the span is indicated with a notation that the center has an additional clearance, often three feet.

If you request a bridge opening and you could have cleared the closed span by lowering outriggers or antennas, you could be subject to a heavy fine.

If the bridge opens on a schedule, such as every 20 minutes and on the hour, the bridge tender will inform you of the time of the next opening. If it opens on request, the bridge tender will give you instructions (such as maintain approach speed). Most bridges have idle zones several hundred feet either side of the bridge, so watch your speed. Many bridges require single file transit; if another boat is approaching from the other direction, slow down and wait until it clears.