

**COMPLIANCE WITH THE PANAMA CANAL REGULATIONS  
SHIPPING AND NAVIGATION**

**Checking and report form**

Name of vessel: \_\_\_\_\_ Call signal: \_\_\_\_\_

GL-Reg. No.: \_\_\_\_\_

Length overall: \_\_\_\_\_ Breadth (Beam): \_\_\_\_\_

(max. 289.56m, except passenger and container ships which may be 294.13m) (max. 32.31m)

Height: \_\_\_\_\_ Draft: \_\_\_\_\_

(max. 57.91m; above waterline; [62.48m on a case-by-case basis] ) (max. 12.04m)

**Are examined or approved drawings available to perform the survey as required by GL Instructions to Surveyors Part I Chapter 2 and 3, Section 2 A 22.4 ?**

(Drawings examined by GL H.O. with Ref.: \_\_\_\_\_, dated: \_\_\_\_\_)

*Yes / No / N.A.*

**Are Panama Canal Regulations onboard?** \_\_\_\_\_

**1. Protrusion (MR Notice to Shipping §2.d)**

1.1 Does anything extend beyond any portion of the hull of a vessel, whether permanent or temporary? \_\_\_

**2. Pilot Platforms and Shelters (MR Notice to Shipping §3)**

2.1 Are fore and / or aft suitable pilot platforms and shelters provided and in accordance with MR Notice to Shipping §3 Figure 2 ? (Applicable for full container vessels with an overall length of 213.36m or more and all vessels with an overall length of 274.32m or more) \_\_\_\_\_

2.2 Are bridge wing shelter platforms at Conning Position No. 4 and No. 5 provided and in accordance with MR Notice to Shipping §3 Figure 3? \_\_\_\_\_  
(Applicable for all vessels whose extreme beam is 24.38 m or more)

**3. Wheelhouse Windows (MR Notice to Shipping §4.b)**

3.1 Windows of sufficient size and number to provide a clear view? \_\_\_\_\_

3.2 Of clear safety glass? (Remark: Tinted windows, if any, must be movable) \_\_\_\_\_

3.3 Arranged so as to include a centre window? \_\_\_\_\_

3.4 Are the windows equipped with mechanically operated rain wiper blades on windows at the normal bridge conning positions No. 1 or 2 and 3? \_\_\_\_\_

3.5 In case of enclosed bridge wings: Are blade type wipers located on forward and aft windows at Conning Position no. 4 and 5? \_\_\_\_\_

**4. Bridge wings (MR Notice to Shipping §4.c)**

4.1 Are bridge wings provided with a clear, unobstructed passageway of at least 1.2 m wide from wheelhouse doors to extreme ends? \_\_\_\_\_

4.2 Are bridge wings extended to the maximum beam of the vessel? \_\_\_\_\_

- 4.3 If bridge wings not extended to full breadth, swing out or portable platforms to be provided as follows:
- .1 Extended to extreme breadth of the vessel? \_\_\_\_\_
  - .2 Of a size, strength and rigidly to hold two persons? \_\_\_\_\_
  - .3 Equipped with horizontal safety handrails? \_\_\_\_\_

**5. Normal Conning Positions (MR Notice to Shipping §4.d)**

- 5.1 Conning Position No. 1 is located directly behind and close to the forward centre wheelhouse window. Is there an unobstructed view ahead provided? \_\_\_\_\_
- 5.2 Conning Positions No. 2 and 3 are located to port and starboard of Conning Position No. 1, directly behind and next to the nearest window thereto. Is there an unobstructed view ahead provided? \_\_\_\_\_
- 5.3 Conning Position No. 4 and 5 are located at the extreme ends of the port and starboard bridge wings. Is there an unobstructed view fore and aft of the vessel's sides provided? \_\_\_\_\_
- 5.4 At Conning Position No. 1, No. 2 and No. 3 no equipment or instrumentation shall block the close approach to the forward windows. Are the close approaches safeguarded? \_\_\_\_\_
- 5.5 At Conning Positions No. 4 and No. 5 no equipment, instrumentation or **inset navigation lights** shall block the pilots close approach to the forward and after portions of the bridge wing ends. Are the close approaches safeguarded? \_\_\_\_\_
- 5.6 Is at any conning position a minimum of 1 m clearance from consoles or obstructions provided, as recommended? \_\_\_\_\_
- 5.7 Bridge wing controls shall be so positioned that the operator does not interfere with the pilot's visibility. Arranged so as to meet the requirement? \_\_\_\_\_

**6. Minimum Visibility Requirements (MR Notice to Shipping §4.e)**

- 6.1 In loaded condition: The view of the water surface from any conning position shall not be obscured by more than one ship length forward of the bow, under all conditions of draft and trim. First visibility requirement fulfilled? \_\_\_\_\_
- 6.2 In ballast: The view of the water surface from any conning position shall not be obscured by more than one and one-half ships length forward of the bow, under all conditions of draft and trim. Second visibility requirement fulfilled? \_\_\_\_\_
- 6.3 Is at Conning Position No. 1 the visibility forward of the beam unobstructed or at least the total arc of obstructed visibility less than 15 degrees? \_\_\_\_\_
- 6.4 Is the side hull plating at the vessel's waterline, on both sides, fore and aft, visible from bridge wings? \_\_\_\_\_

**7. Indicators (MR Notice to Shipping §4.f)**

Applies to all vessels over 45.72 metres in length!  
 Each indicator shall be of such design and placement that it can be easily read by day or night!  
 All indicators located aft of the Conning Positions and indicators mounted on bridge wing consoles will **not** be considered as meeting the requirements!

- 7.1 Is at least one rudder angle indicator provided, which can be easily read from all Normal Conning Positions and from the Steering Station? \_\_\_\_\_
- 7.2 On a vessel of 24.38 meter or more in beam: Is at least one rudder angle indicator located in the wheelhouse and one on each bridge wing? \_\_\_\_\_
- 7.3 Is at least for each propeller one revolution tachometer or variable pitch indicator provided, which can be easily read from all normal conning positions? \_\_\_\_\_
- 7.4 On a vessel of 24.38 meter or more in beam: Is at least for each propeller one revolution tachometer or variable pitch indicator located in the wheelhouse and one on each bridge wing? \_\_\_\_\_

**8. VHF Radiotelephone Station (MR Notice to Shipping §4.g)**

- 8.1 Is the vessel equipped with a VHF transceiver operable from navigational bridge and located near Conning Position No. 1? \_\_\_\_\_
- 8.2 Is the VHF transceiver equipped with international channels 12, 13 and 16? \_\_\_\_\_

**9. Whistle Control (MR Notice to Shipping §4.h)**

- 9.1 Are whistle controls provided within easy reach from Coning Positions No. 1, 2 and 3 (preferably on the forward bulkhead)? \_\_\_\_\_
- 9.2 If the beam of the vessel is over 15 metres: Are additional controls provided at Conning Positions No. 4 and 5 within 1.52 m of the extreme end of bridge wings? \_\_\_\_\_
- 9.3 Is it possible to regulate precisely any required whistle signal? \_\_\_\_\_

**10. Steering Light (MR Notice to Shipping §4.i)**

Applies to all vessels over 100 metres in length!

- 10.1 Is at or near the stem a fixed blue light provided, which is clearly visible from the bridge along the centreline? \_\_\_\_\_
- Or, if the above light would be partly or completely obscured from Conning Position No. 1:  
Are two fixed blue lights installed, which are clearly visible from the bridge along lines parallel to the keel ahead of Conning Positions No. 2 and 3, and are the wheelhouse positions directly aft of the blue lights marked with small labelled plaque on the window sill which can be located in the dark by feel? \_\_\_\_
- 10.2 Are the above light(s) capable of being illuminated and extinguished by a suitable control switch located either on the navigation bridge or on the forecastle deck? \_\_\_\_\_
- 10.3 Is the height of the steering light(s) as close as possible to the height of eye level on the bridge? \_\_\_\_\_

**11. Thruster Controls (MR Notice to Shipping §4.j)**

Applies to vessels equipped with bow / stern thruster:

- 11.1 Are thruster controls inside the wheelhouse and at the extreme ends of each bridge wing provided? \_\_\_\_

**12. Compass (MR Notice to Shipping §4.k)**

- 12.1 Is a gyro repeater provided readily visible and useable by the pilot from conning position No. 1? (Applicable for ships of 1600 gross tonnage and over) \_\_\_\_\_
- 12.2 Are magnetic compass and gyro compass (or gyro repeater) positioned where they can be easily read by the helmsman? \_\_\_\_\_
- 12.3 Has the residual deviation of the magnetic compass be verified to be less than 7 degrees and an accurate deviation table issued by a recognized calibration authority within the previous 12-month period ? (Remark: Calibration cards issued and signed by the master will be accepted as long as the deviation is less than 6 degrees) \_\_\_\_\_

**13. Bridge Wing Spotlights (MR Notice to Shipping §4.m)**

- 13.1 Applies to vessels of 30 meter or more in beam:  
Are spotlight or searchlight fitted at the extreme end of each bride wing capable of illuminating the side of the vessel at the waterline? \_\_\_\_\_  
(Such lights should be mounted below the bulwark on the after portion of the bridge wing and be hinged to allow them to be swung out of the way, behind the bridge wing, when not in use.)

**14. Construction Number and location of chocks and bitts (MR Notice to Shipping §8)**

Note: Panama leads designed for a single towing wire are called “single chocks”.  
The bigger sizes of Panama leads, which are capable of withstanding the stress caused by a load of two towing wires, are called “double chocks”. Panama leads are solid chocks.  
The accompanying bollards are called “bitts”.

14.1 Is a double chock fitted right in the bow centreline? \_\_\_\_\_

14.2 Is a double chock fitted right in the stern centreline? \_\_\_\_\_

Alternative to 14.1 and 14.2 (If no centreline bow and/or stern chock provided):

on vessels of less than 22.86m beam two single chocks may be substituted for each double chock required above and

on vessels of over 22.86m beam two double chocks may be substituted for each double chock required above.

If such a.m. substitution is made:

Are alternate chocks placed “forward” on port and starboard not more than 2.50m aft of the stem and not more than 3.00m from the centre line of the vessel? \_\_\_\_\_

Are alternate chocks placed “aft” on port and starboard not more than 3.00m forward of the stern and not more than 3.00m from the centre line of the vessel? \_\_\_\_\_

14.3 Are vessels of 60.96m to 121.92m in length and not exceeding 22.86m in beam provided with

.1 SET 1: port and starboard a single chock, each 9m to 16m aft of the stem? \_\_\_\_\_

.2 SET 4: port and starboard a single chock, each 9m to 16m forward of the stern? \_\_\_\_\_

14.4 Are vessels of 121.92m to 173.74m in length and not exceeding 22.86m in beam provided with

.1 SET 1: port and starboard a double chock, each 12m to 16m aft of the stem?

.2 SET 2: port and starboard a single chock, each 24m to 28m aft of the stem?

.3 SET 4: port and starboard a single chock, each 12m to 16m forward of the stern?

14.5 Are vessels over 173.74m in length or 22.86m in beam or over provided with

.1 SET 1: port and starboard a double chock, each 12m to 16m aft of the stem?

.2 SET 2: port and starboard a single chock, each 24m to 28m abaft the stem?

.3 SET 3: port and starboard a single chock, each 24m to 28m forward of the stern?

.4 SET 4: port and starboard a double chock, each 12m to 16m forward of the stern?

14.6 Are vessels with a maximum beam of 27.74 m or more in addition provided with two additionally single tugboat chocks on the stern symmetrically spaced not less than 3 m to 6 m from the centreline? \_\_\_\_\_

14.7 Are all chocks for towing wires used by the electric towing locomotives of heavy closed construction? \_\_\_

14.8 Is the throat opening of each single chock not less than 650 cm<sup>2</sup>, preferred dimensions 305 x 230mm? \_\_\_

14.9 Is each single chock capable of withstanding a strain of 45360kg on a towing wire from any direction? \_\_\_

14.10 Has each single chock an accompanying bitt capable of withstanding a strain of 45360kg? \_ \_\_\_\_\_

14.11 Is the throat opening of each double chock not less than 900cm<sup>2</sup>, preferred dimensions 355x255mm? \_\_\_

14.12 Is each double chock capable of withstanding a strain of 64000kg on the towing wires from any direction? \_\_\_\_\_

14.13 Has each double chock at least one pair of accompanying heavy bitts with each bitt capable of withstanding a strain of 64000kg ? \_\_\_\_\_

14.14 Has each double chock located in the bow or stern centreline two pairs of accompanying heavy bitts with each bitt of each pair capable of withstanding a strain of 64000kg? \_\_\_\_\_

14.15 Have all parts of the vessels which may be contacted by the towing wires a radius of not less than 180mm? \_\_\_\_\_

14.16 Applies only to ships built before 1994, which are provided with roller chocks:

Are the roller chocks at least 15 meters above the waterline, designed to meet the a.m. requirements for solid chocks and are they in good condition ? \_\_\_\_\_

14.17 Vessels with large flared bows or unusually high freeboard such as container vessels or vehicle carriers:

For correct positioning of assisting tugs (to allow tugboats to work safely under the bow flare without that tugboats mast or pilothouse coming in contact with the vessel's hull):

Are single closed chocks located further aft than those required (above) provided? \_\_\_\_\_

Alternative: Are recessed tug bollards into the hull fitted not less than 3.7m and not more than 4.6m above the vessel's waterline, in a position where the bow flare does not exceed 25 degrees? \_\_\_\_\_

A.m. vessels fitted with recessed tug bollards into the hull, which have an appreciable variation in draft:

Are two sets of recessed hull bitts fitted so that one bit is located over the other? \_\_\_\_\_

**15. Winches to retrieve wires**

Note: The required speed of the winches that will be used to retrieve the locomotive's wires aboard a vessel is 120 feet/minute or 37 meters/minute! (Winch-Test: Speed measurement shall be performed.)

15.1 Forward: Are winches able to retrieve wires with the required speed of at least 37 m/min? \_\_\_\_\_

15.2 Aft: Are winches able to retrieve wires with the required speed of at least 37 m/min? \_\_\_\_\_

**16. Mooring Lines (MR Notice to Shipping §9)**

Note: Each mooring line shall be at least 75m in length and shall have an eye of at least 1.50m spliced in each end (wire ropes are not acceptable).

16.1 Forward: Are on deck six manila or synthetic mooring lines provided? \_\_\_\_\_

16.2 Aft: Are on deck six manila or synthetic mooring lines provided? \_\_\_\_\_

**17. Boarding Facilities (MR Notice to Shipping §10)**

17.1 Are accommodation ladders and pilot ladders available on either side? \_\_\_\_\_

17.2 Pilot ladder and pilot hoists (if provided) in accordance with SOLAS'74 Reg.V/23? \_\_\_\_\_

17.3 Ships with high freeboard (more than 9 meters):

Are pilot ladders and accommodation ladders on either side combined as a boarding arrangement? \_\_\_\_\_

Are accommodation ladders be sited leading aft, with the lower platform at the after end, as recommended? \_\_\_\_\_

**18. Automatic Identification System (MR Advisory to Shipping No.A-17-2002)  
(effective: July 2003)**

18.1 Is an automatic identification system (AIS) permanently installed? \_\_\_\_\_

18.2 Is close to conning position no.1 an "AIS-Pilot-Plug" installed and accordingly labelled? \_\_\_\_\_

18.3 Is nearby to "AIS-Pilot-Plug" a USA standard 120V AC, 3-prong power receptacle installed to provide power to the pilot's laptop? \_\_\_\_\_

The above is based on CODE OF FEDERAL REGULATIONS (CFR) Title 35 Panama Canal, Revised as of 1st July, 1998 and ACP MR Notice to Shipping No. N-01-2003 dated 1st January, 2003.

Place \_\_\_\_\_

Date \_\_\_\_\_

\_\_\_\_\_  
Surveyor to Germanischer Lloyd