

Advisory To Shipping No. A-13-2025

May 9, 2025

TO : All Shipping Agents, Owners, and Operators
SUBJECT : Securing the anchors at the Panama Canal Locks

Recently, there was an incident whereby a transiting Neo vessel's anchor was accidentally dropped inside the locks chamber at Agua Clara. This incident had the potential of causing injury to the assisting tug crew, structural damage to the tug and/or the locks floor.

PREVENTIVE MEASURES AT NEO LOCKS

To safeguard the crew of the tug made up on the bow, the integrity of the tug, as well as the locks structure, it will be required that, just prior to making fast the assisting tug off the bow of vessels performing a lockage at any Neo locks, the officer at the forecastle will instruct the crew to place the riding pawl, or its equivalent, over the anchor chain. The placement of the riding pawl, or its equivalent, over both anchor chains is in addition to having the brake engaged on the anchor gear. The officer at the forecastle shall confirm to the master that the procedure was carried out, and the master shall inform the control pilot of such as soon as he is informed. This procedure is carried out to prevent the anchor from being accidentally dropped inside the chamber.

The riding pawl or its equivalent will remain in place until the vessel is clear of the locks and the tug that is made up on the bow is released and clear. At this point the officer at the forecastle will immediately give instructions to the crew to store the riding pawl or its equivalent over both anchor chains and the officer will physically verify that the anchor gears remain only on the brake for usage. Once verified, the officer at the forecastle shall inform the master that the procedure was carried out and that the anchors are only on the brake, the master shall inform the control pilot of such as soon as he is informed.

PREVENTIVE MEASURES AT CENTENNIAL LOCKS

Regarding vessels performing lockage at centennial locks, Miraflores, Pedro Miguel, and Gatun, they shall have the riding pawl or its equivalent over the anchor chain to prevent accidental release of the anchor while inside the locks. The actual placement of the riding pawl or its equivalent over both anchor chains will be carried out by the officer and crew at the forecastle after the first cable from the number one center wall locomotive is placed on the working bit. The placement of the riding pawl, or its equivalent, over the anchor chain is in addition to having the brake engaged on the anchor gear. The officer at the forecastle shall confirm to the master that the procedure was carried out, and the master shall inform the control pilot of such as soon as he is informed. This procedure is carried out to prevent the anchor from being accidentally dropped inside the chamber.

OP, May 9, 2025

Subject: Securing the anchors at the Panama Canal Locks

The riding pawl or its equivalent will remain in place until the last locomotive wire is released and clear of the vessel when leaving the locks. At this point the officer at the forecastle will immediately give instructions to the crew to store the riding pawl or its equivalent over both anchor chains and the officer will physically verify that the anchor gears remain only on the brake for usage.

Once verified, the officer at the forecastle shall inform the master that the procedure was carried out and that the anchor is only on the brake, the master shall inform the control pilot of such as soon as he is informed.

ORIGINAL SIGNED

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