

Panama Canal Regulations

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property and to safeguard the facilities of the Panama Canal.

[46 FR 63182, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982, as amended at 51 FR 36011, Oct. 8, 1986; 55 FR 11909, Mar. 30, 1990]

§ 105.2 Exemptions from compulsory pilotage.

The following vessels are exempt from compulsory pilotage, except when the Canal Operations Captain or his designee considers a pilot necessary; nevertheless a pilot will be furnished any such exempted vessel if requested by the commanding officer or Master thereof:

(a) Local craft such as United States Army and United States Navy mine-sweepers, landing craft, patrol boats and tugs, and Panama Canal Commission tugs and equipment, except as limited by paragraph (c) of this section.

(b) Any vessel that makes frequent calls to Canal waters and whose current officers and crew are, in the opinion of the Canal Operations Captain or his designee, capable, by reason of such frequent calls and otherwise, of safely navigating within Canal waters and are so certified, except as limited by paragraph (c) of this section.

(c) Vessels and craft enumerated in paragraphs (a) and (b) of this section may be permitted to transit the Canal without a pilot when, in the opinion of the Canal Operations Captain or his designee, the current officers and crew have the necessary experience and ability to make safe transit and such transit is specifically approved. Whenever any such vessel or craft makes transit without a pilot, the Canal Operations Captain or his designee shall dispatch it with a larger vessel carrying a pilot and it shall lock through with that vessel. The Canal Operations Captain or his designee shall control the movements of such vessel or craft through Gaillard Cut so as to minimize the danger of its being a navigational hazard to larger vessels.

(d) Any other vessel or craft as and to the extent exempted by the Marine Director.

[46 FR 63182, Dec. 30, 1981, as amended at 55 FR 11909, Mar. 30, 1990]

CROSS REFERENCE: Vessels passing through locks without pilot aboard, in accordance

with this section, to be under direction of Lockmaster, see § 109.7(b).

§ 105.3 Vessels in distress.

A vessel in danger or distress is not prohibited from entering the waters of the Canal any time, but such vessel shall, when practicable, give due notice in advance, by radio or otherwise, and obtain a pilot, if possible. Such vessel shall, except in an emergency, anchor in the designated anchorage area.

CROSS REFERENCE: Merchant-vessel anchorage, see § 101.8.

§ 105.4 Pilotage charges.

Pilotage for vessels in transit through the canal is free, but whenever any vessel requires a pilot for other than transit, it is liable for the applicable pilotage charge.

§ 105.5 Pilotage beyond Atlantic breakwater.

Should a vessel desire a pilot to meet it outside the Atlantic breakwaters, such vessel shall remain there and make signal to that effect.

[31 FR 12292, Sept. 16, 1966]

§ 105.6 Status and function of pilot.

The pilot assigned to a vessel shall have control of the navigation and movement of such vessel.

[31 FR 12292, Sept. 16, 1966]

§ 105.7 Status and function of transit advisor.

Vessels less than 20 meters in length, except those described in § 105.2 (a) and (b), will be assigned a Panama Canal Commission transit advisor in lieu of a Panama Canal pilot. The transit advisor will function as an advisor, whose presence is necessary to provide comprehensive local knowledge of the Canal operating area and procedures for an efficient and safe transit.

[51 FR 36011, Oct. 8, 1986]

PART 107—MANNING OF VESSELS: REQUIREMENTS CONCERNING OFFICERS AND CREW

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AUTHORITY: Issued under authority of the President by 22 U.S.C. 3811; E.O. 12215, 45 FR 36043.

§ 107.1 Vessels to be fully manned.

(a) A vessel navigating the waters of the Canal shall be sufficiently manned in officers and crew to permit safe handling of the vessel.

(b) If the nation of registry of a vessel has implemented the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW), which is hereby incorporated by reference, the officers and crew shall meet the standards set forth therein. This Convention is contained in the International Maritime Organization publication number 938 78.15.E "International Conference on Training and Certification of Seafarers, 1978." In the event that the nation of registry has not adopted the STCW, the certification required for officers and crew as required by the country of vessel registry shall be met.

(c) The Canal authorities may deny transit of the Canal to any vessel which, in their opinion, is insufficiently manned as to officers and crew.

[50 FR 19679, May 10, 1985]

§ 107.2 Crew on watch.

(a) When under way in Canal waters, a vessel shall keep a full watch on deck and in the engine room. When approaching a lock, moored temporarily to a lock wall or when in a lock chamber, a vessel shall, when so requested by the pilot, have sufficient seamen forward and aft to handle lines expeditiously.

(b) Except as provided in paragraph (c) of this section, when anchored, moored, or lying at a Panama Canal Commission pier a vessel shall at all times have on board at least one qualified deck officer, one qualified engineer officer familiar with the machinery and layout of the vessel, and sufficient

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crew to provide for the safety of the vessel.

(c) The manning levels of Commission vessels shall be determined by the Marine Director or his designee.

[46 FR 63182, Dec. 30, 1981; 47 FR 54072, Dec. 1, 1982]

§ 107.3 When Master and officers must be on bridge or at other regular stations.

(a) When a vessel is entering or leaving a lock, docking or undocking, getting under way, anchoring, mooring or shifting berth, or is underway in Gaillard Cut, the Master shall be on the bridge and shall keep the Pilot informed concerning any individual peculiarities in the handling of the vessel so that the Pilot may be better able to control the navigation and movement of the vessel. All other officers shall be at their regular stations throughout the times and maneuvers described herein.

(b) At all other times when a vessel is moving in Canal waters, the Master of the vessel, or his qualified representative, shall be present on the bridge and shall keep the pilot informed concerning the individual peculiarities in the handling of the vessel so that the pilot may be better able to control the navigation and movement of the vessel. All other officers shall be at their regular stations throughout the maneuvers described herein.

(c) The Master, or his qualified representative, shall ensure at all times that the pilot's orders are promptly and properly carried out by the vessel's personnel.

[31 FR 12293, Sept. 16, 1966, as amended at 46 FR 63182, Dec. 30, 1981]

§ 107.4 When Chief Engineer must be on duty; full head of steam to be maintained.

(a) In addition to the regular engineer officer of the watch, the Chief Engineer of a vessel shall remain on duty in the engine room during the approach to, and while passing through, the locks and until the lockage is completed and the vessel is clear of the lock walls. The Chief Engineer shall also be on duty in the engine room while the vessel is passing through Gaillard Cut, docking or undocking,

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getting underway, anchoring, mooring, or shifting berth.

(b) A full head of steam or full diesel power, as the case may be, shall be maintained at all times mentioned in paragraph (a) of this section.

[31 FR 12293, Sept. 16, 1966]

§ 107.5 When particular deck officers and seamen must be on duty.

(a) When a vessel is getting underway, anchoring, mooring, or is underway in Gaillard Cut, a ship's officer shall stand by on the forecastle.

(b) When a vessel is entering, in, or leaving a lock, docking or undocking, or shifting berth, a ship's officer shall stand by on the forecastle and a ship's officer shall also stand by on the stern.

(c) Every vessel with a Panama Canal pilot aboard shall, in addition to meeting the requirements of paragraphs (a) and (b) of this section, have a seaman stationed on the forecastle who is capable of and ready to operate the ground tackle.

[31 FR 12293, Sept. 16, 1966, as amended at 41 FR 21777, May 28, 1976]

§ 107.6 Unauthorized persons not allowed on bridge.

While a vessel is underway, no person shall be allowed on the bridge or in the pilot house except the pilot and other representative of the Panama Canal, and the Master and such officers and other members of the crew of the vessel as may be necessary for its navigation and control, management, operation and safety.

[31 FR 12293, Sept. 16, 1966]

PART 109—ENTERING AND PREPARING TO ENTER THE LOCKS

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109.7 Passing through locks; use of towing locomotives and ship's engines.

AUTHORITY: Issued under authority vested in the President by sec. 1801, Pub. L. 96-70, 93 Stat. 492; EO 12215, 45 FR 36043.

SOURCE: 31 FR 12294, Sept. 16, 1966, unless otherwise noted.

§ 109.1 Keeping persons clear of gear used in lockages.

The master and officers of a vessel shall require all passengers and all other persons not engaged in working the vessel to keep well clear of lines, bits, chocks, winches and other gear being used in connection with the lockage.

§ 109.2 Embarking or disembarking at locks.

Except when specially authorized by the Canal authorities, no person shall embark upon or disembark from a vessel while it is in a lock. The Canal authorities shall not be responsible for any injuries to persons or property or for damage to vessels which may result from the granting of such special permission.

§ 109.3 Same; permits.

Permits for embarking or disembarking at the locks may be issued in the discretion of the Marine Director or designee.

[55 FR 11909, Mar. 30, 1990]

§ 109.4 Locomotives; Canal deckhands.

The Canal authorities are authorized to prescribe:

(a) The number of towing locomotives and wires required in the locks by a transiting vessel, depending upon her length, beam, displacement, and special conditions; and

(b) The number of Canal deckhands to be placed on board a transiting vessel to assist her crew in handling towing wires in the locks.

§ 109.5 Ship's gear to be ready during transit; test.

Before beginning transit of the Canal, a vessel shall have hawsers, lines and fenders ready for passing through the locks, for warping, towing, or mooring as the case may be; and shall have both anchors ready for letting go. The Master shall assure himself, by actual test, of the readiness of his vessel's main engines, steering