



CANAL DE PANAMÁ

Naval Inspection Check List

Filling Instructions

Introduction

This guide is intended to assist vessel captains in accurately completing the **Naval Inspection Check List** form, which will be submitted by their respective shipping agencies during each transit through the Panama Canal.

The following sections provide a brief description of each question included in the form, along with clear and concise instructions on how each item should be answered. This guidance aims to ensure consistency and compliance with the inspection requirements established by the Panama Canal Authority.

For comprehensive and official information, captains are advised to consult the [OP Notice to Shipping N-1](#), available on the official Panama Canal website.

Deck Inspection

1. Boarding facilities comply with "SOLAS" and "ACP" regulations

Select a response to the main question (YES / NO / N/A).

- You must also choose one of the following facilities:
- Pilot Ladder (PL)
- Combination Ladder (CL)
- Accommodation Ladder (AC)
- Step On/Off
- If you select NO or N/A, the **comment field becomes mandatory**.

2. Does the vessel have protrusions? (Including deck load cargo)

Protrusion definition: anything that extends beyond any portion of the hull of a vessel, whether it is permanent or temporary, except for the main anchors.

- Select a response to the main question (YES / NO / N/A).
- If you select Yes or N/A, the **comment field becomes mandatory**.

Note: All protrusions require a release form to be signed. Most of them have been already identified in previous inspections and included as permanent remarks of the vessel.

3. If vessel has recessed bitts, are these at required location?

Definition: A **recessed bitt** is a type of ship's mooring or towing fitting that is installed flush within the ship's hull, preventing protrusions. For Panama Canal if a vessel has recessed bitts, they should be located 12 to 15 feet above the water surface. Location from bow and stern should be like regular Panama Canal Chocks.

- Select a response to the main question (YES / NO / N/A).
- If you select Yes or N/A, the **comment field becomes mandatory**.

4. Is there a well-lit deck passage fwd and aft free of tripping hazards?

There must be clear passage free of obstructions from the boarding facility to all working areas; otherwise, catwalks with handrails and steps must be provided. If deck access is provided on deck adjacent to deck cargo, a leveled continuous passage at least 91.5 cm (3 feet) in width shall be provided. This access shall be unencumbered by shoring, lashing or other obstacles deemed hazardous to normal passage.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the **comment field becomes mandatory and uploading an image is required**.

5. Are showers and eye washers on main deck working?

Applicable for chemical carriers. The emergency showers and eye washers must have a clean water supply and be operational throughout the transit. Exclusively for vessels carrying chemical products.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

6. Are chocks and bitts ok?

The vessel must have sufficient chocks and bitts to accept locomotives, mooring and tug assistance. **For more detailed information, please refer to Section 8 (Construction, Number and Location of Chocks and Bits) [OP Notice to Shipping N-1](#).**

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

Note: All chocks and bitts non compliances require a release form to be signed. Most of them have been already identified in previous inspections and included as permanent remarks of the vessel.

7. Are mooring lines ready?

The vessel must have sufficient mooring lines ready in good condition prior to commencing transit. The size and strength suitable for the vessel to dock, moor at a lock approach wall or secure in a lock chamber are the vessel's responsibility. Wire ropes and ropes composed of both wire and fiber or filaments, are not acceptable for Canal operations and shall not be used. **For more detailed information, please refer to Section 9 (Mooring Lines, Anchor and Deck Machinery) [OP Notice to Shipping N-1](#).**

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

8. Are all winches warping head working properly?

Capstans or mooring winches' warping heads used to assist in heaving mooring lines, shall be capable of pulling these lines at a rate of 37 meters (120 feet) per minute. All vessels wishing to transit the new locks will be required to have mooring winches in operation and fitted with certified mooring lines before every transit to be used during mooring operations at the new locks.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

Note: Additional Canal deckhands or other resources may be assigned in those cases where the capstans or winches are not working or are with limited capabilities. Non compliances may require a release form to be signed.

9. Are the spring lines winches working properly?

All vessels wishing to transit the new locks will be required to have mooring spring lines winches in operation and fitted with certified mooring lines. Wires in the drums are not acceptable and must be replaced with synthetic mooring lines before initiating the transit.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

Note: Additional Canal deckhands or other resources may be assigned in those cases where the capstans or winches are not working or are with limited capabilities. Non compliances may require a release form to be signed.

10. Does vessel have two working anchors forward?

Anchors can be the emergency brake of a vessel in the canal, as well as holding her in the lake or anchorage. The ship should be able to release, hold and retrieve them. Anchors and deck machinery shall be always operational. Anchors shall be retrieved at a rate of not less than 0.15 m/sec (3 minutes per shot).

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

11. Are deckhands sanitary facilities in good condition?

The ship must have available on deck or close to their working areas, a western style toilet with suitable sanitary conditions for the use of Canal deckhands. It must be provided with toilet paper, soap and towels. In case there are no sanitary facilities close to the deckhand's working area, or the existing ones are kept in poor condition, the vessel shall make proper arrangements to provide one, in good condition, when requested.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

12. Are the galley and stores clean and complying with sanitary conditions?

It should not show obvious signs of neglect or dirt. It shall be kept free from contamination by rodents, vermin, or insects. The food must be properly stored in the dry, refrigerated, and frozen food warehouses respectively.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

13. If the vessel is fitted with a garbage incinerator, is it working?

The vessel shall comply with all requirements set forth in Regulation 16 of Annex VI of MARPOL. Incineration of waste on board ships is prohibited in Canal waters, unless expressly authorized by the Canal Port Captain's Office.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

Bridge Inspection

1. Are all vessel whistles working properly?

All vessels shall provide a whistle within easy reach on the navigational bridge from Conning positions 1, 2 and 3 and on vessels over 49.2 feet (15m) of beam, additional controls shall be provided within 5 feet of the extreme end of bridge wings at conning positions 4 and 5.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

2. Does the vessel have a working blue steering light(s)?

The light should be visible from the appropriate wheelhouse conning position along a line parallel to the keel of the vessel. The control or rheostat switch for the steering light shall have dimming capabilities to adjust the intensity of the light to different backgrounds or atmospheric conditions. If there are centerline cranes, then 2 steering lights should be provided. One located on port side and the other on the starboard side

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

3. Are VHF radio channels working properly?

At least two radios on the bridge must be working properly and three channels (12, 14 and 16) must be available between the two radios.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

4. Is magnetic compass deviation card valid?

The vessel must have a working magnetic compass with a deviation of less than 7° (presented by certified authority) or less than 6° (presented by master) and calibrated within the last year. The magnetic compass deviation card must be visible to the pilot from the conning position and clearly state the calibration date and the deviation value according to the direction east or west.

You need to indicate if the magnetic compass is only visible through a periscope and if this device will be calibrated in canal waters.

The card validation will be calculated automatically according to the date you have provided while the last two questions you need to response (YES / NO / N/A).

For the second question, If you select **No** or **N/A**, the comment field becomes mandatory. For the third question, If you select **Yes** or **N/A**, the comment field becomes mandatory.

5. Does gyro compass work?

Vessel must be equipped with a properly functioning gyro compass; the gyro error should be 2° or less to comply with the regulation. You need to enter the gyro error value and the orientation of this error (east or west). Small vessels may not be equipped with a gyro but may have an electric repeater for the magnetic compass. If this device functions properly, as explained above, it will be suffice.

You need to specify if there is a gyro repeater at conning position No. 1 and indicate if it is working properly.

- Select a response to the three questions (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

6. Rudder Movement

The main steering gear and rudder stock shall be capable of putting the rudder over 35° on one side to 35° on the other side with the ship at its deepest seagoing draught and running ahead at maximum ahead service speed and, under the same conditions, from 35° on either side to 30° on the other side in not more than 28 seconds. Make sure both steering pumps, if possible, are running online.

You must submit the rudder time from port to starboard and vice versa from 30 to 35 degrees each way.

Validation of compliance will be calculated automatically according to the time provided in seconds.

7. Is the Non-Follow Up (NFU) steering system working properly?

Steering gear controls at the wheelhouse shall be provided for the expedite change-over from steering Follow-Up mode to Non-Follow-Up mode, within the helmsperson position at the bridge. It is required to indicate if this auxiliary system is working properly.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

8. Is the vessel's air conditioning unit able to maintain temperatures between 21° and 26° C at the bridge and pilot accommodation?

The air conditioning system is part of the vessel's equipment, and as such, should be available for use during transit. Air conditioning systems must maintain the temperature between 21 °C and 26°C, and a relative humidity between 40% and 70%.

Air conditioning systems disabled, not available or not working properly during the transit, will be subject to delays or transit interruptions. Due to high temperatures and humidity prevalent in Panama, personnel required to work onboard these vessels during transit are adversely affected by the failure of this equipment. Approval for transit with a non-operational air conditioning System will be given by the duty Canal Port Captain on a case-by-case basis.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

9. Is there a clean cabin available with a private working toilet facility for pilot's use during the transit?

Vessels must provide Panama Canal pilots with adequate accommodations. A cabin equipped with air conditioning system, that is clean, serviceable, darkened, and equivalent to an officer's cabin. These cabins should have a private working toilet facility.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

10. Is the Rudder Angle Indicator (RAI) working properly?

Rudder Angle Indicator must be available inside the wheelhouse and when the Vessel has 24.38 m (80.0 ft) and over in beam, it should have a functional RAI (at least 20 cm. diameter) visible from the bridge wings (P/S). They shall show (in degrees) clearly and accurately the position and direction of the rudder or rudders and be easily read by day or night from each conning position and from the steering station.

It shall be noted that indicators located aft of the conning positions will not be considered as meeting this requirement. Overhead rudder angle indicators located behind the pilot's conning positions are not acceptable.

- Select a response to the three questions (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

11. Is the Revolution per Minute Indicator (RPM) working properly?

Propeller revolution tachometer must be available inside the wheelhouse and when the Vessel has 24.38 m (80.0 ft) and over in beam, it should have a functional RPM (at least 20 cm. diameter) visible from the bridge wings (P/S). They shall show revolutions per minute clearly and accurately (by day or night) from each conning indicate the direction of the propeller or propellers.

It shall be noted that indicators located aft of the conning positions will not be considered as

meeting this requirement. Overhead rudder angle indicators located behind the pilot's conning positions are not acceptable.

- Select a response to the three questions (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

12. Is the Propeller Pitch Indicator working properly?

Propeller's pitch indicator must be available inside the wheelhouse and when the Vessel has 24.38 m (80.0 ft) and over in beam, it should have a functional pitch indicator (at least 20 cm. diameter) visible from the bridge wings (P/S). They shall show the propeller's pitch clearly and accurately (by day or night) from each conning indicate the direction of the propeller or propellers.

It shall be noted that indicators located aft of the conning positions will not be considered as meeting this requirement. Overhead rudder angle indicators located behind the pilot's conning positions are not acceptable.

- Select a response to the three questions (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

13. Does the vessel have platform shelters rigged at the extreme end of both bridge wings?

All vessels which extreme beam is 24.38 meters (80 feet), or more are required to provide bridge wing shelter platforms for the protection of control pilots at Conning Positions No. 4 and 5.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

14. Are pilot sanitary facilities in good condition?

The vessel must have available, at no more than one deck below bridge deck, a clean western style toilet and it should be provided with toilet paper, soap and towels. If such facilities do not exist, or cannot be brought into compliance, check for the nearest alternative, and notify to the Authority.

- Select a response to the main question (YES / NO / N/A).
- If you select No or N/A, the comment field becomes mandatory.

15. Cargo gears or other objects obstructing visibility by more than 10 degrees?

If the visibility from normal conning positions is obscured by cargo gear or other permanent obstructions forward of the beam, the total arc of obstructed visibility shall not exceed 10 degrees, and you need to indicate the arc of obstruction in degrees.

- The answer to the main question will be validated automatically according to the value you entered.
- When the answer results Yes, the comment field becomes mandatory.

16. Does the vessel's visibility for transit comply with ACP Regulations?

For all conditions of draft and trim, the view of the water surface from conning positions 1, 2 and 3 in the navigation bridge shall not be obscured by more than two (2) ship lengths, or 500 meters forward of the bow, whichever is less, straight ahead to 10 degrees to either side from each of the conning positions. The side hull plating at the vessel's waterline, fore and aft, shall be visible from bridge wing conning positions.

Vessels that do not comply with these visibility requirements due to cargo, cargo gear, structures, or any other reason, shall correct the deficiency to transit. If the deficiency cannot be corrected, the vessel shall inform the ACP at least 48 hours prior to arrival to take the necessary actions and minimize the possibility of transit delays. Vessels that require additional resources due to their visibility condition will be assessed on the corresponding charges.

- The answer to the main question will be validated automatically according to the value you entered. Blind distance must be provided in meters for transit and as well as when proceeding to dock.
- When the answer to the main question is **No or N/A, the comment field becomes mandatory.**

17. Are the windshields wipers working properly?

Window wipers are required at the centerline window. If cranes or other structures block the centerline view, the nearest port and starboard windows with an unobstructed view become the conning stations and must have wipers. A clear view screen gives too small a field of view to be considered a wiped window, so even though they are common, they don't qualify. If there is a clear view screen on the centerline on secondary conning station windows, it must have a wiper.

- Select a response to the three questions (YES / NO / N/A).
- If you select **No or N/A, the comment field becomes mandatory.**

18. Are conning positions marked in the wheelhouse?

The conning positions need to be marked only for vessels with centerline cranes or obstructions. They should be marked with a small labeled plaque on the windowsill which can be located in the dark by feel.

- Select a response to the main question (YES / NO / N/A).
- If you select **No or N/A, the comment field becomes mandatory.**

19. If the vessel is equipped with NPU RTK antenna, is it working properly?

All vessels with a beam of 109 feet or more transiting the Panama Canal will be required to have a fixed (non-portable) piloting unit with Real Time Kinematics (RTK) for submeter accuracy. The vessel will be responsible for obtaining, installing, configuring, and maintaining the fixed piloting unit in proper condition. The unit shall be installed and powered to provide the required communication with the pilot's tablet and the Safe Pilot's software via wireless network, ensuring a stable and long-range connection in all conning positions during the transit through the Panama Canal.

You are required to check the NPU Installed indicator and respond to the main question.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

20. Does the vessel's officer certify switching from heavy fuel oil to light fuel before arriving to Canal Waters?

Vessels arriving at Panama Canal (ACP) waters shall switch their main propulsion engines, boilers, auxiliary generator engines, and other ancillary equipment from residual fuels to marine distillate fuels. Changeover must be completed according to the following: Southbound vessels, at least eight nautical miles from the Breakwater on the Atlantic side. Northbound vessels, at least three nautical miles from the Sea Buoy at the Pacific Entrance. Vessels shall record the fuel changeover in their Engine Room Logbook and/or Fuel Oil Changeover Record Book.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

21. Are the radars working properly?

Ships of 500 gross tonnage (ITC69) and over shall be fitted with a properly functioning radar installation.

Ships of 10,000 gross tonnage (ITC69) and over shall be fitted with two properly functioning radar installations, each capable of being operated simultaneously with and independently of the other.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

22. Does the vessel have a list?

If the vessel is listing, try to correct it. Vessels under 30.48 m (100 ft) in beam with a list of more than 3°, need a release to be signed. If a vessel has a beam of 30.48 m (100 ft) or more and any list, or any beam with an uncorrectable list of more than 3°, captain or local agent should contact the Canal Port Captain.

- The response to the main question will be validated automatically.
- Select N/A if the vessel doesn't have any list to report. Otherwise enter the degrees of list value and its direction (Port or Starboard).
- If the answer results Yes, then the comment **field becomes mandatory**.

23. Is the Automatic identification System (AIS) class A installed?

Panama Canal requires the mandatory existence of Automatic Identification Systems (AIS). To be accepted for transit, all vessels over 300 gross tons or over 20 meters in length overall it must be equipped with an AIS transponder that meets the standards set by the International Maritime Organization.

- Select a response to the main question (YES / NO / N/A).
- If you select **No or N/A, the comment field becomes mandatory**.

24. If vessel equipped with a bow thruster, is it working properly?

Vessels equipped with bow/stern thrusters should provide controls located at the extreme ends of the bridgewings, as well as inside the wheelhouse. You must indicate, if it works properly, amount and its horsepower for transit.

- Select a response to the main question (YES / NO / N/A).
- If you select **No or N/A, the comment field becomes mandatory**.

25. Does the vessel have at least 2 generators with the capacity to maintain the normal operational and habitable conditions with an automatic switch working?

The main source of electrical power shall have sufficient capacity to supply all essential and auxiliary services necessary for maintaining transiting vessels in normal operational and habitable conditions without recourse to the emergency source of electrical power.

This main source of electrical power shall consist of at least two generating sets. The capacity of these generating sets shall be such that in the event of any one generating set being stopped it will still be possible to supply those services necessary to provide normal operational conditions of propulsion and safety.

- Select a response to the main question (YES / NO / N/A).
- If you select **No or N/A, the comment field becomes mandatory**.

26. Is the main engine (s) capable to provide 12 consecutive starts (6 forward and 6 backward) and each engine response is given in less than 10 seconds.

Notwithstanding that the propulsion is controlled from the bridge or the engine room, the maximum allowable response time of the propulsion system from stop to ahead or from stop to astern shall not exceed 10 seconds.

The total capacity of air receivers is to be sufficient to provide, without their being replenished, not less than 12 consecutive starts alternating between Ahead and Astern of each main engine of the reversible type, and not less than six starts of each main non-reversible type of engine connected to a controllable pitch propeller or other device enabling the start without opposite torque.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

27. Are the Bridge wings extended to the side of the vessel?

Pilots should be able to comfortably see the side of the ship all the way down to the waterline and must have a clear and unobstructed view fore and aft when maneuvering from the bridge.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

28. Does Captain confirm compliance of the operational equipment test?

The master shall assure himself, by actual equipment test and verification of compliance with Canal and international regulations, of the readiness of his vessel to transit safely, as per the Panama Canal Test and Verification Procedure chart.

Failure to perform the operational equipment test and/or report the vessel's condition may lead to transit delays until the Canal is satisfied that the vessel is safe to transit.

- Select a response to the main question (YES / NO / N/A).
- If you select **No** or **N/A**, the comment field becomes mandatory.

29. Is there any other deficiency that need to be reported?

If there is any other deficiency that you need to report to Canal Authority, please answer Yes to this question and use the comment field to clearly describe such deficiency.

- Select a response to the main question (YES / NO / N/A).
- If you select **YES** or **N/A**, the comment field becomes mandatory.