

Locking Through the Small Lock

Traffic lights for the small lock are located on the middle wall when westbound and at the waiting pier near the railroad bridge when heading east. Pay attention to these lights and listen for instructions over the public address system directing you to enter the lock. When you receive the green light, enter the lock SLOWLY - at less than 2-½ knots. You are responsible for leaving no wake. Watch the lock attendant for directions for mooring. Keep the eye of the line on your boat cleat. Pass the loop end of your line to the lock attendant. The attendant will then loop the line around the button and pass it back to you to fasten around your cleat. Use reverse gear and the stern line to stop. Handle the bow line in the same manner as the stern line. After the gates are closed, the lockage will begin. Be ready to pay out or take up lines should the floating guide walls hang up. (If the floating guide wall does hang when the lock is filling, and you do not pay out your lines, your vessel may be pulled under. If the floating guide wall hangs when the lock is draining, and you do not pay out your lines, your vessel may be tipped.) Do not secure your line under a knot or with a half hitch - use a Figure-Eight. Once the water has been transferred, hold your lines secured to the cleats while the gates are being opened. Remember, do not secure your line under a knot or with a half hitch. You must be ready for the unexpected. When the lockage is complete, wait for

the lock attendant's instructions before releasing your lines. Move ahead SLOWLY- at less than 2-½ knots - until clear of the Locks.

Point of Contact: Dru
Butterfield

Phone: (206) 789-2622
x210

Email:
DRU.E.BUTTERFIELD@USACE.ARMY.MIL