CCS 技术通告
Technical Information

（2014 年）技术通告第 7 号总第 129 号
2014 年 01 月 28 日（共 2+4+5+1+1 页）

发：本社船舶验船师、审图验船师、有关船公司、造船厂、设计单位

关于巴拿马运河拓宽后新巴拿马船型有关要求的通告

为了使巴拿马运河在未来的世界贸易活动中继续保持竞争力，巴拿马政府于 2007 年 9 月 3 日正式启动了运河扩建工程，整个工程预计于 2015 年竣工。目前巴拿马运河管理局与新船闸工程承包方之间存在一些商务纠纷，可能会对扩建工程的完工日期产生影响。巴拿马运河扩建计划包括以下几个主要部分：1）在太平洋和大西洋两端新建船闸系统，每一组船闸由 3 个闸室构成，每个闸室包括 3 个蓄水池、一套横向注水—排水系统、圆辊闸门；2）为太平洋侧新船闸开挖入闸道；3）在大西洋和太平洋两端运河入口、库莱布拉水道和加通湖拓宽和加深航道；4）提高加通湖运行水位以改善运河水供给和增加通航船舶吃水。巴拿马运河扩建前后的有关参数的变化情况详见表 1：

表 1　巴拿马运河扩建影响因素变化表

项目	扩建前	扩建后
船闸参数	在太平洋端设有一座 2 级和一座 1 级船闸，大西洋端设有一座 3 级船闸，闸室长 304.8 米，宽 33.53 米，水深 12.8 米	分别在太平洋端和大西洋端各建造 1 个新船闸，每个船闸有 3 个闸室，新闸室长 427 米，宽 55 米，水深 18.3 米
通航船舶最大尺度	船长 294 m，船宽 32 m，吃水 12 m	船长 366 米，船宽 49 米，吃水 15 米
通航能力	每年通过该运河的船舶约为 1.3 万艘，货运量约为 3 亿吨。	预计每年通过该运河的船舶将达到 1.7 万艘，货运量将提升到 6 亿吨。

可通航的集装箱船极限	3500-4000TEU	9600TEU（甚至 12000TEU）
可通航的油船极限	7-7.6 万载重吨	20-30 万载重吨（VLCC）
可通航的散货船极限	7-7.6 万载重吨	17 万载重吨

巴拿马运河管理局（ACP）近期发布了第 A-20-2013 号航运公告，公告中的定义和有关要求适用于所有未来通过巴拿马运河新船闸的船舶。公告提醒所有客户：对于到达运河水域的船舶，不论是进坞或通过巴拿马运河，必须遵守《巴拿马运河操作海事规则》和第 N-1-2013（Rev 1）号的 OP 航运公告“船舶要求”中所规定的船舶要求。详见本通告附件 1 和附件 2。

此外，巴拿马运河管理局（ACP）近期还发布了第 A-33-2013 号航运公告，重申了所有航行在巴拿马运河水域的船舶在通过现有船闸时所需要满足的现行配员要求，其目的旨在引导船舶快速通过运河或在运河两端的港口进坞，对于不满足配员要求的船舶可能会被延误通行并进行额外收费的评估。现一并转发，详见本通告附件 3 和附件 4。

有关巴拿马运河拓宽工程的官方最新信息，请登录巴拿马运河主管当局官方网站查询。(http://www.pancanal.com/eng/expansion/index.html)

请各有关方予以关注并采取必要措施。

本通告在本社网站(www.ccs.org.cn) 上发布，请本社各检验单位转发所辖区域内的有关方。

特此通告！

附件 1：第 A-20-2013 航运通告 《新巴拿马型船舶要求》（中文）

附件 2：Advisory to Shipping No. A-20-2013, Vessel requirements for new Panamax（英文）

附件 3： 第 A-33-2013 航运公告《通过运河船舶配员要求的提示》（中文）

附件 4： Advisory to Shipping No.A-33-2013, Reminder of the Manning Requirements on Board Transiting Vessels（英文）

巴拿马运河管理局

运营部执行副总裁

第 A-20-2013 航运公告

（中文译文仅供参考，如有疑问，请以英文原文为准）

2013 年 8 月 2 日

致： 所有船舶代理、船东和船舶经营人

主题：新巴拿马型船舶要求

巴拿马运河管理局（ACP）提醒所有客户：对于到达运河水域的船舶，不论是进坞或通过巴拿马运河，必须遵守《巴拿马运河操作海事规则》和第 N-1-2013（Rev 1）号的 OP 航运公告“船舶要求”中所规定的船舶要求。

这篇公告的目的是通知航运界，这些定义和要求适用于所有未来通过巴拿马运河新船闸的船舶。

定义：

- 热带淡水（TFW）：加通湖热带淡水，其密度在 29.4 摄氏度时为 0.9954 吨/立方米。（注：大型船舶进入淡水后通常会变为首倾）
- 巴拿马型：船舶尺度和吃水最大值满足实际船闸的限制，也即 294.13 米长，32.31 米宽，热带淡水吃水 12.04 米。
- 超巴拿马型：所有经认可巴拿马型船舶中的热带淡水吃水大于 12.04 米并且证明能通过新船闸的船舶。
- 新巴拿马型：所有尺度大于巴拿马型或超巴拿马型的船舶，其能够满足新船闸的尺度和吃水限制，也即：366 米长，49 米宽，热带淡水吃水 15.2 米
- 安全工作负荷（SWL）：安全工作负荷（SWL）不应超过设计载荷的 80%。

最大长度：

- 对于商用或者非商用船舶，准予经常通过的最大总长（包括球鼻首在内）为 366 米。对于首次通过运河的船舶，不论是新建造还是新改装的，应在通过运河前接受检查，并事先复核和批准船舶图纸。对于没有得到预先批准和/或不满足运河要求的船舶，可能会被推迟或拒绝通过。
- 对于整体拖-驳组合体（ITB），准予经常通过的最大总长（包括拖船在内）为 366 米。拖-驳组合体必须作为一个单元一起通过，由拖船提供推进功率。
- 对于非自航船舶，准予通过的最大组合长度（包括伴随拖船）为 305 米。伴随拖船必须与非自航船舶贯穿联锁。超出上述限制者也可以在逐个审查的基础上被允许单次通过，但需要得到营运部执行经理的预先批准，并满足第 N-1-2013（Rev 1）号的 OP 航运公告“船舶要求”2.k(9)节所列要求。

最大船宽

- 对于商船、非商船和整体拖-驳组合体，可接受的正常通过的最大宽度为 49 米，从船壳板外表面（应包括位于闸墙顶端高度以下的所有突出物）量起。
- 对于除整体拖-驳组合体以外的非自航船舶，可接受正常通过的最大宽度为

36.5 米。更宽的船舶也可能单次允许通过，但需要得到营运部执行经理的预先批准，并满足第 N-1-2013（Rev 1）号的 OP 航运公告“船舶要求”2.k(9)节所列要求。

- 当船舶停靠在闸室一侧时，如果船舶载运的货物位置与最大宽度之间的距离小于或等于 2.5 厘米，则船舶必须采取经过认可的措施来保护货物，例如设置防摩擦条。所采取的货物保护措施不能超过 49 米的最大宽度。

突出物

- 除主锚外，超出船体的任何东西都被视为突出物，并且要满足所有适用规则和限制。
- 巴拿马运河管理局（ACP）对突出物（不论是永久的还是临时的）的损坏不承担任何责任。
- 具有突出物的船舶也可允许通过，只要突出物不影响船舶安全通过或危害运河结构和附属设施，并且由运河运营部执行经理决定。允许船舶通过前，要求船长签署一份“同意免除和赔偿”表格，以免除由于突出物造成事故和损坏时巴拿马运河管理局（ACP）的责任，并对运河管理局做出赔偿。
- 具有永久性突出物的船舶必须在其驶往运河之前提供突出物的详细资料（包括图纸），并申请通过。事先提供资料将使被推迟或被拒绝通过运河的可能性降低。具体信息请联系运营部执行经理。
- 船舶突出物超过本通告前面章节对最大长度和宽度的限制，也可能在逐个审查的基础上允许通过运河，条件是：预先从运营部执行经理那里得到批准，并且这些突出物不会危及或影响船闸结构、设备或/和操作，而且船长填写一份免除巴拿马运河管理局（ACP）责任的表格。见第 N-1-2013（Rev 1）的 OP 航运公告“船舶要求”2.h 节。
- 水线以上 16.85 米范围以内不允许存在超出舷外的突出物、货物或者延伸部分；但是，对于超出船体 4 米并且高于水线 16.85 米的延伸物可以进行逐一复核，以验证其与闸墙上方所有设备（例如阀杆、带缆桩等）的最小间隙为 1000mm。突出物达到 5 米并且高于水线 22.87 米，或达到 6.5 米并高于水线 25.44 米，也将逐一复核以验证其与所有设备的最小间隙（例如灯桅、阀杆等）。

吃水：

- 通过运河的最大允许热带淡水吃水已经设定为 15.2 米（当加通湖水位为 25.91 米或更高时）。加通湖的密度在 29.4 摄氏度时为 0.9954 吨/立方米。该项规定为船舶提供了一个超出航道允许航行的临界高度至少 1.52 米的安全航行裕量以及一个距离船闸闸底 3.05 米的间隙。

导缆钳和带缆桩的结构、数量和位置：

- 对于巴拿马型船舶，编号为 N-1-2013（Rev 1）的 OP 航运公告“船舶要求”8.a 节提到的系泊设备要求将保持不变。对超巴拿马型和新巴拿马型船，系泊设备应同时满足 8.a 节以及本规定的要求，即，导缆钳和带缆桩既被用于运河主管当局（ACP）辅助拖带船舶通过新船闸，也被用于把船舶系泊在船闸一侧。根据编号 N-1-2013（Rev 1）的 OP 航运公告“船舶要求”8.a（5）节的规定，所有用于超巴拿马型和新巴拿马型船的导缆钳将是双式的，并且

喉部面积不小于 900 平方厘米（优选尺度为 355mm x 255mm），并能承受安全工作负荷为 90 吨（883KN）的拖带操作和最小安全工作负荷为 64 吨（628KN）的任何方向上的系泊操作。

- 新巴拿马型和超巴拿马型船将在船舶首尾左舷和右舷距中心线 3.0-14.0 米处安装附加的拖船导缆钳。每对这种导缆钳配备一对重型带缆桩，优选直径 500 毫米，且每个带缆桩能承受安全工作负荷 90 吨（883KN）的应力。所有其他拖带导缆钳的位置，也就是第 2 组和第 3 组，也要求一对重型带缆桩，每个带缆桩能承受安全工作负荷 90 吨（883KN）。其他用于系泊操作的导缆钳应根据第 N-1-2013（Rev 1）号 OP 航运公告“船舶要求”8.a（7）节，配备一对最小安全工作负荷 64 吨（628KN）的重型带缆桩，见图 6A。
- 具有大外飘船首、显著突出物或不常见的高干舷的船舶，例如 LNG 船、集装箱船、邮轮或车辆运输船，要求提供封闭式导缆钳，其位于比第 N-1-2013（Rev 1）的 OP 航运公告“船舶要求”8.a（12）节要求的位置更靠后，以使辅助拖船准确就为。这些船舶也可以被要求在船体上安装凹入式拖带缆桩，以替代本节所要求的导缆钳，以便拖船工作时不与外飘船首或突出物相碰，也不至于导致过长的拖索和/或无效的导索，见图 6A。上述要求的凹入的带缆桩应能承受 90 吨（883KN）安全工作负荷。
- 船上现有使用的滚轮导缆钳，可以根据要求逐一进行评估以便获得通过运河的批准，但它们需满足以下前提条件，位于船舶在巴拿马运河最大吃水水线以上不小于 16.24 米处，处于良好状态，满足上述所有封闭式导缆钳的要求，并且从滚轮到导缆钳之间的过渡不会损伤系泊缆绳。封闭式滚轮导缆钳的等效装置将被提交 ACP 审核和接受。

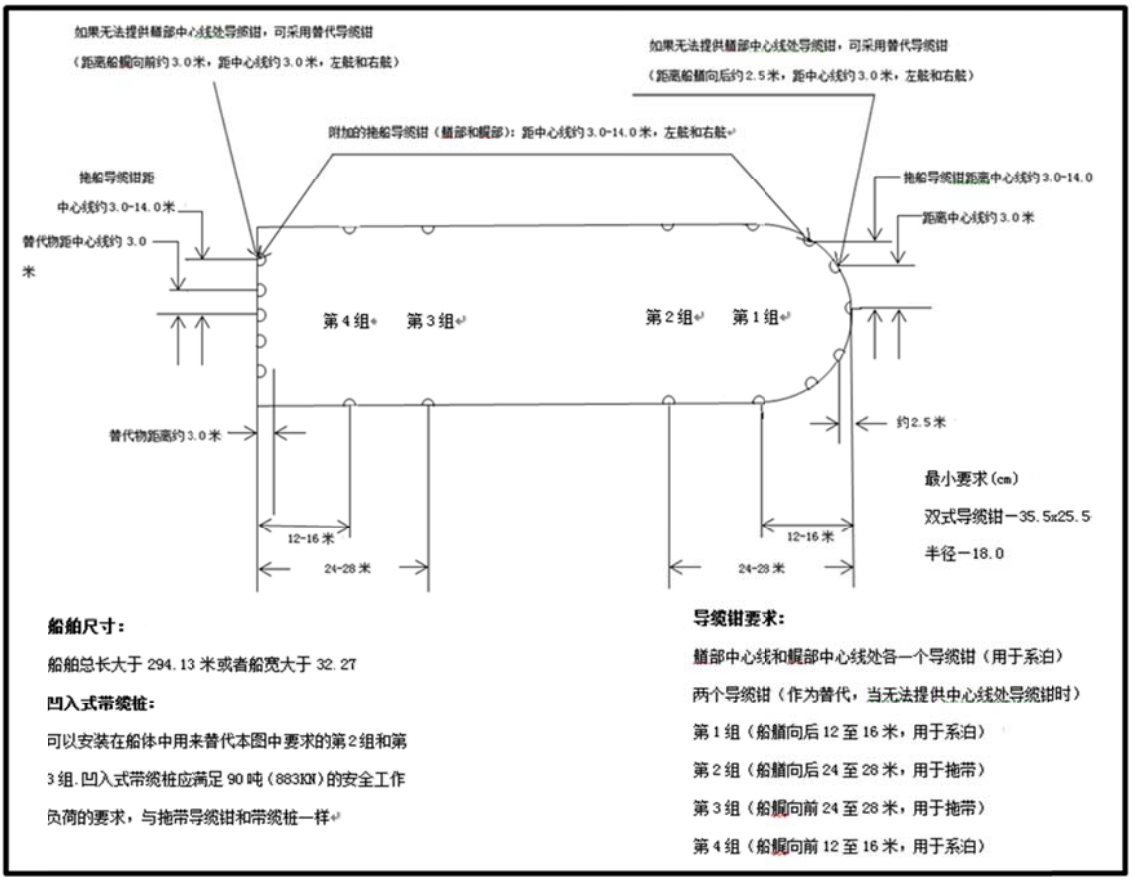

图 6A

对于不能满足第 N-1-2013（Rev 1）号 OP 航运公告“船舶要求”或者上述要求的船舶，应进行评估以确定船舶处于何种状态，如果可以，他们将被允许通过或进坞。对于由于不满足要求或存在其他缺陷而需要额外花费的船舶，应评估其相应的费用。

为了确保船舶能够安全有效地通过新船闸和拓宽的运河，以上要求是必需的。巴拿马运河将致力于提升与我们客户之间的互利关系，并继续提供最好的服务。

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-20-2013

August 2, 2013

TO : All Shipping Agents, Owners, and Operators

SUBJECT: VESSEL REQUIREMENTS FOR NEW PANAMAX

The Panama Canal Authority (ACP) reminds all customers that vessels arriving at Canal waters, whether for docking or transiting the Panama Canal, must comply with vessel requirements, as stated in the Maritime Regulations for the Operation of the Panama Canal and OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

The purpose of this Advisory is to inform the shipping community of the definitions and requirements applicable to all vessels intending to transit the Panama Canal's new locks.

Definitions:

- **Tropical Fresh Water (TFW):** Tropical Fresh Water of Gatun Lake, density 0.9954 tons/m³ at 29.4 ºC. (Note: Transition to fresh water frequently alters trim of large vessels by the head).

- **Panamax:** All Supers that comply with the size and draft limitations of the actual locks; namely, 294.13 meters in length by 32.31 meters in beam by 12.04 meters TFW draft.

- **Panamax Plus:** All Panamax vessels authorized for TFW drafts greater than 12.04 meters and approved for transit of the new locks.

- **New Panamax:** All vessels with dimensions greater than Panamax or Panamax Plus that comply with the size and draft limitations of the new locks; namely, 366 meters in length by 49 meters in beam by 15.2 meters TFW draft.

- **Safe Working Load (SWL):** The SWL should not exceed 80 percent of the design load.

Maximum Length:

- The maximum length overall including bulbous bow for commercial or non-commercial vessels acceptable for regular transit is 366 meters. Vessels transiting the Canal for the first time, whether newly-constructed or newly-modified, are subject to inspection and prior review and approval of vessel plans. Vessels not receiving advance approval and/or not in compliance with Canal requirements may experience delays or denial of transit.

- The maximum length for integrated tug-barge (ITB) combination acceptable for regular transit is 366 meters overall, including the tug. A tug-barge combination must transit together as one unit with the tug supplying propelling power.

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- The maximum aggregate overall length for non-self-propelled vessels acceptable for transit is 305 meters, including accompanying tugs. Accompanying tugs must lock through with the non-self-propelled vessel. One time only transits that exceed these limitations may be permitted on a case-by-case basis with prior approval of the Executive Manager for Transit Operations, and subject to requirements listed in Section 2.k (9), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

Maximum Beam:

- The maximum beam for commercial or non-commercial vessels and the integrated tug-barge combination acceptable for regular transit is 49 meters, measured at the outer surface of the shell plate, including all protruding structures below the top of the lock walls.

- The maximum beam for non-self-propelled vessels, other than integrated tug-barge combinations, acceptable for transit is 36.5 meters. One time transit of wider vessels may be permitted with prior approval of the Executive Manager for Transit Operations, and subject to requirements listed in Section 2.k (9), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

- Vessels that carry cargo within 2.5 centimeters or less of the extreme beam must have approved provisions, such as rubbing bands to protect the cargo, should the vessel rest alongside the wall while in the chamber. The maximum beam of 49 meters must not be exceeded by the cargo protection method.

Protrusions:

- Anything that extends beyond a vessel's hull, except for the main anchors, shall be considered a protrusion and subject to all applicable regulations and limitations.

- The ACP is not responsible for damages to protrusions, whether permanent or temporary.

- Vessels with protrusions may be permitted to transit provided that such protrusions will not interfere with the safe transit of the vessel or present a hazard to Canal structures and appurtenances, as determined by the Executive Manager for Transit Operations. Before transit is permitted, the master of the vessel will be required to complete a form "Undertaking to Release and Indemnify" to exonerate and indemnify the ACP from liability in case of an accident or damages sustained to or as a result of these protrusions.

- Vessels with permanent protrusions must, prior to proceeding to the Canal, furnish detailed information regarding the protrusion(s), including plans, and request authorization for transit. Advance information will minimize the possibility of delays or denial of transit. For detailed information, contact the Executive Manager for Transit Operations.

- Vessels with protrusions extending beyond the maximum length and beam limitations specified in the previous sections of this advisory may, on a case-by-case basis, be permitted to transit, provided that approval is obtained in advance from the Executive Manager for Transit Operations and that those protrusions do not present a hazard or interfere with lock structures, equipment and/or operation, and the master completes a form releasing the ACP from liability. See Section 2.h, of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

- Protrusions, cargo or extensions beyond the ship's side located 16.85 meters or less above the waterline are not acceptable; however, extensions up to 4 meters beyond the hull and higher than 16.85 meters from the waterline will be reviewed on a case-by-case basis to verify the minimum clearance of 1000 mm from all equipment above the lock walls (such as valve stems, bitts, etc.). Protrusions of up to 5 meters located higher than 22.87 meters or up to 6.5 meters and located higher than 25.44 meters over the waterline, will also be reviewed on a case-by-case basis to verify the minimum clearance is provided from all equipment (such as light posts, valve stems, etc.).

Draft:

- The maximum permissible draft for Canal transits has been set at 15.2 meters Tropical Fresh Water (TFW) at a Gatun Lake level of 25.91meters or higher. Gatun Lake density is 0.9954 tons/m³ at 29.4 ºC. This provides a safe navigational margin of at least 1.52 meters over critical elevations in the navigational channels and a clearance over the lock sills of 3.05 meters.

Construction, Number, and Location of Chocks and Bitts:

- The mooring requirements, as stated in Section 8.a of OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements," will remain unchanged for Panamax vessels. For the Panamax Plus and New Panamax vessels, the mooring requirements will be as stated in Section 8.a except as required herein. Namely, the chocks and bitts will be used by ACP tugs assisting vessels through the new locks, as well as for mooring vessels inside the locks. All chocks for the Panamax Plus and New Panamax vessels shall be double chocks and shall have a throat opening area of not less than 900 square centimeters (preferred dimensions are 355 millimeters x 255 millimeters) and shall be capable of withstanding a SWL of 90 tons (883kN) in towing operations and a minimum SWL of 64 tons (628 kN) in mooring operations from any direction, in accordance with Section 8.a (5), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements."

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OP, August 2, 2013
Subject: VESSEL REQUIREMENTS FOR NEW PANAMAX

- New Panamax and Panamax Plus vessels shall have additional tugboat chocks fitted in the bow and stern about 3.0 - 14.0 m off centerline, port and starboard sides. Each of these double chocks shall be served by one pair of accompanying heavy bitts with a preferred diameter of 500 millimeters, and each bitt shall be capable of withstanding the stress caused by a SWL of 90 tons (883kN). All other towing chock locations, namely SET2 and SET3, will also require one pair of heavy bitts with each bitt capable of withstanding a SWL of 90 tons (883kN). The rest of the chock locations for use in mooring operations shall be accompanied by one pair of heavy bitts meeting the minimum SWL of 64 tons (628 kN) in accordance with Section 8.a (7), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements." See Figure 6A.

- Vessels with large flared bows, pronounced counters or unusually high freeboards, such as LNG carriers, container vessels, cruise vessels or vehicle carriers, will be required to provide closed chocks located further aft than those required in Section 8.a (12), of the OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements", for correct positioning of assisting tugs. These vessels may be required to fit recessed tug bollards into the hull in lieu of the chocks detailed in this paragraph so that tugs can work without coming in contact with the flare or counter and without requiring extra-long lines and/or inefficient leads. See Figure 6A. Recessed bitts shall meet the 90 tons (883kN) SWL required above.

- The use of existing roller chocks on vessels will be evaluated for approval during transit, upon request, on a case-by-case basis, provided they are located not less than 16.24 meters above the waterline at the vessel's maximum Panama Canal draft, are in good condition, meet all requirements for closed chocks, as specified above, and are fitted so that the transition from the rollers to the body of the chock prevents damage to the mooring lines. The equivalency of the proposed closed roller chocks shall be submitted for review and acceptance by the ACP.

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

3654-A (OPXI)
v. 28-01-2011
OP, August 2, 2013
Subject: VESSEL REQUIREMENTS FOR NEW PANAMAX

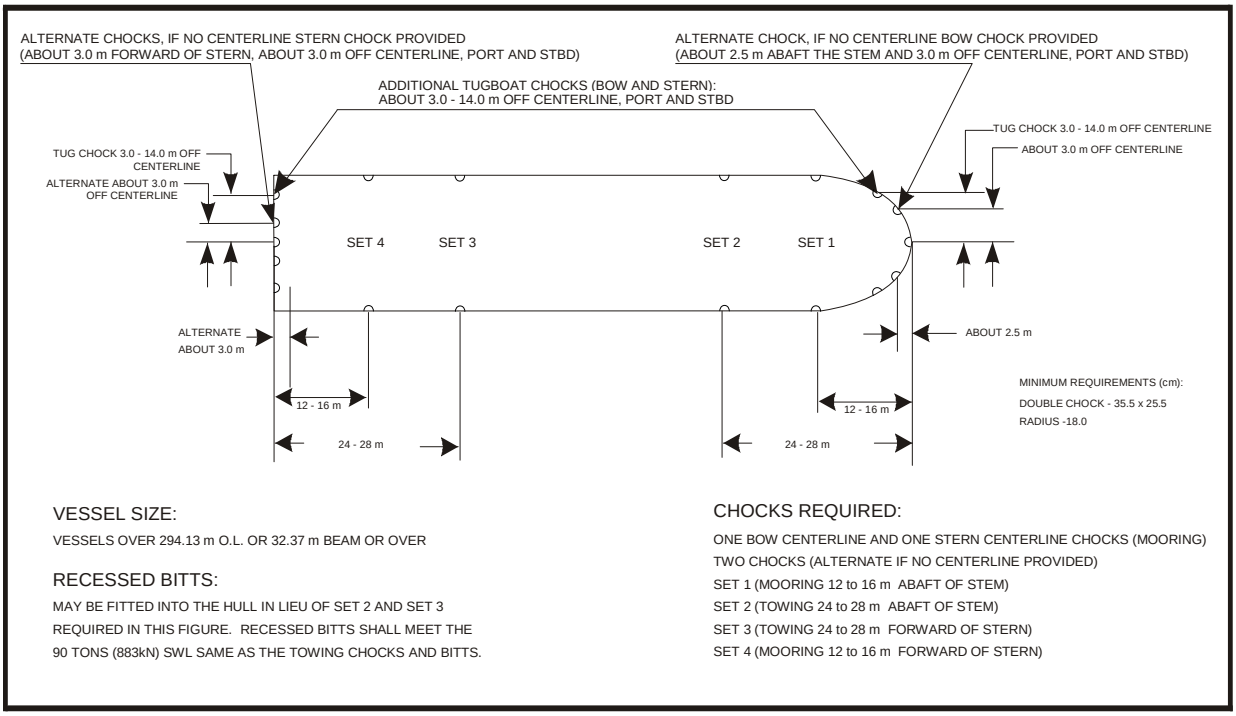

FIGURE 6A

Vessels not in compliance with OP's Notice to Shipping No. N-1-2013 (Rev 1), "Vessel Requirements," or the above requirements, shall be evaluated in order to determine under what conditions, if any, they may be allowed to transit or dock. Vessels that require additional resources due to non-compliance or other deficiencies will be assessed the corresponding charges.

These requirements are necessary in order to guarantee the readiness of vessels to transit through the new locks and the expanded Canal in a safe and efficient manner. The Panama Canal is committed to promoting a beneficial relationship with our customers and to continue offering the best possible service.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

巴拿马运河管理局

运营部执行副总裁

第 A-33-2013 航运公告

（中文译文仅供参考，如有疑问，请以英文原文为准）

2013 年 11 月 29 日

致： 所有船舶代理、船东和船舶经营人

主题：通过运河船舶配员要求的提示

为了引导船舶快速通过运河或在运河两端的港口进坞，巴拿马运河管理局（ACP）要求所有航行在运河水域的船舶满足配员要求。

《巴拿马运河操作海事规则》第 VI 章“船员相关要求”中第一节“船舶应充分配员”的第 102 条规定“航行于巴拿马运河水域的船舶应配有充足的人员以能够安全操控船舶。”此外，船员还应达到 “海员培训、发证和值班国际公约”（1975/95STCW）规定的标准。

该规则第 103.1 条（附则）要求船舶在通过船闸时、临时系泊在闸墙上或者在闸室内时，均应在船首部和尾部配备足够海员进行快速带缆。

运河当局要求通行船舶在船首和船尾分别最少配备 1 名高级船员，2 名普通船员。在进行系泊操作和船闸牵引车缆绳操作时，他们同时操作绞车进行辅助作业。

该规则第 VIII 章第 108 条确定了航行和避碰条例。特别是条例 4 规定“所有航行于运河及毗邻水域的船舶始终要保持适当的视听瞭望，在适当的环境和条件下还要使用所有可供选择的方式，以全面评估船舶状况，担任瞭望人员不应再分配其他工作，并向船舶航行负责人立即报告所有相关材料信息。”这也是 STCW 公约的要求。

不满足配员要求的船舶可能会延误通行并进行额外收费的评估。

AUTORIDAD DEL CANAL DE PANAMÁ
EXECUTIVE VICE PRESIDENCY FOR OPERATIONS

ADVISORY TO SHIPPING No. A-33-2013

November 29, 2013

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Reminder of the Manning Requirements on Board Transiting Vessels

The Panama Canal Authority (ACP) requires that all vessels navigating in Panama Canal waters comply with the manning requirements in order to guarantee a safe and expeditious transit or docking maneuver at the ports located at both ends of the Canal.

As established in the Maritime Regulations for the Operation of the Panama Canal, Chapter VI, *Requirements Concerning the Crew*, Section One, *Vessels to be fully manned*, Article 102, "A vessel navigating the waters of the Panama Canal shall be sufficiently manned to permit the safe handling of the vessel." In addition, "The crew must meet the standards set forth in the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978/95 (STCW)."

Article 103.1 (Annex) of the regulations requires transiting vessels to have sufficient seamen forward and aft to handle lines expeditiously during lockages, as well as when moored temporarily to lock walls or inside a lock chamber.

The Canal requires transiting vessels to provide, as a minimum, one (1) officer and two (2) seamen forward and aft respectively. They are expected to operate winches simultaneously in order to assist during mooring operations, and handling of locks locomotive wires.

Article 108, Chapter VIII of this regulation establishes sailing and collision prevention rules. Specifically Rule 4 establishes that, "Every vessel shall at all times while underway in the Canal and adjacent waters, maintain a proper lookout by sight and hearing, as well as by all available means appropriate in the prevailing circumstances and conditions, so as to make a full appraisal of the situation… The person acting as lookout shall have no other assigned duties, and shall report immediately all relevant and material information to the person in charge of the navigation of the vessel." This is also a requirement of the STCW convention.

Non-compliance with these manning requirements may cause transit delays and the assessment of additional charges.

ORIGINAL SIGNED

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Esteban G. Sáenz
Executive Vice President for Operations