

C21.6: N32/952 ✓

RULES AND REGULATIONS  
GOVERNING NAVIGATION  
OF  
THE PANAMA CANAL  
AND  
ADJACENT WATERS



1952 EDITION



CANAL ZONE GOVERNMENT..

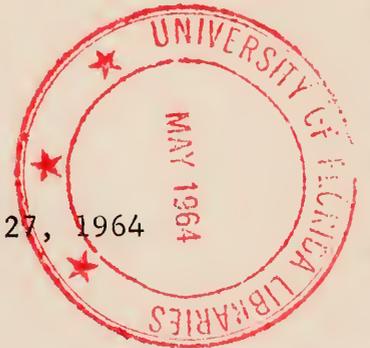
BALBOA HEIGHTS, CANAL ZONE

RULES AND REGULATIONS GOVERNING NAVIGATION OF THE  
PANAMA CANAL AND ADJACENT WATERS

1952 EDITION

Transmittal Sheet No. 47

February 27, 1964



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-28

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Explanation of Amendments and Sections Affected:

- Sec. 3.20 applies the loadline regulations as amended to allow less freeboard to coastwise vessels.
- Sec. 7.104 amends color of flag to be used while skin-diving is in progress.
- Sec. 7.105 amends regulations re water skiing--hours, requirement of observer.
- Secs. 8.63 & 8.64- New regulations governing transit of vessels carrying irradiated fuel elements or special nuclear materials.
- Sec. 15.33 amends routes of transit through Canal Zone by persons deported to Panama.

NOTE: TS No. 46 will be issued at a later date.

H. I. PERANTIE, Chief,  
Administrative Services Division

*[Faint, illegible text from a document, possibly a table or list, is visible in the background.]*



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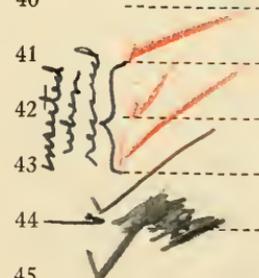
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# CANAL ZONE GOVERNMENT

## CANAL ZONE



### PREFACE

1. This loose-leaf publication, which shall continue to be designated and known as "Rules and Regulations Governing Navigation of the Panama Canal and Adjacent Waters, 1952 Edition," is designed for convenient use by shipping interests and other persons concerned and is a compilation of the rules and regulations governing navigation and transiting of the Panama Canal and adjacent waters, inspection of vessels, maritime and aircraft quarantine, exclusion and deportation of persons, customs service, seamen, and related matters.

2. The following material, arranged by subject matter, is included: (a) Certain of the Rules prescribed by Presidential Executive Order No. 4314 of September 25, 1925, as amended, governing the aforesaid matters—[Each section of this compilation, the source of which is a Rule, quotes the text of such Rule with only such minor changes as are necessary for clarity or for more convenient use of this compilation as respects internal references, and gives a bracketed reference to the Rule. References to "The Panama Canal" and to the "Panama Railroad Company" have, where appropriate, been changed to read "Canal Zone Government" and "Panama Canal Company" to reflect the changes in the names of these agencies effected by the Act of September 26, 1950, chapter 1049, 64 Stat. 1038; and references to "The Panama Canal" have been changed to read "Panama Canal Company" where appropriate by reason of the transfer of activities and functions, pursuant to the cited Act, from The Panama Canal to the Panama Canal Company. The Rules contained in Executive Order 4314 took effect on January 1, 1936, under Rule 1 thereof. Where a Rule from Executive Order 4314 has been amended (either by the President or by the Secretary of the Army under authority delegated to the latter by Executive Order 9746 of July 1, 1946), the Rule is shown in amended form, and bracketed references are made to the Executive Order or the "Canal Zone Order" of the Secretary of the Army (cited herein as, e. g., "CZO 10, September

12, 1947"), which effected such amendment. Bracketed references are also made to the section of Title 35 of the Code of Federal Regulations (cited as "35 CFR 00") in which such Rule is shown];

(b) Regulations prescribed by the Secretary of the Army in Canal Zone Orders under authority delegated to him by the President under Executive Order No. 9746 of July 1, 1946 [Each section of this compilation, the source of which is a Canal Zone Order, has been prescribed in, or has adopted the form of, the regulations as they appear in Title 35 of the Code of Federal Regulations. References in brackets are made at the end of each such section to the particular section of Title 35 of the Code of Federal Regulations and to the Canal Zone Order from which it is derived. Editorial changes in internal references of the type referred to in subparagraph (a), above, have been made];

(c) Regulations prescribed by the Governor of the Canal Zone relative to the foregoing subjects, being the regulations of the Governor contained in Parts 4, 9, 10, 12, 24, 25, and 27 of Title 35 of the Code of Federal Regulations [Each section of this compilation, the source of which is a regulation of the Governor, is followed by a reference in brackets to the section of Title 35 of the Code of Federal Regulations (cited as "35 CFR 00") from which it is derived. Unless otherwise indicated in such bracketed reference, such section is as adopted, added or amended by Governor's regulation March 5, 1952, 17 F. R. pg. 2389. Editorial changes and internal references of the type referred to in subparagraph (a) above, have been made];

(d) Rules, regulations and procedures prescribed by the Panama Canal Company pursuant to pertinent statutory authority [The source and effective date of sections in this category are indicated either by a statement in brackets following individual sections or by a general descriptive note preceding a chapter or article];

(e) In Chapter 18, the regulations prescribed by Executive Order No. 10226, March 23, 1951, relative to the safeguarding of vessels, harbors, ports, and waterfront facilities in the Canal Zone [A bracketed reference to the Federal Register has been inserted following each section of such regulations] and

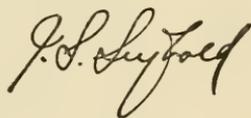
(f) In Chapter 19, certain information of particular interest to shipping.

3. The rules and regulations published herein have the force and effect of law.

4. The sections contained herein are numbered so as to designate both the chapter and the section thereof. Thus, the first section in Chapter 1 is numbered "Section 1.1," the figure to the left of the decimal point indicating the chapter, and the figure to the right thereof indicating the section within such chapter. The 10th section of the 4th chapter would be numbered 4.10, the 3d section of the 17th chapter would be numbered 17.3, etc. To avoid possible confusion

of page numbers with section numbers and for flexibility as regards revisions, pages are numbered as follows: Pages on the left side of the compilation bear the number of the first full section appearing on such page; pages on the right side of the compilation bear the section number of the last section appearing, or beginning, on such page.

5. Revisions of the material presented herein which become necessary as the included provisions are amended or revoked, or as new provisions are added, are effected by the substitution of new pages for the pages affected by each such amendment. Each time pages are revised new pages are transmitted to all holders of this compilation, whose mailing addresses are available, by numbered "Transmittal Sheets." i. e., "Transmittal Sheet No. 1," "Transmittal Sheet No. 2," etc., which indicate how the new pages are to be inserted in the pamphlet. Each time a transmittal sheet is received and the material transmitted therewith is inserted in the pamphlet, such substitution should be noted by initialing the appropriate entry on the "Transmittal Sheet Check List" which is included in this pamphlet. If it is found that any transmittal sheet has not been received, request should be made for it at once. Each substituted or new page bears the number of the transmittal sheet by which it was transmitted, e. g., "T. S. 1," and each amended section will show by bracketed reference the source upon which the revision is based.



*Governor*

Balboa Heights, Canal Zone  
*December 16, 1954.*



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## Chapter 1

### AUTHORITY FOR RULES AND REGULATIONS; PUNISHMENT

#### Sec.

- 1.1 Statutory authority.
- 1.2 Authority of the Governor.
- 1.3 Punishment for violations.

SECTION 1.1. *Statutory authority.* The rules and regulations contained herein are prescribed pursuant to the following, respective statutory authorities: 2 Canal Zone Code 9, 48 U. S. C. sec. 1318 (1946); 2 Canal Zone Code 61, 48 U. S. C. sec. 1325 (1946); 2 Canal Zone Code 141, 48 U. S. C. sec. 1321 (1946); 2 Canal Zone Code 153, 48 U. S. C. sec. 1336a (1946); 2 Canal Zone Code 371, 48 U. S. C. sec. 1310 (1946); 2 Canal Zone Code 411, 412, as amended, 48 U. S. C. sec. 1315 (1946); and section 1 of Title II of the Act of June 15, 1917 (40 Stat. 220; 50 U. S. C. sec. 191 (1946), as amended by the Act of August 9, 1950, chapter 656, 64 Stat. 427. Cited sections 61 and 153 of title 2 of the Canal Zone Code vest authority to prescribe "regulations" and "rules and regulations," respectively, in the Governor; the other cited sections vest such authority in the President. By Executive Order 9746, July 1, 1946, as amended, the President's authority under the above cited sections 9, 141, and 371 has been delegated to the Secretary of the Army.

SEC. 1.2. *Authority of the Governor.* The provisions of Chapters 2, through 17 shall be executed under the direction of the Governor, and he is hereby authorized to appoint all officials provided for in said chapters; to assign the execution of said provisions to such officials of the Canal Zone Government or Panama Canal Company as he may find desirable; to prescribe such regulations as may be necessary to make effective such provisions; and to fix the charges for all services provided for in said chapters and for such other services as may be performed for vessels by the Canal Zone Government or the Panama Canal Company.

[35 CFR 4.11, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 1.3. *Punishment for violations.* Except as otherwise provided herein respecting a particular chapter, the punishment for violating any of the provisions contained herein shall, as provided in section 9 of title 2 of the Canal Zone Code, be a fine of not more than \$100 or imprisonment in jail for not more than 30 days, or both.

[35 CFR 4.1]



## Chapter 2

# ARRIVING AND DEPARTING VESSELS: QUARANTINE, CUSTOMS, IMMIGRATION, AND ADMEASUREMENT, REQUIREMENTS

(CIVIL AFFAIRS BUREAU; HEALTH BUREAU; MARINE BUREAU)

- SEC.
- 2.1 Boarding of arriving vessels.
  - 2.2 Functions of the boarding officer.
  - 2.3 Time for boarding.
  - 2.4 Compliance with quarantine and immigration instructions.
  - 2.5 Designation and other signals.
  - 2.6 Anchoring to await boarding officer.
  - 2.7 Merchant ship anchorages.
  - 2.8 Papers required by boarding officer.
  - 2.9 Papers required by boarding officer, list of.
  - 2.10 Incoming passenger list.
  - 2.11 Advance papers required by air mail.
  - 2.12 Clearance.
  - 2.13 Outgoing passenger list.

SECTION 2.1 *Boarding of arriving vessels.* Arriving vessels will be boarded inside the breakwater at the Atlantic entrance or off the seaward end of the dredged channel at the Pacific entrance, by a boarding officer designated by the Governor. The Governor is authorized to prescribe regulations establishing the time for the boarding of vessels at the respective ports, and the charges for customs and immigration services performed by the boarding officer under special demand.

[35 CFR 4.12, as amended CZO 45, September 27, 1956, 21 F.R. 7618]

SEC. 2.2 *Functions of the boarding officer.* The boarding officer shall perform the functions of admeasurer for the purpose of determining Panama Canal tolls; shall make inspections for the purpose of insuring compliance with quarantine, immigration, and customs laws and regulations; and shall act as deputy shipping commissioner for seamen aboard U. S. flag vessels pursuant to sections 391 and 392 of title 2 of the Canal Zone Code and Rule 152 of Executive Order 4314, September 25, 1925 (35 CFR 25.1).

[35 CFR 4.13, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.3 *Time for boarding.* Vessels arriving at the terminal ports of the Panama Canal will be boarded upon arrival unless, in the case of the arrival of such vessel after 6:00 p.m., prior notice is given by the vessel or its agents that boarding upon arrival is not desired. A vessel that is arriving after 6:00 p.m., and for the first time in Canal Zone waters, will be notified by the Port Captain in the event that admeasurement is to be delayed until the following day; and in the

event of such delay, boarding and inspection after 6:00 p.m. may be declined subsequent to the vessel's being sighted.

[35 CFR 4.14, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.4 *Compliance with quarantine and immigration instructions.*

(a) In the case of vessels subject to quarantine inspection, all persons shall comply strictly with instructions from the boarding officer until such time as pratique is granted.

(b) In the case of vessels subject to immigration inspection, all persons shall comply strictly with instructions from the boarding officer in all matters concerning immigration inspection; and, until the vessel has been granted immigration clearance, no person other than the boarding officer and the pilot shall go aboard or leave the vessel unless authorized to do so by the boarding officer.

[35 CFR 4.15, as renumbered and amended, Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.5 *Designation and other signals.* Every vessel shall hoist its designation signal when approaching and entering a terminal port and those arriving at night shall signal promptly their names by blinker light or other visual means to the signal station.

[35 CFR 4.16, as renumbered and amended, Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.6 *Anchoring to await boarding officer.* When a vessel is not boarded immediately on arrival, it shall anchor in the anchorage area designated by the Governor and await the boarding officer.

[35 CFR 4.17, as amended CZO 45, September 27, 1956, 21 F.R. 7618]

SEC. 2.7 *Merchant ship anchorages.* The following areas are designated as merchant ship anchorages: (a) *Atlantic entrance.* An area to the west of the Canal channel bounded as follows: Starting at a point "A," located in position 9°21'25" N., 79°55'31" W., and marked by gas buoy No. 2, thence 900 yards 270° true to a point "B" located in position 9°21'25" N., 79°55'58" W., thence to lighted buoy "I," thence to lighted buoy "H," thence due north to a point "C" located in position 9°22'07" N., 79°56'41" W., thence 2,800 yards 59° true to a point "D" located in position 9°22'50" N., 79°55'29" W., and thence to the starting point. The line extending due west from the Cristobal Mole through lighted beacon No. 1 and lighted buoy No. 2 (9°21'25" N.) marks the southern limit of the anchorage area. No vessel shall pass this line without having been passed by the boarding officer and without having a Canal pilot on board.

(b) *Gatun Lake anchorage basin.* An area immediately east of the Canal channel line, bounded by a line extending southeasterly from the east wing-wall at the south end of Gatun Locks to spar buoy "A," thence to spar buoy No. 1, thence to spar buoy No. 3, and thence southwesterly to the Canal channel line at gas buoy No. 9; the channel line being the westerly boundary line of the area.

(c) *Pacific entrance.* An area bounded as follows: Beginning at a point in position 8°51'50" N., 79°30'00" W., marked by a lighted,

whistle buoy which is painted with alternating black and white vertical stripes and which shows short-long flashing white light every 8 seconds, *i.e.*, light 0.4 seconds, eclipse 0.4 seconds, light 1.6 seconds, eclipse 5.6; thence due east to longitude 79°28'00" W.; thence due north to latitude 8°54'31" N.; thence due west toward Flamenco Island Light to a point 8°54'31" N., 79°30'46" W.; thence southwestward touching the northwest corner of San Jose Rock to position 8°53'27" N., 79°31'23" W., marked by Canal-entrance lighted buoy No. 2; thence southeastward to the point of beginning.

[35 CFR 4.18, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534; January 24, 1957, 22 F.R. 720]

SEC. 2.8 *Papers required by boarding officer.* On arrival, there shall be ready for immediate delivery to the boarding officer, for inspection or delivery, as the case may be, such papers, and number of copies of each, concerning tonnage of vessel, cargo, persons on board, health conditions, pratique, and such other matters upon which information is necessary, as may be prescribed by the Governor. The required manifests, lists, and statements shall be sworn to by the master or agent of the vessel. Failure to have the prescribed papers upon arrival will subject the vessel to delay, but not to fine.

[35 CFR 4.19, as amended CZO 45, September 27, 1956, 21 F.R. 7618]

SEC. 2.9 *Papers required by boarding officer, list of.* All documents listed below as being required of a ship shall be ready for immediate delivery to the boarding officer:

DOCUMENTS REQUIRED	For ships which transit Canal but do not take on or discharge passengers or cargo at Canal ports	For ships taking on or discharging passengers or cargo at Canal ports
(a) Ship's information sheet (Panama Canal form)-----	1	1
(b) Clearance from last port-----	<sup>1</sup> 1	<sup>1</sup> 1
(c) Quarantine declaration (International Standard form)---	3	3
(d) All other certificates of a sanitary nature-----	<sup>1</sup> 1	<sup>1</sup> 1
(e) Passenger list: Passengers transiting only (on Panama Canal form)-----	2	2
(f) Passenger list: Passengers for discharge (on Panama Canal form)-----	0	4
(g) Crew list (on Panama Canal form)-----	2	2
(h) Store list-----	<sup>1</sup> 1	1
(i) Cargo declaration (Panama Canal form)-----	1	<sup>1</sup> 1
(j) Manifest of local cargo-----	0	4
(k) Declaration of explosive cargo carried-----	<sup>1</sup> 1	<sup>1</sup> 1
(l) Declaration of inflammable or combustible liquids in bulk carried as cargo-----	<sup>1</sup> 1	<sup>1</sup> 1
(m) Panama Canal tonnage certificate-----	1	<sup>1</sup> 1
(n) National register-----	<sup>1</sup> 1	<sup>1</sup> 1
(o) General arrangement plan of vessel-----	<sup>1</sup> 1	<sup>1</sup> 1
(p) Report of structural alterations and of changes in use of tanks or other spaces since last transit-----	1	<sup>1</sup> 1

<sup>1</sup> For examination only.

<sup>2</sup> Not required unless such persons or cargo are carried.

<sup>3</sup> Required if ship during transit is laid up for repairs, regardless of whether passengers or cargo are taken on or discharged.

<sup>4</sup> Not required unless ship transits Canal.

<sup>5</sup> For taking up and subsequent return through agent or otherwise.

NOTE 1.—*Documents required at ports.* In case a vessel takes on or discharges passengers or cargo at only one Canal Zone port and does not transit the Canal, the documents to the number indicated in the second column are required. In case a ship docks or takes on or discharges passengers or cargo at both Cristobal and Balboa, or at a port other than the port of entry, all documents to the number indicated in the second column will be required at the first port and, in addition, one copy each of documents (e), (f), (g), and (h), and document (j) to the number indicated in the second column, will be required at the second port.

NOTE 2.—*Crew list to include identification numbers of seamen:* For purposes of additional identification of crew members, all copies of the crew list required by section 2.9 should include for each seaman to whom a certificate of identification or a continuous discharge book has been issued as provided by law (46 U.S.C. 643), the serial number of such certificate of identification ("Z" number) or continuous discharge book.

[35 CFR 4.20, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.10 *Incoming passenger list.* All copies of the passenger lists required by section 2.9 shall be accurate and legible and shall be delivered to the boarding officer. List shall show passengers in alphabetical order, and passengers who are to be discharged at Canal Zone ports shall be listed separately from other passengers aboard who are only to transit the Canal. In the event that any passenger listed for discharge fails to disembark, or any passenger listed for transit disembarks, notice thereof shall be given promptly by the Master through his agent to the Port Captain and a supplementary passenger list (same number of copies required for an original list of disembarking passengers) showing the required information concerning such passengers shall be furnished promptly to the Chief Customs Inspector prior to clearing Canal Zone waters.

[35 CFR 4.20a, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.11 *Advance papers required by air mail.* (a) In addition to the information required by section 2.9 to be delivered to the boarding officer by vessels arriving in the Canal Zone, the master of any vessel destined for entry into Canal Zone waters shall dispatch to the Port Captain of the port of entry, sufficiently in advance so that it shall arrive in the Canal Zone at least 48 hours prior to the vessel's arrival, the following information in duplicate:

(1) *List of passengers transiting only.* Panama Canal Form 20 may be used; if such form is not used, the name, sex, age, color, nationality, port of embarkation, and final destination of each passenger in this category shall be furnished.

(2) *List of passengers to be discharged.* Panama Canal Form 18 may be used; if such form is not used, the name, sex, age, color, nationality, port of embarkation, and final destination of each passenger in this category shall be furnished.

(3) *Crew list.* Panama Canal Form 1509-9 may be used; if such form is not used, the full name, capacity or duty, birthplace, age, and citizenship of each crew member shall be furnished.

(4) *Cargo declaration.* Panama Canal Form 4363-16 may be used; if such form is not used, the general description, number of tons, country or port of origin, and the country or port of destination of the cargo shall be furnished.

(5) Statement of the vessel's port of departure, destination, and ports of call, within the last three months, with corresponding actual or estimated dates.

(6) Expected time of arrival in Canal Zone waters.

(b) Notification of any corrections to or changes in the information furnished under subsection (a) above shall be given promptly by air mail or by radio to the United States Navy Radio Station, Balboa, Canal Zone, addressed to the Port Captain, at the Canal Zone port of arrival.

(c) The master of a vessel which has entered Canal Zone waters and in connection with such entry has furnished the information required by this section within a period of one month prior to its estimated time of arrival, may, if desired, in lieu of the information required by subsection (a) above, give notification only of changes from the prior information furnished.

(d) All information required to be furnished by this section shall be certified as correct by the master of the vessel.

(e) Failure to comply with the requirements of this section will subject the vessel to delay in transiting and/or clearance, but not to fine. [35 CFR 4.20b, as amended Governor's Reg., September 21, 1956, 21 F.R. 7534]

SEC. 2.12 *Clearance.* Outgoing vessels will be cleared by the Port Captain, or such other officer as may be designated by the Governor, but he shall issue clearance only after he has ascertained that all documents and statistical data required by the Canal authorities in regard to vessel, cargo, and passengers have been furnished; that all tolls and other bills for services and supplies furnished by the Canal Zone Government or the Panama Canal Company have been paid, or their payment has been secured; and that the vessel has complied with the quarantine, customs, and exclusion laws, rules, and regulations of the Canal Zone Government, and the laws, rules, and regulations governing the shipping, discharging, and protection of seamen. [35 CFR 4.21, as amended CZO 45, September 27, 1956, 21 F.R. 7618]

SEC. 2.13 *Outgoing passenger list.* Two accurate and legible copies of the outgoing passenger list shall be furnished to the Chief Customs Inspector, on forms prescribed by the Canal Zone Government, before clearance will be issued. Two copies of a supplementary passenger list shall be furnished for passengers embarking at a second Canal Zone port after a vessel has sailed from another Canal Zone port. Notice of any passengers who have been reported as departing but who fail to depart on the vessel shall be given promptly to the Chief Customs Inspector, and two copies of a list of such passengers shall be furnished. If the failure of a passenger to depart on the vessel is not discovered until the vessel has left port, the required notice shall be given by radio if possible, and if radio notice is not possible than the notice shall be given by mail (air mail if possible) from the first port of call.

[35 CFR 4.21a, as amended Governor's Reg., June 30, 1952, 17 F.R. 6712; September 21, 1956, 21 F.R. 7534]



## Chapter 3

# GENERAL PROVISIONS GOVERNING VESSELS IN CANAL ZONE WATERS

(MARINE BUREAU)

- SEC.
- 3.1 Denial of passage to dangerous vessel.
  - 3.2 Load and trim.
  - 3.3 Deck load.
  - 3.4 Making up rafts
  - 3.5 Temporary holding of vessels.
  - 3.6 Order of dispatch of vessels.
  - 3.7 Passenger steamers given preference in transiting
  - 3.7a Vessels without rudder-angle and engine-revolution indicators subject to delay in transiting.
  - 3.8 Discharge of firearms
  - 3.9 Firing of salutes
  - 3.10 Colors and house flags
  - 3.11 Boarding vessels in transit.
  - 3.12 Meals to be furnished by vessel in certain cases
  - 3.13 Boat for handling lines.
  - 3.14 Disabling of engines.
  - 3.15 Vessels at tuel berths.
  - 3.16 Vessels at wharves: fire watch; securing of gangways
  - 3.17 Gangway watch on vessels at piers in wartime.
  - 3.18 Nets and other obstructions.
  - 3.19 Clear view forward from bridge.
  - 3.20 Towing of certain vessels required.
  - 3.21 Anchoring in Canal Zone waters.
  - 3.22 Assignment of berth.
  - 3.23 Shifting berth.
  - 3.24 Obstructions not to be placed across channels or docks.
  - 3.25 Navigation in Gaillard Cut.
  - 3.26 Same; control by Port Captain, Balboa

SECTION 3.1 *Denial of passage to dangerous vessel.* The Canal authorities may deny any vessel passage through the Canal when the character or condition of the cargo, hull, or machinery is such as to endanger the structures pertaining to the Canal, or which might render the vessel liable to obstruct the Canal.

[35 CFR 4.2, as adopted CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 3.2 *Load and trim.* All vessels shall be properly trimmed before transiting the Canal. No vessel shall be permitted to transit while having a list of more than 10 degrees or while she is so loaded or is so trimmed as to dangerously affect her maneuverability. Any vessel having a list between 3 degrees and 10 degrees, or which is so loaded or so trimmed as to affect her maneuverability, will be denied

transit unless the master, in the presence of the pilot, signs an undertaking releasing the Panama Canal Company from, and indemnifying it against any loss, damage, or liability which may result from injury to the vessel or its cargo, to other vessels or their cargo, or to Canal structures or equipment, or from injury to or death of any person, where any such injury or death is caused in whole or in part by any such condition of the vessel. Nothing shall be done, or permitted to be done, by the master or any member of the crew, which would materially alter the trim and/or draft of a vessel while it is transiting, without the prior express approval of the pilot.

[35 CFR 4.3, as amended by Governor's Reg. July 22, 1958; 23 F. R. 6281]

SEC. 3.3 *Deck load.* A vessel carrying a deck load shall have it so arranged that it will be clear of all chocks, bitts, and other gear used in locking.

[35 CFR 4.4]

SEC. 3.4 *Making up rafts.* No vessel shall unload lumber, timber, or piles into the waters of a harbor without permission of the Port Captain, who shall designate where such material shall be rafted, nor shall any vessel tow a raft in the channel or harbors of the Canal without such permission.

[35 CFR 4.5]

SEC. 3.5 *Temporary holding of vessels.* The Canal authorities may hold a vessel for the purpose of investigating any claims or disputes that may arise or any charge of violation of the laws of the Canal Zone or the United States or of the provisions herein contained or such regulations additional thereto as may be prescribed by the Governor of the Canal Zone. A vessel may also be held until it has, in the opinion of the Canal authorities, been put into condition as to equipment and cargo to make it safe for the passage through the Canal. No claim for damages shall be admitted because of such temporary holding of vessels.

[35 CFR 4.6, as adopted CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 3.6 *Order of dispatch of vessels.* The Canal authorities may dispatch vessels through the Canal in any order and at any time they may see fit. Priority of arrival at a terminal does not give any vessel the right to pass through the Canal ahead of another that may arrive later, although this will be a consideration in determining the order of passage.

[35 CFR 4.7, as adopted CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 3.7 *Passenger steamers given preference in transiting.* Regular passenger steamers with accommodations for 50 or more passengers, when carrying mail and running on fixed published schedules, will, to the extent consistent with efficient operation of the Canal, as determined by the Marine Director, be given preference over other vessels in transiting regardless of the number of passengers actually on board. However, as between vessels of this class, special consid-

eration will be given to those vessels which are actually ready for transit at regular fixed hours.

[35 CFR 4.8, Governor's Reg. as amended November 28, 1955; 20 F.R. 9009]

SEC. 3.7a *Vessels without rudder-angle and engine-revolution indicators subject to delay in transiting.* A vessel in excess of 150 feet in length that is not equipped with properly operating rudder-angle and engine-revolution indicators, so located as to be readily visible to a pilot on the bridge, will be subject to delay in transiting to the extent the Marine Director deems necessary or appropriate in order to minimize, in the light of the type and volume of Canal traffic and of other factors relating to the safety of Canal operations, the increased hazards of navigation resulting from failure of the vessel to be so equipped.

[35 CFR 4.8a, Governor's Regs., as amended January 24, 1956, 21 F.R. 769]

SEC. 3.8 *Discharge of firearms.* No firearms of any kind shall be discharged from vessels while in Canal Zone waters, except that authorized salutes by vessels of war at the Ports of Cristobal and Balboa will be permitted.

[35 CFR 4.9, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.9 *Firing of salutes.* Vessels of war will not fire salutes while at dock, in the locks, or in the Gaillard Cut.

[35 CFR 4.10, as adopted Governor's Reg. March 5, 1952; 17 F.R. 2389]

SEC. 3.10 *Colors and house flags.* During daylight, vessels in Canal waters, whether they be in the terminal ports or in transit through, will keep their colors and house flags flying.

[35 CFR 4.29, as adopted Governor's Reg. March 5, 1952, 17 F.R. 2389]

SEC. 3.11 *Boarding vessels in transit.* While transiting the Canal no vessel shall take on board any person except the officers, agents, owners and crew of such vessel, and such other persons as may be authorized to board the vessel by the Canal authorities.

[35 CFR 4.37, as adopted CZO 30, January 6, 1953; F.R. 280]

SEC. 3.12 *Meals to be furnished by vessel in certain cases.* Vessels shall furnish meals to Panama Canal pilots without charge during the ship's regular meal hours and shall furnish a meal to the pilot between 2200 hours and 0400 hours if the vessel is transiting the Canal during such hours. In addition, vessels shall provide meals without charge during the ship's regular meal hours to any other Panama Canal personnel whose assignment will require them to be aboard the vessel for four or more hours. If a vessel is unable to furnish such meals they may be furnished by the Panama Canal Company at the expense of the vessel.

[35 CFR 4.43b, as amended Governor's Reg. May 11, 1962, 27 F.R. 4879]

SEC. 3.13 *Boat for handling lines.* A vessel shall keep at least one boat ready for lowering, for the purpose of handling lines.

[35 CFR 4.44, as adopted CZO 30, January 6, 1953;; 18 F.R. 280]

SEC. 3.14 *Disabling of engines.* Except when specifically authorized by the Canal authorities, no vessel at any dock or mooring within

Canal Zone waters shall have its engines disabled or otherwise be rendered inoperative.

[35 CFR 4.45, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.15 *Vessels at fuel berths.* A vessel at a fuel berth shall keep up steam and be ready to move on short notice unless special authority to the contrary has been obtained from the Canal authorities.

[35 CFR 4.46, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.16 *Vessels at wharves Fire watch; gangways.* A vessel lying at any pier, dock or wharf in the Canal Zone shall at all times keep a satisfactory watch for fire and have suitable firefighting apparatus ready for immediate use. Any such vessel shall also keep each gangway which is in use, whether such gangway has been supplied by the vessel or by the Panama Canal Company, properly illuminated when necessary, and properly kept in safe condition for use and properly secured at all times, moving or adjusting the same to allow for rise and fall of the tides and/or other changed circumstances.

[35 CFR 4.47, as adopted CZO 30, January 6, 1953; 18 F.R. 280, as amended by CZO 52, February 17, 1959; 24 F.R. 1462]

SEC. 3.17 *Gangway watch on vessels at piers in wartime.* In time of war in which the United States is engaged, and during any other period when ordered by the Governor subject to the provisions of section 8 of title 2 of the Canal Zone Code, the master of a vessel lying at any wharf or pier in the Canal Zone, or his representative, shall cause to be maintained a continuous and competent gangway watch which shall check the identity of all persons going on board or attempting to go on board such vessel, or leaving or attempting to leave such vessel, shall prevent unauthorized persons from going on board such vessel, and shall, through the master of such vessel or his representative, promptly report all cases wherein unauthorized persons board or attempt to board or leave or attempt to leave such vessel. The report hereinbefore required may be made to any Canal Zone police or customs officer, or to any member of the military guard or naval shore patrol on the wharf or pier. As used in this section, the term "unauthorized persons" shall mean and include all persons other than (a) officers, members of the crew, and passengers of such vessel, and (b) persons who bear proper photographic identification and establish that they have legitimate business on board such vessel.

[35 CFR 4.47a, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.18 *Nets and other obstructions.* No fishing nets or other obstructions shall be placed in any of the navigable waters of the Canal Zone.

[35 CFR 4.156, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.19 *Clear view forward from bridge.* No vessel shall be navigated in Canal Zone waters unless the cargo booms, awnings, ventilator cowls, and ship's gear are stowed, rigged or secured in such manner as not to interfere with a clear view forward from the bridge.

[35 CFR 4.10a, as added CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 3.20 *Towing of certain vessels required.* Any vessel arriving

at a terminal port of the Panama Canal for transit and having a mean draft in excess of that allowed under the Load Line Regulations, for the tropical zone, applicable for the voyage on which the vessel is engaged as determined by American Bureau of Shipping, Lloyd's Register or other acceptable certifying agency, shall be required to take the services of a Panama [Canal] tug or tugs from Pacific entrance Channel buoys 1 and 2 to Gamboa Reach, from the north end of Gatun Locks to buoy 3 in Cristobal harbor, and vice versa. Any vessel without mechanical motive power, or the machinery of which is or becomes disabled, or which steers badly, or which is liable to become unmanageable for any reason, shall be towed through the Canal; and the Marine Director may require any vessel to take a tug or tugs through Gaillard Cut, in the approaches to the locks, or in any other part of the Canal, when in his judgement such action is necessary to insure the safety of the vessel or of the Canal. The tug service in any of these cases shall be chargeable to the vessel. The master of a vessel which steers badly, or which is liable to become unmanageable for any reason, shall report such fact and request the services of a tug.

[35 CFR 4.10b, as added CZO 30, Jan. 6, 1953, 18 F.R. 280, and amended CZO 61, April 26, 1963, 28 F.R. 4439]

SEC. 3.21 *Anchoring in Canal Zone waters.* No vessel shall anchor within the navigable waters of the Canal Zone in other than a designated anchorage, except in an emergency.

[35 CFR 4.10c, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 3.22 *Assignment of berth.* All vessels entering port shall take the berth or dock assigned them by the Port Captain or such other person or persons as may be designated by the Marine Director.

[35 CFR 4.10d, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 3.23 *Shifting berth.* No vessel shall be shifted from one berth to another without the prior approval of the Port Captain or such other person or persons as may be designated by the Marine Director or under such other conditions as the Marine Director may prescribe.

[35 CFR 4.10e, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 3.24 *Obstructions not to be placed across channels or docks.* No warp or line shall be passed across any channel or dock so as to obstruct the passage of vessels or cause any interference with the discharging of cargoes.

[35 CFR 4.10f, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 3.25 *Navigation in Gaillard Cut.* No vessel other than a vessel transiting the Canal shall navigate in Gaillard Cut except by authority of the Marine Director.

[35 CFR 4.10g, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 3.26 *Same; control by Port Captain, Balboa.* The movement of vessels in Gaillard Cut shall be regulated by the Port Captain, Balboa, through the signal stations and Pedro Miguel Locks, or by such other persons and through such other stations or facilities as the Marine Director may designate.

[35 CFR 4.10h, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]



## Chapter 4

### PILOTS

(MARINE BUREAU)

SEC.

- 4.1 Pilots required.
- 4.2 Exemptions from compulsory pilotage.
- 4.3 Pilotage charges.
- 4.4 Vessels in distress.
- 4.5 Pilotage beyond the Atlantic breakwaters.
- 4.6 Status and function of pilot.

SECTION 4.1. *Pilots required.* Except when exempted by the Governor, no vessel shall pass through the Canal, enter or leave a terminal port, or maneuver within Canal Zone waters without having a Panama Canal pilot on board.

[35 CFR 4.22, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 4.2 *Exemptions from compulsory pilotage.* The following vessels are exempt from compulsory pilotage, except when the Port Captain considers a pilot necessary: *Provided, however,* That a pilot will nevertheless be furnished any such exempted vessel if requested by the commander or master thereof:

(a) Vessels of the Fifteenth Naval District, except as limited by paragraph (e) of this section.

(b) Local craft, such as United States Army and United States Navy minesweepers and tugs, and Panama Canal Company tugs and equipment, except as limited by paragraph (e) of this section.

(c) Small craft under 65 feet in length and drawing not over six feet of water that call at terminal ports without transiting the Canal.

(d) Any vessel that makes frequent calls to Canal Zone waters and whose current officers and crew are, in the opinion of the respective Port Captain, capable, by reason of such frequent calls, of safely navigating within Canal Zone waters, except as limited by paragraph (e) of this section.

(e) Vessels and craft enumerated in paragraphs (a), (b), (c), and (d) of this section may be permitted to transit the Canal without a pilot when, in the opinion of the respective Port Captain, the current officers and crew have the necessary experience and ability to make safe transit. Whenever any such vessel or craft makes transit without a pilot the respective Port Captain shall dispatch it with a larger vessel carrying a pilot, and it shall lock through with that vessel. The respective lock superintendents shall determine whether locomotives

shall be used. The Port Captain, Balboa, shall control the movement of such vessel or craft through Gaillard Cut so as to minimize the danger of its being a navigational hazard to larger vessels.

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

[35 CFR 4.23, as amended by Governor's Reg. March 15, 1954, 19 F. R. 1583]

SEC. 4.3. *Pilotage charges.* Pilotage for vessels in transit through the Canal is free; but should any vessel, while in Canal waters, discharge or receive freight or passengers, or remain for the purpose of effecting repairs, or make either terminal a port of call, such vessel shall be liable for the port pilotage charge.

[35 CFR 4.24, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 4.4. *Vessels in distress.* A vessel in danger or distress is not prohibited from entering a terminal port at any time; but such vessel should, 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 anchorage area designated by the Governor.

[35 CFR 4.25, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 4.5. *Pilotage beyond the Atlantic breakwaters.* Should a vessel desire a pilot to meet it outside the Atlantic breakwaters, such vessel will remain there and make signal to that effect.

[35 CFR 4.26, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 4.6. *Status and function of pilot.* The pilot assigned to a vessel shall have control of the navigation and movements of such vessel.

[35 CFR 4.27, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

## Chapter 5

### MANNING OF VESSELS IN CANAL ZONE WATERS; REQUIREMENTS CONCERNING OFFICERS AND CREW

(MARINE BUREAU)

SEC.

- 5.1 Vessels to be fully manned.
- 5.2 When officers must be on duty.
- 5.3 When chief engineer must be on duty; full head of steam to be maintained.
- 5.4 Officer on bridge when vessel moving.
- 5.5 Crew on watch.
- 5.6 Unauthorized persons not allowed on bridge.

SECTION 5.1. *Vessels to be fully manned.* Each vessel navigating the waters of the Canal Zone shall be sufficiently manned in officers and crew for the safe handling of the vessel; and the Governor may deny transit of the Canal, or clearance papers for departure from either of the Canal Zone ports, to any vessel which, in his opinion, is insufficiently manned as to officers and crew.

[RULE 31; 35 CFR 4.28]

SEC. 5.2. *When officers must be on duty.* When a vessel is entering or leaving a lock, getting underway, anchoring, shifting berth, or is underway in Gaillard Cut, the master shall be on the bridge and all other officers shall be at their regular stations. Deck officers shall, in addition, remain at their stations while the vessel is in the locks.

[RULE 33; 35 CFR 4.31]

SEC. 5.3. *When chief engineer must be on duty; full head of steam to be maintained.* 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 shall have been completed and the vessel is clear of the lock walls. He shall also be in the engine room when the vessel is passing through Gaillard Cut, and when getting underway, anchoring or shifting berth. A full head of steam shall be maintained on such occasions.

[RULE 34; 35 CFR 4.32]

SEC. 5.4. *Officer on bridge when vessel moving.* When a vessel is moving in Canal Zone waters, otherwise than as covered by section 5.2, the master of the vessel or his qualified representative shall be present at all times on the bridge, to 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.

[RULE 35, as amended by Canal Zone Order 16, Nov. 18, 1948; 35 CFR 4.33]

SEC. 5.5. *Crew on watch.* When under way in Canal Zone waters, when in a lock, or when moored temporarily in transit through the Canal, a vessel shall keep a full watch on deck and in the engine room. When anchored, moored, or lying at wharf in Canal Zone waters, a vessel shall at all times have on board a sufficient number of men to take care of it.

[RULE 36; 35 CFR 4.34]

SEC. 5.6. *Unauthorized persons not allowed on bridge.* While a vessel is under way in Canal waters, no one shall be allowed on the bridge or in the pilot house except the pilot and other representatives of the Canal, and the master and such officers and crew of the vessel as may be necessary for its management, direction and safety.

[RULE 37, 35 CFR 4.35]

## Chapter 6

### PROVISIONS GOVERNING VESSELS ENTERING AND PREPARING TO ENTER THE LOCKS

(MARINE BUREAU)

SEC.

- 6.1 Keeping persons clear of gear used in lockages.
- 6.2 Boarding vessels at locks.
- 6.3 Permits for embarking or disembarking at locks.
- 6.4 Towing lines, mooring lines, chocks, and bitts.
- 6.5 Readiness of vessels in transit.
- 6.6 Chocks and bitts.
- 6.7 Number of locomotives.
- 6.8 Passing through locks.

SECTION 6.1 *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, bitts, chocks, winches, and other gear being used in connection with the lockage. The Panama Canal Company shall not be responsible for any injury caused to a passenger or other person when such injury has resulted from the nonobservance of this section.

[35 CFR 4.36, as adopted CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 6.2 *Boarding vessels 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 Governor is hereby authorized to prescribe regulations under which permits for embarking or disembarking at the locks may be issued, but such permits shall be granted only with the express understanding that the Panama Canal Company will not be responsible for any injuries to persons or damage to vessels which may result from the exercise of this privilege.

[35 CFR 4.38, as adopted CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 6.3 *Permits for embarking or disembarking at locks.* Permits for embarking and disembarking at the locks will be issued only in an emergency, and such permits will be issued by the Port Captains, and under the understanding specified in section 6.2.

[35 CFR 4.39]

SEC. 6.4 *Towing lines, mooring lines, chocks, and bitts.* Vessels are towed through the locks by electric locomotives, using steel wire towing lines, and the Governor is hereby authorized to prescribe regulations as to the number of such locomotives required for vessels of different sizes; as to what type of chocks and bitts are required to be installed upon vessels before they are permitted to enter the Canal; and as to the number of Canal deck hands to be placed on board

vessels to assist crews in handling towing lines at locks.

[35 CFR 4.40, as adopted CZO 30, January 6, 1953, 18 F. R. 280]

SEC. 6.5 *Readiness of vessels in transit.* Before beginning the passage of the Canal, vessels will be required to have hawsers, lines, and fenders ready for passing through the locks, for warping, towing, or mooring as the case may be; and will have both anchors ready for letting go. The master shall assure himself, by actual test, of the readiness of his main engines, steering gear, engine room telegraphs, rudder and engine indicators, and anchors. During the passage, at all times while the vessel is under way or moored against the lock walls, its deck winches, capstans, or other power for handling lines, as well as its mooring bitts, deck chocks, cleats, hawse pipes, etc., shall be ready for handling ship, to the exclusion of all other work. [35 CFR 4.41]

SEC. 6.6 *Chocks and bitts.* (a) For each towing wire used, the ship shall be fitted with a heavy closed chock and a heavy pair of bitts capable of withstanding a strain of 50,000 pounds on the towing wire from any angle. Chocks for towing wire shall have a bearing surface with an inside radius of not less than 7 inches and this contour shall extend so as to accommodate as a tangent a straight line lead from the chock to the bitt and from the chock to the towing locomotive when the cable may be at any angle up to 90 degrees to a straight line through the chock (See figure 1). The most suitable installations for the bow and stern towing chocks are large chocks set thwartships right in the stem and in the stern, respectively. Chocks and bitts set in the stem and in the stern shall be double the size and strength given above, to accommodate both bow wires and both stern wires through such chocks. In addition to the above bow and stern chocks, the following shall also be required:

(1) On ships using 6 locomotives, there shall be an additional chock on each side located from 100 to 125 feet abaft the bow.

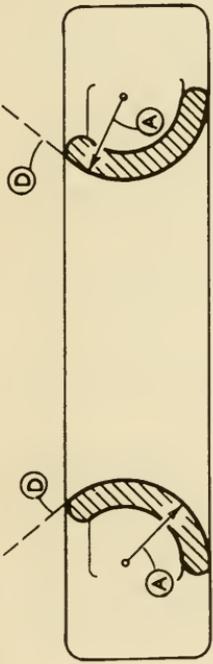
(2) On ships using 8 locomotives, there shall be, in addition to the chocks required for a 6-locomotive ship, a chock on each side located about 50 feet forward of the stern.

(3) On ships using 10 locomotives, there shall be additional chocks on each side located as follows: about 50 feet abaft the bow; about 125 feet abaft the bow; about 50 feet forward of the stern: *Provided, however,* That if chocks at these locations allow the towing wires to foul the wall coping and miter gates, the chocks should be located at shorter distances from the bow and stern.

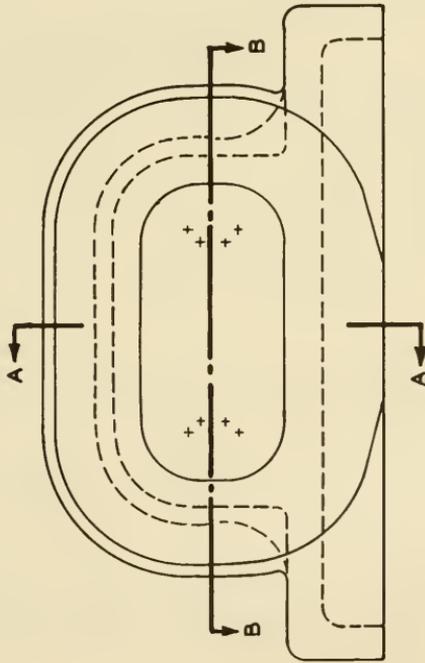
(4) On ships using 12 locomotives (these will usually be of 90 feet and more in beam and laden), there shall be, in addition to the chocks required for a 10-locomotive vessel, a chock on each side located about 110 feet forward of the stern: *Provided, however,* That if chocks at these locations allow the towing wires to

NOTES:

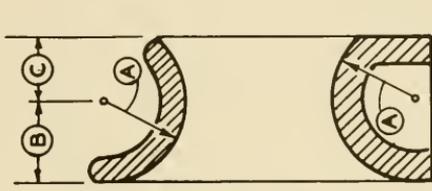
- (A) MINIMUM RADIUS-7 INCHES
- (B) EQUAL TO (A)
- (C) DEPENDENT UPON (D)
- (D) TANGENT LINE TO BITT



SECTION 'B'-'B'



SIDE VIEW - OUTBOARD



SECTION 'A'-'A'

FIGURE 1



foul the wall coping and miter gates, the chocks shall be located at shorter distances from the bow and stern.

(b) On ships having a beam of more than 80 feet, requiring 10 or more locomotives, in order to prevent the fouling of towing wires on the wall coping and miter gates, locomotive wires must not be attached through chocks along the straight side of the ship or at any location where the beam is more than 80 feet.

(c) If a ship fails to meet the requirements of this section it may be denied transit. If a representative of the Marine Director decides that the ship can be handled without undue danger to equipment or personnel notwithstanding its failure to comply with this section, the ship may be allowed to transit after the Master thereof, in the presence of the Pilot, signs an undertaking releasing the Panama Canal Company from, and indemnifying it against, any loss, damage, or liability which may result from injury to the vessel or its cargo, to other vessels or their cargo, or to Canal structures or equipment, or from injury to, or death of, any person, where any such injury or death is caused in whole or in part by such failure of the vessel to meet the requirements of this section.

[35 CFR 4.42, as amended by Governor's Reg. May 20, 1958, 23 Fed. Reg. 3774]

SEC. 6.7 *Number of locomotives.* The number of locomotives to be used for the lockage of any vessel is dependent upon its length, weight, list, trim, and special construction; and the number required will be determined by the Port Captain of the terminal at which the ship enters. He shall inform the pilot and the locks of the locomotive assignment, and shall assume responsibility therefor, and shall place upon the ship the necessary number of line handlers.

[35 CFR 4.43]

SEC. 6-8 *Passing through locks.* Vessels passing through the locks shall normally be handled by electric towing locomotives. After cables from the towing locomotives have been placed aboard, main engines may be used if considered necessary by the pilot. Small vessels may be permitted to pass through the locks under their own power. When a vessel has a pilot aboard, the use of engines shall be under the direction of the pilot. A small vessel passing through the locks without a pilot aboard shall be under the direction of the lockmaster, who may authorize the use of engines in the locks.

[35 CFR 4.43a, as amended by Governor's Reg. May 31, 1960; 25 F.R. 5184]



**Chapter 7**  
**PROVISIONS FOR THE PREVENTION OF COLLISION**  
**IN CANAL ZONE WATERS**

(MARINE BUREAU)

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## Article 1

### APPLICATION AND DEFINITIONS

SECTION 7.1 *Application of chapter.* The provisions of this chapter shall be applicable to vessels and seaplanes upon the navigable waters of the Canal Zone between a line connecting East Breakwater Light and West Breakwater Light at the Atlantic Entrance to the Canal in Limon Bay and a line passing through Channel Buoys 1 and 2 extended to the Canal Zone boundary lines at the Pacific Entrance in Panama Bay. Upon all waters of the Canal Zone to seaward, outside these limits, the International Rules shall apply. Where any naval or military vessel of special construction as certified to by the Secretary of the Navy, or the Secretary of the Treasury in the case of Coast Guard vessels operating under the Treasury Department,

or by a corresponding official of a State, other than the United States, shall by virtue of statute, convention, or treaty, be exempted from compliance with the International Rules, such vessel shall similarly be exempted from compliance with any corresponding requirement under the provisions of this chapter.

[35 CFR 4.201, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.2 *Definitions.* As used in this chapter, except where the context requires otherwise: (a) The word "vessel" includes every description of water craft, other than a seaplane on the water, used or capable of being used as a means of transportation on water;

(b) The word "seaplane" includes a flying boat and any other aircraft designed to maneuver on the water;

(c) The term "power-driven vessel" means any vessel propelled by machinery other than a motorboat;

(d) The word "motorboat" means any vessel 65 feet or less in length which is propelled by machinery except tugboats and towboats propelled by steam, and includes all vessels or boats temporarily equipped with a detachable motor;

(e) Every power-driven vessel or motorboat which is under sail and not under power is to be considered a sailing vessel, and every vessel under power, whether under sail or not, is to be considered a power-driven vessel or a motorboat, as the case may be;

(f) A vessel or seaplane on the water is "under way" when she is not at anchor, or made fast to the shore, or aground;

(g) The term "height above the hull" means height above the uppermost continuous deck;

(h) The length and breadth of a vessel shall be deemed to be the length and breadth appearing in her certificate of registry;

(i) The length and span of a seaplane shall be its maximum length and span as shown in its certificate of airworthiness, or as determined by measurement in the absence of such certificate;

(j) The word "visible," when applied to lights, means visible on a dark night with a clear atmosphere;

(k) The term "short blast" means a blast of about one second's duration;

(l) The term "prolonged blast" means a blast of from four to six seconds' duration;

(m) The word "whistle" means whistle or siren;

(n) The word "tons" means gross tons;

[35 CFR 4.202, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

## Article 2

### LIGHTS AND SHAPES

SEC. 7.10 *Lights; when required to be exhibited.* The provisions concerning lights shall be complied with in all weathers from sunset to sunrise, and during such times no other lights shall be exhibited,

except such lights as cannot be mistaken for the prescribed lights, or impair their visibility or distinctive character, or interfere with the keeping of a proper lookout: *Provided, however,* That seagoing vessels, the lights of which comply with the International Rules, shall not be required to comply with any additional requirements respecting lights contained herein.

[35 CFR 4.210, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.11 *Same; power-driven vessel under way.* A power-driven vessel when under way shall carry: (a) On or in front of the foremast, or if a vessel without a foremast then in the forepart of the vessel, a bright white light so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass (225 degrees) so fixed as to show the light 10 points (112½ degrees) on each side of the vessel, that is, from right ahead to 2 points (22½ degrees) abaft the beam on either side, and of such a character as to be visible at a distance of at least 5 miles.

(b) Either forward of or abaft the white light mentioned in subsection (a) a second white light similar in construction and character to that light.

(c) These two white lights shall be so placed in a line with and over the keel that one shall be higher than the other and in such a position that the lower light shall be forward of the upper one. The horizontal distance between the two white lights shall be at least three times the vertical distance.

(d) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(e) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass (112½ degrees), so fixed as to show the light from right ahead to 2 points (22½ degrees) abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(f) The said green and red sidelights shall be fitted with inboard screens projecting at least 3 feet forward from the light, so as to prevent these lights from being seen across the bows.

(g) At the stern a white light so constructed that it shall show an unbroken light over an arc of the horizon of 12 points of the compass (135 degrees), so fixed as to show the light 6 points (67½ degrees) from right aft on each side of the vessel, and of such a character as to be visible at a distance of at least 2 miles. Such light shall be carried as nearly as practicable on the same level as the sidelights.

[35 CFR 4.211, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.12 *Same; seaplane under way on the water.* A seaplane under way on the water shall carry: (a) In the forepart amidships where

it can best be seen a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 220 degrees of the compass, so fixed as to show the light 110 degrees abaft the beam on either side, and of such a character as to be visible at a distance of at least 3 miles.

(b) On the right or starboard wing tip a green light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 2 miles.

(c) On the left or port wing tip a red light, so constructed as to show an unbroken light over an arc of the horizon of 110 degrees of the compass, so fixed as to show the light from right ahead to 20 degrees abaft the beam on the port side, and of such a character as to be visible at a distance of at least 2 miles.

(d) On the tail a white light, so constructed as to show an unbroken light over an arc of the horizon of 140 degrees of the compass, so fixed as to show the light 70 degrees from right aft on each side of the seaplane, and of such a character as to be visible at a distance of at least 2 miles.

[35 CFR 4.212, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.13 *Same; power-driven vessel or motorboat from 26 to 65 feet in length towing or pushing another vessel or seaplane.* A power-driven vessel or a motorboat from 26 to 65 feet in length when towing another vessel or vessels alongside or by pushing ahead shall carry two bright white lights in a vertical line, one over the other, not less than 3 feet apart, and when towing one or more vessels astern, regardless of the length of the tow, shall carry an additional bright white light an equal distance above or below such lights. Each of these lights shall be of the same construction and character, and one of them shall be carried in the same position as the white light mentioned in section 7.11 (a) or 7.24 (a): *Provided, however,* That on a vessel with a single mast, such lights may be carried on the mast. The towing vessel shall also show the side lights, stern light, and the forward or after range light of a power-driven vessel or motorboat from 26 to 65 feet in length under way.

[35 CFR 4.213, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.14 *Lights and shapes; vessel or seaplane on the water, not under command.* (a) A vessel which is not under command shall carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 6 feet apart, and of such a character as to be visible all round the horizon at a distance of at least 2 miles, such lights to be, if the vessel is a power-driven vessel, in lieu of the range lights required by section 7.11 (a), (b), and in lieu, if the vessel is a motorboat, of the white lights required by section 7.23 (a) or 7.24 (a), (b). By day she shall carry in a vertical line, one over the

other, not less than 6 feet apart, where they can best be seen, two black balls or shapes each not less than 2 feet in diameter.

(b) A seaplane on the water which is not under command may carry, where they can best be seen, two red lights in a vertical line, one over the other, not less than 3 feet apart, and of such a character as to be visible all around the horizon at a distance of at least 2 miles, and may by day carry in a vertical line, one over the other, not less than 3 feet apart, where they can best be seen, two black balls or shapes, each not less than 2 feet in diameter.

(c) The vessels and seaplanes referred to in this section, when not making way through the water shall not carry the colored side lights, but when making way they shall carry them.

(d) The lights and shapes required to be shown by this section are to be taken by other vessels and seaplanes as signals that the vessel or seaplane showing them is not under command and cannot therefore get out of the way.

(e) These signals are not signals of vessels in distress and requiring assistance. Such signals are contained in section 7.100.

[35 CFR 4.214, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.15 *Same; vessels transporting inflammable, explosive, or otherwise dangerous commodities.* A vessel employed in the transportation or transfer of inflammable, explosive, or otherwise dangerous commodities shall carry, in addition to her appropriate mooring, anchor, or navigation lights, where it can best be seen, a red light of such a character as to be visible all round the horizon at a distance of at least 2 miles. By day she shall display, where it can best be seen, a red flag.

[35 CFR 4.215, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.16 *Same; Canal floating equipment operated by maneuvering lines.* Units of Canal floating equipment operated by maneuvering lines, when such lines are taut, shall carry a red light on each side located at least 8 feet above the deck and near the positions of the maneuvering lines which lights shall be so constructed as to show all around the horizon and be plainly visible at a distance of at least 1 mile. By day, such units shall carry a black ball on each side in some conspicuous place located at least 8 feet above the deck and near the positions of the maneuvering lines. When such maneuvering lines are slack so that they no longer form an obstruction in the channel, the red light over the slack wire shall be extinguished and, by day, the black ball on such side shall be lowered. Canal floating units from which divers are working or which are under repair at the side of the Canal, shall display, where it can best be seen, a similar red light by night and a red flag by day.

[35 CFR 4.216, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.17 *Lights; marking of pipe lines laid in navigable waters.* Whenever a pipe line is laid in navigable waters, it shall be marked

at night by red lights at intervals of 200 feet. The lights marking the limits of the gate shall be a vertical display of a white and a red light, the white light to be at least 4 feet above the red light. These lights shall be so constructed as to show all around the horizon and be visible from a distance of at least 1 mile.

[35 CFR 4.217, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.18 *Same; ferryboats.* Ferryboats shall carry the lights required by this chapter for vessels of their class: *Provided, however,* That double-end ferryboats shall carry, in lieu of the required range lights and stern light, a central range of clear bright white lights showing all around the horizon at equal altitudes forward and aft and visible at a distance of at least 5 miles.

[35 CFR 4.218, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.19 *Same; sailing vessel under way and vessel or seaplane being towed.* A sailing vessel under way and any vessel or seaplane being towed shall carry the same lights as are prescribed by sections 7.11 and 7.12 for a power-driven vessel or a seaplane under way, respectively, with the exception of the white lights specified in sections 7.11 (a), (b), and 7.12 (a), which they shall never carry. In a small vessel, if it is not possible on account of bad weather or other sufficient cause for the stern light as described in section 7.11 (g) to be fixed, an electric torch or a lighted lantern shall be kept at hand ready for use and shall, on the approach of an overtaking vessel, be shown in sufficient time to prevent collision.

[35 CFR 4.219, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.20 *Same; vessel being pushed ahead.* A vessel being pushed ahead shall carry, at the forward end, on the starboard side a green light and on the port side a red light, which shall have the same characteristics as the lights described in sections 7.11 (d) and 7.11 (e) and shall be screened as provided in section 7.11 (f): *Provided,* That any number of vessels pushed ahead in a group shall be lighted as one vessel.

[35 CFR 4.220, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.21 *Same; tows made up of barges, scows, etc.* In a tow made up of barges, scows, etc., being towed by a hawser in tandem, each craft making up such tow shall carry a white light at the bow and another at the stern; when any such tow is made up of two or more craft abreast, a white light shall be carried at each corner of such tow. Tows made up of barges, scows, etc., being towed alongside the towing vessel, shall display a white light on the outer bow and another on the outer stern of such tow. The white lights required under this section shall be so constructed and fixed, and of such a character, as to show an unbroken light visible all around the horizon at a distance of at least 1 mile.

[35 CFR 4.221, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.22 *Same; use of portable side lights on small vessels in certain*

cases. In small vessels, when it is not possible on account of bad weather or other sufficient cause to fix the green and red sidelights, these lights shall be kept at hand lighted and ready for immediate use, and shall, on the approach of or to other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side nor the red light on the starboard side, nor, if practicable, more than 2 points ( $22\frac{1}{2}$  degrees) abaft the beam on their respective sides. To make the use of these portable lights more certain and easy, the lanterns containing them shall each be painted outside with the color of the lights they respectively contain, and shall be provided with proper screens  
[35 CFR 4.222, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.23 *Same; motorboats under 26 feet in length.* Motorboats under 26 feet in length when under way shall carry: (a) In the after part of the vessel, a bright white light, so constructed as to show an unbroken light all around the horizon, and of such a character as to be visible at a distance of at least 2 miles.

(b) In the forepart of the vessel and lower than the white light mentioned in paragraph (a), a combined lantern showing a green light to starboard and red light to port, so fixed as to show the light from right ahead to 2 points abaft the beam on their respective sides, and of such a character as to be visible at a distance of at least 1 mile.  
[35 CFR 4.223, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.24 *Same; motorboats 26 to 65 feet in length.* Motorboats 26 to 65 feet in length when under way shall carry: (a) In the forepart of the vessel and as near the stem as practicable, a bright white light, so constructed as to show an unbroken light over an arc of the horizon of 20 points of the compass, so fixed as to throw the light 10 points on each side of the vessel, namely, from right ahead to 2 points abaft the beam on either side, and of such a character as to be visible at a distance of at least 2 miles.

(b) In the after part of the vessel, and higher than the light mentioned in paragraph (a), a bright white light so constructed as to show all around the horizon, and of such a character as to be visible at a distance of at least 2 miles.

(c) On the starboard side a green light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to show the light from right ahead to 2 points abaft the beam on the starboard side, and of such a character as to be visible at a distance of at least 1 mile

(d) On the port side a red light so constructed as to show an unbroken light over an arc of the horizon of 10 points of the compass, so fixed as to show the light from right ahead to 2 points abaft the beam on the port side, and of such a character as to be visible at a distance of at least 1 mile

(e) The said green and red (side) lights shall be fitted with inboard screens in such a manner so as to prevent these lights from being seen across the bows.

[35 CFR 4.224, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.25 *Same; small rowing boats under oars or sail.* Small rowing boats, whether under oars or sail, shall only be required to have ready at hand an electric torch or a lighted lantern showing a white light, which shall be exhibited in sufficient time to prevent collision.

[35 CFR 4.225, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.26 *Same; pilot launches engaged on pilot duty and not at anchor.* A pilot launch, when engaged on pilot duty and not at anchor shall, in addition to the lights required of motorboats of her class by section 7.24, carry directly below her after white light, a red light, so constructed and so fixed, and of such a character as to be visible all around the horizon at a distance of at least 2 miles.

[35 CFR 4.226, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.27 *Lights and shapes; vessel at anchor.* (a) A vessel under 150 feet in length, when at anchor, shall carry in the forepart of the vessel, where it can best be seen, a white light in a lantern so constructed as to show a clear, uniform, and unbroken light visible all around the horizon at a distance of at least 2 miles.

(b) A vessel of 150 feet or upwards in length, when at anchor, shall carry in the forepart of the vessel, at a height of not less than 20 feet above the hull, one such light, and at or near the stern of the vessel and at such a height that it shall be not less than 15 feet lower than the forward light, another such light. Both these lights shall be visible all around the horizon at a distance of at least 3 miles.

(c) Between sunrise and sunset every vessel when at anchor shall carry in the forepart of the vessel, where it can best be seen, one black ball not less than 2 feet in diameter.

(d) Vessels not more than 65 feet in length when at anchor in any special anchorage designated by the Governor for such vessels shall not be required to carry or exhibit the white light specified in subsection (a) above, nor the black ball specified by subsection (c) above.

[35 CFR 4.227, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.28 *Lights; seaplane at anchor.* (a) A seaplane on the water under 150 feet in length, when at anchor, shall carry, where it can best be seen, a white light, visible all around the horizon at a distance of at least 2 miles.

(b) A seaplane on the water 150 feet or upwards in length, when at anchor, shall carry, where they can best be seen, a white light forward and a white light aft, both lights visible all around the horizon at a distance of at least 3 miles; and, in addition, if the seaplane is more than 150 feet in span, a white light on each side to indicate the

maximum span, and visible, so far as practicable, all around the horizon at a distance of 1 mile.

[35 CFR 4.228, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.29 *Same; vessel aground.* A vessel aground shall carry by night the light or lights prescribed in section 7.27 (a) or (b) and the two red lights prescribed in section 7.14 (a). By day she shall carry, where they can best be seen, three black balls, each not less than 2 feet in diameter, placed in a vertical line one over the other, not less than 6 feet apart.

[35 CFR 4.229, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.30 *Lights; seaplane aground.* A seaplane aground shall carry an anchor light or lights as prescribed in section 7.28 (a) or (b), and in addition may carry two red lights in a vertical line, at least 3 feet apart, so placed as to be visible all around the horizon.

[35 CFR 4.230, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.31 *Same; vessel or seaplane moored at wharf or side of Canal.* A vessel or seaplane moored alongside a wharf or at the side of the Canal and every vessel or seaplane in a nest which is so moored shall display over the offshore side of the vessel, both at the bow and at the stern, a white light of such character as to be plainly visible from the Canal at a distance of at least 1 mile.

[35 CFR 4.231, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.32 *Lights and sound signals to attract attention.* Every vessel or seaplane on the water may, if necessary in order to attract attention, in addition to the lights which she is by these provisions required to carry, show a flare up light or use a detonating or other efficient sound signal that cannot be mistaken for any signal authorized elsewhere in this chapter.

[35 CFR 4.232, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.33 *Shape signal of vessel both under sail and machinery.* A vessel proceeding under sail, when also being propelled by machinery, shall carry in the daytime forward, where it can best be seen, one black conical shape, point upwards, not less than 2 feet in diameter at its base.

[35 CFR 4.233, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.34 *Blinding lights not to be directed into pilot house.* Under no circumstances shall the rays of a search light or any other type of blinding light be directed into the pilot house, or in any other manner or direction which would interfere with the navigation of another vessel.

[35 CFR 4.234, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

### Article 3

#### SOUND SIGNALS IN FOG, AGROUND, AT ANCHOR, ETC.

SEC. 7.50 *Sound signals; how given.* A power-driven vessel shall be provided with an efficient whistle, sounded by steam or by some

substitute for steam, so placed that the sound may not be intercepted by any obstruction, and with an efficient fog horn to be sounded by mechanical means, and also with an efficient bell. A sailing vessel of 20 gross tons or upwards shall be provided with a similar fog horn and bell. All signals prescribed by section 7.51 for vessels under way shall be given—

By power-driven vessels or motorboats on the whistle;

By sailing vessels on the fog horn;

By vessels towed on the whistle or foghorn.

[35 CFR 4.250, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.51 *Same; Vessel in fog, mist, etc.* In fog, mist, heavy rain-storms, or any other condition similarly restricting visibility, whether by day or night, the signals described in this section shall be used as follows: (a) *Power-driven vessel or motorboat making way.* A power-driven vessel or motorboat making way through the water, shall sound at intervals of not more than 1 minute, a prolonged blast.

(b) *Power-driven vessel or motorboat under way but not making way.* A power-driven vessel or motorboat under way, but stopped and making no way through the water, shall sound, at intervals of not more than 1 minute, two prolonged blasts, with an interval of about 1 second between them.

(c) *Sailing vessel under way.* A sailing vessel under way shall sound, at intervals of not more than 1 minute, when on the starboard tack one blast, when on the port tack two blasts in succession, and when with the wind abaft the beam three blasts in succession.

(d) *Vessel at anchor.* A vessel when at anchor shall at intervals of not more than 1 minute ring the bell rapidly for about 5 seconds. In vessels of more than 350 feet in length the bell shall be sounded in the forepart of the vessel, and in addition there shall be sounded in the after part of the vessel, at intervals of not more than 1 minute for about 5 seconds, a gong or other instrument, the tone and sounding of which cannot be confused with that of the bell. Every vessel at anchor may in addition, in accordance with section 7.32 sound three blasts in succession, namely, one short, one prolonged, and one short blast, to give warning of her position and of the possibility of collision to an approaching vessel.

(e) *Vessel towing, not under command, etc.* A vessel when towing, a vessel engaged in laying or in picking up a submarine cable or navigation mark, and a vessel under way which is unable to get out of the way of an approaching vessel through being not under command or unable to maneuver as required by this chapter shall, instead of the signals prescribed in paragraphs (a), (b), and (c) sound, at intervals of not more than 1 minute, three blasts in succession, namely, one prolonged blast followed by two short blasts.

(f) *Vessel towed.* A vessel towed, or, if more than one vessel is towed, only the last vessel of the tow, if manned, shall, at intervals

of not more than 1 minute, sound four blasts in succession, namely one prolonged blast followed by three short blasts. When practicable this signal shall be made immediately after the signal made by the towing vessel.

(g) *Vessel aground.* A vessel aground shall give the signal prescribed in paragraph (d) and shall, in addition, give three separate and distinct strokes on the bell immediately before and after each such signal.

[35 CFR 4.251, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.52 *Same; seaplane on the water in fog, mist, etc.* A seaplane on the water shall not be obliged to give the signals mentioned in section 7.51 but if she does not, she shall make some other efficient sound signal at intervals of not more than 1 minute.

[35 CFR 4.252, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

#### Article 4

### STEERING AND SAILING RULES

SEC. 7.60 *Steering and sailing rules; preliminary.* (a) In obeying and construing the provisions of these steering and sailing rules, any action taken should be positive, in ample time, and with due regard to the observance of good seamanship.

(b) Risk of collision can, when circumstances permit, be ascertained by carefully watching the compass bearing of an approaching vessel. If the bearing does not appreciably change, such risk should be deemed to exist.

(c) Mariners should bear in mind that seaplanes in the act of landing or taking off, or operating under adverse weather conditions, may be unable to change their intended action at the last moment.

[35 CFR 4.260, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.61 *Same; sailing vessels approaching with risk of collision.* When two sailing vessels are approaching one another, so as to involve risk of collision, one of them shall keep out of the way of the other, as follows: (a) A vessel which is running free shall keep out of the way of a vessel which is close-hauled.

(b) A vessel which is close-hauled on the port tack shall keep out of the way of a vessel which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the vessel which has the wind on the port side shall keep out of the way of the other.

(d) When both are running free, with the wind on the same side, the vessel which is to the windward shall keep out of the way of the vessel which is to the leeward.

(e) A vessel which has the wind aft shall keep out of the way of the other vessel.

[35 CFR 4.261, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.62 *Same; two power-driven vessels or two motorboats meeting*

*end-on.* When two power-driven vessels are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other, and when two motorboats are meeting end on, or nearly end on, so as to involve risk of collision, each shall alter her course to starboard, so that each may pass on the port side of the other. This section only applies to cases where such vessels are meeting end on, or nearly end on, in such a manner as to involve risk of collision, and does not apply to two such vessels which must, if both keep on their respective courses, pass clear of each other. The only cases to which it does apply are when each of two such vessels is end on, or nearly end on, to the other; in other words, to cases in which by day, each vessel sees the masts of the other in a line, or nearly in a line with her own; and by night, to cases in which each vessel is in such a position as to see both the sidelights of the other. It does not apply by day, to cases in which a vessel sees another ahead crossing her own course; or, by night, to cases where the red light of one vessel is opposed to the red light of the other or where the green light of one vessel is opposed to the green light of the other or where a red light without a green light or a green light without a red light is seen ahead, or where both green and red lights are seen anywhere but ahead.

[35 CFR 4.262, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

*SEC. 7.63 Two power-driven vessels or two motorboats crossing with risk of collision.* When two power-driven vessels are crossing so as to involve risk of collision, the power-driven vessel which has the other on her starboard side shall keep out of the way of the other, and when two motorboats are crossing so as to involve risk of collision, the motorboat which has the other on her starboard side shall keep out of the way of the other: *Provided, however,* That a power-driven vessel or a motorboat entering the main channel of the Canal from either side shall not cross the bow of a vessel proceeding in either direction along the Canal axis and that it shall keep clear until the vessel in the Canal axis has passed.

[35 CFR 4.263, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

*SEC. 7.64 Same; right-of-way for power-driven vessels, motorboats, and sailing vessels in certain cases.* When two vessels are proceeding in such directions as to involve risk of collision, except as provided in sections 7.69, concerning overtaking vessels, one such vessel shall keep out of the way of the other as follows:

(a) A sailing vessel shall keep out of the way of a power-driven vessel.

(b) A motorboat shall keep out of the way of a power-driven vessel.

(c) A motorboat shall keep out of the way of a sailing vessel.

CROSS REFERENCE: Sec. 7.79 Navigation by, or with respect to, seaplanes.

[35 CFR 4.264, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.65 *Same; vessels meeting in vicinity of obstructions.* When two power-driven vessels are meeting end on, or nearly end on, in the Canal in the vicinity of an obstruction, e. g., a dredge, drill barge, slide, etc., the vessel whose side of the Canal is clear shall have the right-of-way and the other vessel shall hold back and keep out of the way until the privileged vessel is clear.

[35 CFR 4.265, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.66 *Same; course and speed of favored vessel.* Where by any of these provisions one of two vessels is to keep out of the way, the other shall keep her course and speed. When, from any cause, the latter vessel finds herself so close that collision cannot be avoided by the action of the giving-way vessel alone, she also shall take such action as will best aid to avert collision. The vessel having the right-of-way shall in no case take any action that would unnecessarily endanger the burdened vessel; shall give due regard to existing circumstances; and shall proceed with caution so long as danger of collision remains.

[35 CFR 4.266, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.67 *Same; burdened vessel not to cross ahead.* Every vessel which is directed by these provisions to keep out of the way of another vessel shall, if the circumstances of the case admit, avoid crossing ahead of the other.

[35 CFR 4.267, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.68 *Same; speed of burdened vessel.* Every power-driven vessel or motorboat which is directed by these provisions to keep out of the way of another vessel shall, on approaching her, if necessary, slacken her speed or stop or reverse.

[35 CFR 4.268, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.69 *Same; overtaking vessels.* (a) Notwithstanding anything contained in these provisions, every vessel overtaking any other shall keep out of the way of the overtaken vessel.

(b) Every vessel coming up with another vessel from any direction more than 2 points ( $22\frac{1}{2}$  degrees) abaft her beam, i. e., in such a position, with reference to the vessel which she is overtaking, that at night she would be unable to see either of that vessel's sidelights, shall be deemed to be an overtaking vessel; and no subsequent alteration of the bearing between the two vessels shall make the overtaking vessel a crossing vessel within the meaning of these sections, or relieve her of the duty of keeping clear of the overtaken vessel until she is finally past and clear.

(c) If the overtaking vessel cannot determine with certainty whether she is forward of or abaft this direction from the other vessel, she shall assume that she is an overtaking vessel and keep out of the way.

(d) When one power-driven vessel or motorboat is overtaking another power-driven vessel or motorboat, and the overtaking vessel

shall desire to pass on the right or starboard of the vessel ahead, she shall give, as a signal of such desire, one short and distinct blast of her whistle, and if the overtaken vessel answers with one short blast, the overtaking vessel shall direct her course to starboard; or if the overtaking vessel shall desire to pass on the left or port side of the other vessel, she shall give as a signal of such desire, two short blasts of her whistle, and if the overtaken vessel answers with two short blasts, the overtaking vessel shall direct her course to port. However, if the overtaken vessel does not think it safe for the overtaking vessel to attempt to pass at that time, she shall immediately so signify by giving several short and rapid blasts of her whistle, not less than five, the danger signal, and under no circumstances shall the overtaking vessel attempt to pass until such time as they have reached a point where it can be done safely, and the overtaken vessel shall have signified her willingness by blowing the proper signal, two short blasts for the overtaking vessel to pass on the port side, one short blast to pass on the starboard side, which signal shall be answered with a similar signal by the overtaking vessel before passing. After an agreement has been reached the overtaken vessel shall in no case attempt to cross the bow or crowd upon the course of the overtaking vessel.

(e) Except as specially authorized by the Marine Director, an overtaking power-driven vessel shall not overtake and pass another power-driven vessel in the Canal except in Gatun Lake between Buoys 17 and 70: *Provided, however,* That this subsection shall not apply where either the overtaking or the overtaken vessel is a Panama Canal power-driven vessel or a U. S. Army or U. S. Navy local tug, with or without a tow.

[35 CFR 4.269, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.70 *Same; in Canal channel.* In the Canal channel every power-driven vessel when proceeding along the line of the channel, shall keep to that side of the fairway or mid-channel which lies on the starboard side of such vessel. When two such vessels so proceeding are bound in opposite directions, they shall, when it is safe and practicable, be governed by the meeting rule (section 7.62), even when, by reason of an intervening bend in the channel, their headings are not substantially opposite when they first sight each other; and neither of them shall alter course to port across the course of the other. Tugs and motorboats shall, whenever practicable, keep well over to that side of the Canal which is to their starboard when large vessels are passing.

35 CFR 4.270, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.71 *Same; passing Panama Canal floating equipment or vessels under repair.* Panama Canal floating equipment at work in a stationary position shall have a prior right to such position, and no passing vessel shall foul such equipment or its moorings, or pass at

such speed as to create a dangerous wash or wake. Floating equipment of the Canal from which divers are working, and floating equipment so moored, and vessels under repair and in such condition, that a high wash might cause swamping or be hazardous to the workmen, shall be passed by all vessels at a speed sufficiently slow as not to create a dangerous wash or wake.

[35 CFR 4.271, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.72 *Same; sound signals when vessels are in sight of one another.* (a) When vessels are in sight of one another, a power-driven vessel or motorboat underway, in taking any course authorized or required by these provisions, shall indicate that course by the following signals on her whistle, namely:

One short blast to mean "I am altering my course to starboard."

Two short blasts to mean "I am altering my course to port."

Three short blasts to mean "My engines are going astern."

(b) Whenever a power-driven vessel or motorboat which, under these provisions, is to keep her course and speed, is in sight of another vessel and is in doubt whether sufficient action is being taken by the other vessel to avert collision, she may indicate such doubt by giving at least five short and rapid blasts on the whistle. The giving of such a signal shall not relieve a vessel of her obligations under sections 7.83 and 7.103 or any other section, or of her duty to indicate any action taken under these sections by giving the appropriate sound signals laid down in this section.

(c) Failure to give or receive any of the whistle signals required by this section shall not lessen the duty of both vessels to pass each other as herein prescribed, except when emergency action becomes necessary as provided in section 7.83.

[35 CFR 4.272, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.73 *Same; sound signals not to be used except as prescribed.* The one, two, and three short blast signals and the danger signal prescribed in the preceding section for power-driven vessels and motorboats shall never be used except for the purpose indicated. The one, two, and three short blast signals are never to be used except when vessels are in sight of one another, and the course and position of each can be estimated in the day time from a sight of the vessel herself, or at night from her navigation lights.

[35 CFR 4.273, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.74 *Same; for power-driven vessel or motorboat rounding a bend.* Whenever a power-driven vessel or motorboat is nearing a bend in a channel where a vessel approaching from the other direction cannot be seen, such vessel, when she shall have arrived within  $\frac{1}{2}$  mile of the bend, shall give a signal by one prolonged blast of her whistle which signal shall be answered by a similar blast given by any approaching vessel that may be within hearing around the bend. Regardless of whether an approaching vessel on the farther side of the

bend is heard, such bend shall be rounded with alertness and caution. [35 CFR 4.274, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.75 *Same; sound signal for power-driven vessel or motorboat leaving berth.* When a power-driven vessel or motorboat is moving from her dock or berth, she shall give a signal of one prolonged blast of the whistle; but immediately after clearing the dock or berth so as to be fully in sight she shall be governed by the steering and sailing rules.

[35 CFR 4.275, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.76 *Same; sound signals for passing through the gate in a pipe line.* When a power-driven vessel or motorboat is approaching a pipe line obstructing the channel, and desires to pass through the gate, she shall give a signal of two blasts, namely, one prolonged blast followed by a short blast, which signal shall be promptly answered by the gate tender with the same signal if she is ready to have the approaching vessel pass, or by the danger signal if it is not safe for her to pass. In no case shall the approaching vessel attempt to pass until the gate tender signifies by a signal of one prolonged and one short blast that the channel is open. The gate tender shall so signify as soon as practicable, and the approaching vessel shall answer with a similar signal.

[35 CFR 4.276, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.77 *Same; sound signals for passing floating equipment using maneuvering lines.* When a power-driven vessel or motorboat is approaching floating Canal equipment which has maneuvering lines obstructing the channel, and desires to pass, she shall give the appropriate signal comparable to the signals prescribed by section 7.72 for certain vessels in sight of one another, which the floating equipment, after promptly slacking her lines and complying with section 7.16 shall answer with a similar signal. If, for any reason, the floating equipment is unable to give such signal, she shall so signify by blowing the danger signal, and the approaching vessel shall not attempt to pass until the visual signal required by section 7.16 has been given, and the proper passing whistle signal has been given by the floating equipment. After receiving such signals, and after answering the passing signal, the approaching vessel may then proceed.

[35 CFR 4.277, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.78 *Same; unauthorized use of whistles prohibited.* The sounding of the steam whistle or siren except in the giving of any authorized or required signal is prohibited.

[35 CFR 4.278, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.79 *Navigation by, or with respect to, seaplanes.* (a) A seaplane on the water shall, in general, keep well clear of all vessels and avoid impeding their navigation. The following provisions shall be observed by all seaplanes operated on the water and by vessels with respect to such seaplanes when approaching so as to involve risk of collision.

(1) Crossing: The seaplane or vessel which has the other on the right shall give way so as to keep well clear.

(2) Approaching head-on: When two seaplanes, or a seaplane and a vessel approach head-on, or approximately so, each shall alter her course to the right so as to keep well clear.

(3) Overtaking: The seaplane or vessel which is being overtaken has the right of way, and the one overtaking shall alter her course so as to keep well clear.

(b) When two seaplanes, or a seaplane and a vessel are approaching each other so as to involve risk of collision, each shall proceed with careful regard to existing circumstances and conditions, including the limitations of the respective craft.

[35 CFR 4.279, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.80 *Same; speed and maneuvering of vessels in fog, mist, etc.*

(a) Every vessel or seaplane when taxiing on the water, shall in fog, mist, heavy rain storms, or any other conditions similarly restricting visibility, go at a moderate speed, having careful regard to the existing circumstances and conditions.

(b) A power-driven vessel hearing, apparently forward of her beam, the fog signal of a vessel the position of which is not ascertained, shall, so far as the circumstances of the case admit, stop her engines, and then navigate with caution until danger of collision is over.

(c) When two vessels are meeting each other in a Canal channel less than 800 feet wide, they shall, when about a mile apart, reduce speed, if practicable, and then proceed cautiously until they have passed clear.

(d) A vessel moored or at anchor shall not get under way when, because of atmospheric conditions, visibility is less than 1,000 feet. A vessel already under way under such conditions shall anchor or moor as soon as practicable, and shall report immediately to the Port Captain by radio or other available means.

[35 CFR 4.280, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.81 *Same; authority to prescribe maximum speed limits.* The Governor is hereby given continuing authority to prescribe maximum speed limits for navigation in Canal Zone waters. Unless and until otherwise prescribed by the Governor under this authority, the maximum speed limits shall be as prescribed in section 7.82.

[35 CFR 4.281, as added CZO 30, Jan. 6, 1953; 18 F. R. 280]

SEC. 7.82 *Same; maximum speed of vessels.* Vessels in Canal Zone waters shall not exceed the speeds designated below except in an emergency:

	<i>Knots</i>
Atlantic entrance to Gatun Locks.....	10
Gatun Lake in the 1,000-foot channels.....	15
Gatun Lake in the 800-foot channels.....	12

	Knots
Gatun Lake in the 500-foot channels.....	10
Rounding Bohio and Darien Bends.....	10
Gaillard Cut—In the straight reaches—	
Vessels under 250 feet in length.....	8
Vessels 250 feet or over in length.....	6
(or as near 6 knots as possible while maintaining steerage way).	
In or near locks (except in an emergency).....	2
Miraflores Locks to Buoy No. 14.....	6
Buoy No. 14 to Pacific Entrance.....	10
Miraflores Lake—	
Vessels under 300 feet in length.....	6
Vessels 300 feet or over in length shall proceed as slowly as possible consistent with maneuverability.	
Gamboa—	
Passing reserve fleet basin; concrete dock and floating crane berth.....	6
Gatun Lake—	
Gatun Reach northbound. All vessels shall be down to 10 knots when rounding Buoy No. 17.....	10

[35 CFR 4.282, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 7.83 *Same; departure from these provisions authorized in special circumstances.* In obeying and construing these provisions due regard shall be had to all dangers of navigation and collision, and to any special circumstances, including the limitations of the craft involved, which may render a departure from any of such provisions necessary in order to avoid immediate danger.

[35 CFR 4.283, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

## Article 5

### MISCELLANEOUS

SECTION 7.100 *Distress signals.* When a vessel or seaplane on the water is in distress and requires assistance from other vessels or from the shore, the following shall be the signals to be used or displayed by her, either together or separately, namely:

- (a) A gun or other explosive signal fired at intervals of about a minute.
- (b) A continuous sounding with any fog-signal apparatus.
- (c) Rockets or shells, throwing red stars fired one at a time at short intervals.
- (d) A signal made by radiotelegraphy or by any other signaling methods consisting of the group . . . — — . . . in the Morse Code.
- (e) A signal sent by radio telephony consisting of the spoken word "Mayday."
- (f) The International Code Signal of distress indicated by N.C.
- (g) A signal consisting of square flag having above or below it a ball or anything resembling a ball.
- (h) Flames on the vessel (as from a burning tar barrel, oil barrel, etc.)
- (i) A rocket parachute flare showing a red light.

The use of any of the above signals, except for the purpose of indicating that a vessel or a seaplane is in distress, and the use of any signals which may be confused with any of the above signals, is prohibited.

[35 CFR 4.300, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 7.101 *Orders to helmsman.* All orders to helmsmen shall be given in the following sense: Right rudder or starboard to mean "put the vessel's rudder to starboard;" left rudder or port to mean "put the vessel's rudder to port."

[35 CFR 4.301, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 7.102 *Discovery of defect in vessel during transit.* Upon the discovery during transit of the Canal of any defect in a vessel of such serious nature that it might interfere with further passage, the vessel shall stop and, if practicable, be anchored or moored at the first available place. A full report shall be made immediately to the Port Captain by radio or by the best means available.

[35 CFR 4.302, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 7.103 *Precautions required by ordinary practice of seamen or by special circumstances.* Nothing in this chapter shall exonerate any vessel, or the owner, master, or crew thereof, from the consequences of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

[35 CFR 4.303, as added CZO 30, Jan. 6, 1953; 18 F.R. 280]

SEC. 7.104 *Diving operations; industrial and commercial; recreational skin diving; light, flag.* (a) When industrial or commercial diving operations are underway in any waters of the Canal Zone, a revolving red light shall be displayed from the diving barge or other craft serving the diver. The light shall be so mounted and of sufficient intensity as to be visible for not less than 1 mile by day and by night. Vessels approaching or passing an area where diving operations are underway shall reduce speed sufficiently to avoid creating a dangerous wash or wake.

(b) Recreational skin diving in waters of the Canal proper, including Gaillard Cut and the channel through Gatun and Miraflores Lakes and in the waters of all ship's anchorages, harbors, piers, and docks is prohibited unless authorized in writing by the respective Port Captain. Authorization shall not be given for skin diving at night. When recreational skin diving activities are underway in any waters of the Canal Zone, a flag with a hoist or height of not less than 12 inches and a fly or length of not less than 18 inches and having a red background and a 3½-inch diagonal white stripe, running from the upper corner of the staff end of the flag to the lower corner of the outside end of the flag, shall be displayed from the mast of the craft serving the skin diver. Flags larger than the foregoing minimum dimensions shall preserve the same proportions. Vessels approaching an area where such skin diving activities are underway shall reduce speed sufficiently to avoid creating a dangerous wake or wash.

(c) The provisions of this section do not apply to diving operations conducted in or about the locks by locks personnel.

(d) The provisions of this section do not apply to emergency situations in which prompt action is necessary to save or protect life or property and time does not permit compliance.

[35 CFR 4.304, as added CZO 58, Oct. 26, 1961, 26 F.R. 10353, and amended CZO 62, May 3, 1963, 28 F.R. 4440]

SEC. 7.105 *Water Skiing: Observer required and duties; prohibited between sunset and sunrise; dangerous operation prohibited* (a) When towing a person on water skis or an aquaplane or similar device a motorboat or any other vessel shall, in addition to the operator, carry an observer, at least 12 years of age, so placed in the motorboat or other vessel as to be able to keep the operator fully informed of all conditions potentially hazardous to the person towed or any other property or person in the

vicinity. The observer shall be alert and shall keep the operator fully informed of all hazards. The operator shall devote his full attention to operating the motorboat or other vessel in a safe manner.

(b) No person shall operate a motorboat or other vessel on the waters of the Canal Zone towing a person or persons on water skis, or aquaplane or similar device nor shall any person engage in water skiing, aquaplaning or other similar activity between the hours from sunset to sunrise.

(c) No person shall operate water skis, an aquaplane or similar device in such a manner as to endanger the life, limb or property of any person.  
[35 CFR 4.305, as added CZO 63, April 26, 1963, 28 F.R. 4440]



## Chapter 8

# TRANSPORTATION OF HAZARDOUS CARGOES IN CANAL ZONE WATERS

(MARINE BUREAU)

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Article 1  
GENERAL PROVISIONS

SECTION 8.1. *Statement of amount and character of explosives carried.*  
In addition to complying with section 12.4, vessels carrying explosives, except ships of war, shall furnish a statement of the amounts and character of the explosives carried.

[35 CFR 4.106]

SEC. 8.2. *Loading certificate or declaration.* Upon the arrival of a vessel carrying explosive cargo at a port of the Canal Zone, the Master shall deliver to the Inspecting Officer, a loading certificate issued by a surveyor or Inspector of a recognized authority such as the National Cargo Bureau, Inc., British Board of Trade, Port Authority Official, or Navigation Inspector, stating where and how the explosives are stowed and the manner of packing. When no loading certificate is available, the Master, upon arrival, must submit to the Inspecting Officer a declaration as follows:

Declaration of Explosive Cargo Carried

I, the undersigned \_\_\_\_\_, Master of the \_\_\_\_\_ carrying explosives as classified by the Interstate Commerce Commission of the United States, or by any other recognized government agency, do hereby declare and certify on behalf of the owners of the vessel, as follows:

The explosives were loaded at<sup>1</sup> \_\_\_\_\_, packed and stowed in accordance with<sup>2</sup> \_\_\_\_\_

The explosives are in<sup>3</sup> \_\_\_\_\_

Explosives are separated from inflammables by<sup>4</sup> \_\_\_\_\_

The packing and stowing has not been disturbed since leaving the port of<sup>1</sup> \_\_\_\_\_

\_\_\_\_\_  
(Master's signature)

\_\_\_\_\_  
(Date)

<sup>1</sup> Name of port loading.

<sup>2</sup> Regulations of United States Coast Guard, British Board of Trade, Port Authority, as the case may be, as indicated on the containers.

<sup>3</sup> State number of hold, special magazine, etc. (which must be within reach of ship's fire hose) including amount of each kind of explosive.

<sup>4</sup> Boiler room, engine room, etc., within reach of ship's fire hose. If no inflammables are carried, so state.

[35 CFR 4.107, as amended by Governor's Reg. April 19, 1954, 19 F. R. 2451]

SEC. 8.3. *Definition and classification of hazardous cargoes.* The definition and classification of explosives and other hazardous cargoes shall be in accordance with the regulations established by the United States Interstate Commerce Commission or by any other recognized governmental agency, provided that decisions in case of doubt as to the explosive nature of any commodity, as well as to its classification, shall be made by the Governor or through an authority designated by him.

[35 CFR 4.108]

SEC. 8.4. *Packing and stowing of hazardous cargoes.* Packing and stowing of explosives and other hazardous cargoes, except petroleum products in bulk, must be in accordance with the rules in force at the port of loading. When no such rules exist at the port of loading, the regulations of the United States Coast Guard, or of the British Board of Trade shall apply.

[35 CFR 4.109, as amended by Governor's Reg. April 19, 1954, 19 F. R. 2451]

SEC. 8.5. *Anchorage areas for ships loaded with hazardous cargoes.* The following areas for ships loaded with explosives or with highly volatile products are designated:

- (a) ATLANTIC END—Area included in rectangle one thousand yards wide

immediately south of West Breakwater, starting at a point on West Breakwater one thousand yards from West Breakwater Light and thence extending westward two thousand yards along breakwater.

(b) **PACIFIC END**—Area south of Naos Island bounded on the east by a line drawn south (true) from entrance gas buoy No. 1; on the south by a line drawn east (true) from Tortolita Island, and on the north and west by the curve of thirty-foot depth.

[35 CFR 4.110]

**SEC. 8.6. *Vessels to anchor and await instructions.*** Vessels carrying explosive cargoes shall anchor in the explosive anchorage area, as described in section 8.5, on arrival at the Canal Zone, and there await instructions. Such vessels will be allowed alongside wharves of the Canal Zone only as prescribed in sections 8.7 and 8.8, and each case will be handled individually by the Port Captain concerned.

[35 CFR 4.111]

**SEC. 8.7. *Restrictions as to docking alongside terminal piers.*** Vessels with explosives aboard forming part of the cargo will be allowed alongside the terminal piers only when such explosives are stowed properly in spaces which need not be opened during the vessel's stay at the dock. Should there be cargo for discharge at the Canal Zone in the same space with explosives, the explosives must be removed before the vessel will be allowed alongside the terminal piers.

[35 CFR 4.112]

**SEC. 8.8. *Places for loading and discharging explosives; restrictions.*** (a) The explosive dock at Mindi and the explosive anchorages prescribed in § 4.110 are hereby designated for loading or discharging explosive cargo consigned to Panama Canal agencies or to private consignees.

(b) The explosive dock at Mindi, explosive anchorages prescribed in § 4.110, Pier 1 at Rodman Naval Station, and Pier 4 at Coco Solo Naval Station,<sup>1</sup> are designated for loading or discharging explosive/ammunition cargo consigned for military units: *Provided, however,* That (1) the accumulation of mass detonating explosive/ammunition at the Navy piers Rodman and Coco Solo<sup>1</sup> (i. e., the total explosive/ammunition cargo on board ship and on the pier at any one time) shall not exceed a total explosive content of 25,000 pounds; (2) when handling other than mass detonating types of explosive/ammunition cargo, the total weight shall not exceed that allowed by safety standards prescribed by the Chief of the Bureau of Ordnance, Department of the Navy; and (3) the Navy piers at Rodman and Coco Solo<sup>1</sup> shall not be used for handling explosive/ammunition cargo unless specific approval has been granted in each instance by the Commandant, Fifteenth Naval District, who will ensure that the Port Captain, Balboa or Cristobal, as the case may be, is advised of the details of each such handling.

(c) The Governor upon application may grant authority to discharge explosives, whether designated for civilian or military use, at Canal Zone docks in an emergency or when the character or packing of the explosives justifies such discharge.

[35 CFR 4.113, as amended by Governor's Reg. September 4, 1958, 23 F. R. 7176]

<sup>1</sup> Coco Solo Naval Station was inactivated on December 1, 1957.

SEC. 8.9. *Discharging small ammunition and pyrotechnic supplies.* Shipments of ammunition for small arms (in cartridge or shell fully assembled) not exceeding in the aggregate 10 tons weight or measurement, and pyrotechnic supplies not exceeding in the aggregate 1 ton weight or measurement, may be landed at either the Cristobal or Balboa terminal docks upon observance of special precautions to insure safe landing.  
[35 CFR 4.114]

SEC. 8.10 *Discharging inflammable cargo at public wharves.* Whenever it shall become necessary to remove any specially inflammable cargo from ships to public wharves in the Canal Zone, the Port Captain shall be notified at least two hours before such cargo is to be discharged upon the wharf so that the proper means can be provided to dispose of this class of material at the earliest moment.  
[35 CFR 4.115]

## Article 2

### HANDLING, LOADING, AND UNLOADING OF EXPLOSIVES IN CANAL ZONE PORTS

SECTION 8.11. *Application.* Sections 8.11 through 8.25 apply to all vessels, domestic and foreign, regardless of character, tonnage, size, service, and whether self-propelled or not, and whether arriving or departing, or under way, moored, anchored, or aground, except tankers; *Provided, however,* That said sections shall not be construed to apply to the transportation of military or naval forces with their accompanying munitions of war or stores.  
[35 CFR 4.115a]

SEC. 8.12. *Classification of explosives.* Explosives are classified for purposes of sections 8.11 through 8.25 as follows:

#### CLASS "A"—DANGEROUS EXPLOSIVES

- Ammunition for cannon with explosive projectiles.
- Ammunition for cannon with explosive gas projectiles.
- Ammunition for cannon with explosive smoke projectiles.
- Ammunition for cannon with explosive incendiary projectiles.
- Ammunition for small arms with explosive bullets.
- Black powder.
- Blasting powder.
- Blasting caps—more than 1,000.
- Blasting caps with safety fuse—more than 1,000.
- Blasting caps, electric—more than 1,000.
- Boosters (explosive). Detonating fuses.
- Explosive bombs.
- Explosive mines.
- Explosive rifle grenades.
- Explosive projectiles.
- Explosive torpedoes.
- Explosive hand grenades.
- High explosives.
- Low explosives.
- Initiating explosives.

Wet fulminate of mercury.  
Wet diazodinitrophenol.  
Wet pentaerythrite tetranitrate.  
Wet lead Azide.

#### CLASS "B"—LESS DANGEROUS EXPLOSIVES

Ammunition for cannon with empty projectiles.  
Ammunition for cannon with sand loaded projectiles.  
Ammunition for cannon with solid projectiles.  
Ammunition for cannon without projectiles.  
Deteriorated smokeless powder for cannon.  
Smokeless powder for cannon.  
Smokeless powder for cannon or small arms in water.  
Smokeless powder for small arms.  
Fireworks.

#### CLASS "C"—RELATIVELY SAFE EXPLOSIVES

Ammunition for small arms. Small arms primers.  
Blasting caps—1,000 or less caps.  
Blasting caps with safety fuse—1,000 or less caps.  
Cartridge bags, empty, with black powder igniters.  
Cartridge cases, empty, primed.  
Combination fuses. Combination primers. Cordeau detonant.  
Delay electric igniters. Electric blasting caps—1,000 or less.  
Electric squibs. Safety squibs.  
Empty cartridge bags. Black powder igniters.  
Empty cartridge cases primed.  
Fuse igniters. Fuse lighters, Fuse, safety. Igniters.  
Fuses, combination, percussion, time, or tracer. Instantaneous fuse.  
Grenades, empty, primed.  
Percussion caps. Percussion fuses. Primers. Toy caps.

[35 CFR 4.115b]

SEC. 8.13. *Inspection for and report of fires.* The master of any vessel having on board explosives or other dangerous articles or substances as cargo and about to enter a port of the Canal Zone shall make or cause to be made an inspection prior to entering such port. If the inspection discloses the presence of fire or any other hazardous condition, such condition shall immediately be reported to the Captain of the Port and the master or person in charge of such vessel shall comply with the instructions given by the Captain of the Port as to procedure to be followed in entering port.

[35 CFR 4.115c]

SEC. 8.14. *Authorization to load or unload explosives.* Shipments of Class "A" explosives in amount exceeding 500 pounds shall not be loaded on or unloaded from any vessel in Canal Zone ports until authorization for such loading or unloading has been obtained from the Port Captain concerned.

[35 CFR 4.115d]

SEC. 8.15. *Loading or unloading explosives at same time as other cargo.* Explosives shall not be loaded or unloaded at the same time that other cargo is being loaded or unloaded unless approval is obtained from the Port Captain

concerned: *Provided*, That in no case shall drums or other containers of inflammable liquids classed as Grade "A," "B," or "C" by section 8.26 be loaded or unloaded at the same time that explosives are being loaded or unloaded.

[35 CFR 4.115e]

SEC. 8.16. *Preparations before handling, loading or unloading explosives.* All decks, gangways, and hatches over or through which explosives must be passed or handled in loading or unloading, shall be freed of all loose material and shall be swept broom clean both before and after loading or unloading. The hatches and cargo ports opening into a compartment in which explosives are stowed shall be kept closed at all times, except during loading or unloading of the compartment. When closed the hatches shall be covered with tarpaulins securely battened.

[35 CFR 4.115f]

SEC. 8.17. *Manner of handling, loading or unloading explosives.* All explosives must be handled carefully. Packages of explosives must not be thrown, dropped, rolled, dragged, or slid over each other or over the decks. In transferring explosives to or from a pier or another vessel the packages must be handled by hand or by using a regulation chute and mattress. If the difference in elevation between the vessels or a vessel and the dock, or conditions of weather render it difficult to safely load or unload by hand or chute, mechanical hoist, crates, rope-net slings or basket may be used. The maximum load handled in crates, rope-net slings, or baskets per draft shall not exceed 2,400 pounds. No containers of explosives shall be loaded above the side of any crate or basket nor shall rope-net slings be so loaded as to prevent the sling from encompassing the entire load on its top side. Explosives shall not be handled roughly. They must be hoisted and lowered carefully and only deposited or lowered onto a mattress. Blasting caps, detonating fuses, fulminate of mercury and other initiating or priming explosives as defined in these regulations shall be considered as constituting a distinct class of dangerous explosives and because of the hazard involved they shall be handled with extreme care. "Can" hooks shall not be used for raising or lowering barrel, drum, or other container of explosives. Metal bale hooks shall not be used in handling packages of explosives. Transfer trucks equipped with "electric motor" means of propulsion shall not be used in handling any high explosive, low explosive, black powder or smokeless powder.

[35 CFR 4.115g]

SEC. 8.18. *Chute used in loading or unloading explosives.* The incline of the chute to be used in loading or unloading explosives shall be such that the velocity of the packages sliding will not be great enough to cause violent shock when coming in contact with the other packages, on the chute or when reaching the bottom of chute. If otherwise, men shall be stationed alongside the chute to retard and control the velocity of the packages. Chutes shall be carefully wiped down with waste moistened with machine oil when packages of explosives are being used.

[35 CFR 4.115h]

SEC. 8.19. *Equipment for loading or unloading explosives.* Before explosives are loaded or unloaded from a vessel the master or other person in charge of the vessel shall be required to ascertain by examination the condi-

tion and working of all slings, crates, baskets, boxes, chutes, mattresses, tackle, and other equipment to be used in the transfer operation. Any and all equipment which in the judgment of the master or other person in charge of the vessel is not in safe working condition shall be rejected and the master or such other person shall prohibit its use and take such precautions as he may deem necessary to be certain such rejected equipment is not used for the purpose of loading or unloading explosives. The master or other person in charge of the vessel shall keep watch of all equipment used during the transfer of explosives and if any part of the equipment shows any defect or is damaged in use, work shall be stopped and the damaged or defective equipment repaired or replaced before permitting the loading or unloading to continue. This inspection of cargo-working equipment shall apply to the vessel's equipment and to stevedore or other contractor's equipment.

[35 CFR 4.115i]

SEC. 8.20. *Lights, firearms, matches, cigarette lighters, bale hooks, oily rags, metallic tools, footwear.* No artificial light except electric lights or electric lamps or flood lights shall be used while loading or unloading explosives. Flashlights of a non-spark type shall be provided by the vessel owner or operator for persons required to enter holds in which explosives are stowed. Members of the crew of the vessel and other persons permitted on board the vessel to aid and assist in loading or unloading explosives shall not be permitted to have or carry on their persons firearms, matches, cigarette lighters, bale hooks, oily rags, or metallic tools. No person engaged in loading or unloading Class A dangerous or Class B less dangerous explosives (except fireworks) shall wear boots or shoes shod or strengthened with iron nails or metal, unless such boots or shoes are covered with rubber, leather, felt, or some such nonsparking material.

[35 CFR 4.115j]

SEC. 8.21. *Fires on docks, lighters, or vessels.* No unnecessary fire shall be permitted on docks, lighters, or vessels, while loading or unloading explosives. Fires deemed necessary must be properly safeguarded and left in constant charge of some competent person assigned for that purpose by the master for the entire period of cargo transfer. A line of fire hose of sufficient length to cover the area of loading or unloading operations and connected with an adequate water supply shall be laid ready for use.

[35 CFR 4.115k]

SEC. 8.22. *Smoking prohibited.* Smoking is prohibited on or near any vessel loading or unloading explosives. "No Smoking" warning signs shall be posted during operations of loading or unloading such cargo. "No Smoking" signs shall be located on the pier at a safe distance from the vessel when such loading or unloading is taking place at a pier.

[35 CFR 4.115l]

SEC. 8.23. *Persons under influence of liquor or drugs.* No persons who, in the judgment of the master or other person in charge of the vessel, may be considered as being under the influence of liquor or drugs, shall be permitted on board a vessel while loading or unloading or transporting explosives.

[35 CFR 4.115m]

SEC. 8.24. *Damaged or leaking containers of explosives.* If upon arrival of a vessel in port it is found that a container of explosives has been damaged

or is leaking, the master of the vessel shall consult the port authorities and request instructions as to disposition of the insecure container. Any container of explosives showing evidence of damage or leakage of a liquid ingredient shall not be handled with other explosives being loaded or unloaded but shall be segregated and held for inspection and disposition.

[35 CFR 4.115n]

SEC. 8.25. *Damaged or leaking containers of explosives not to be accepted for transportation.* Any container of an explosive when offered for transportation or storage in the Canal Zone showing excessive dampness or escaping nitrous fumes, or which is moldy or shows outward signs of any oil stain or other indication that the absorption of the liquid part of the explosive is not perfect, or that the amount of the liquid part of the explosive is greater than the absorbent can carry, shall not be accepted for transportation. The master or person in charge must substantiate any claim that a stain is due to accidental contact with grease, oil, or similar substance. In case of doubt the container shall be refused.

[35 CFR 4.115o]

### Article 3

#### HAZARDOUS LIQUID CARGOES

SECTION 8.26. *Definitions.* For the purpose of sections 8.26 through 8.60, the following definitions of terms shall govern: (a) *Cargo.* The term "cargo" means combustible liquid, inflammable liquid, or liquified inflammable gas unless otherwise stated.

(b) *Classification requirements.* The term "classification requirements" means applicable rules and supplementary requirements of the American Bureau of Shipping, or other recognized classification society.

(c) *Combustible liquid.* Term "combustible liquid" means any liquid having a flash point above 80° F. (as determined from an open-cup tester, as used for test of burning oils). Combustible liquids are referred to by grades, as follows:

*Grade "D".* Any combustible liquid having a flash point below 150° F. and above 80° F.

*Grade "E".* Any combustible liquid having a flash point of 150° F. or above.

(d) *Flame arrestor.* The term "flame arrestor" means any device or assembly of a cellular, tubular, pressure, or other type, used for preventing the passage of flames into enclosed spaces.

(e) *Flash point.* The term "flash point" indicates the temperature in degrees Fahrenheit at which a liquid gives off an inflammable vapor when heated in an open-cup tester. For the purpose of these regulations, flash points determined by other testing methods will be equivalent to those determined with an open-cup tester as follows:

#### EQUIVALENT FLASH POINTS

Open Cup Tester °F	Tag Closed Cup Tester (A.S.T.M.) °F	Pensky-Martens Closed Tester (A.S.T.M.) °F
80	75	---
150	--	140

(f) *Inflammable liquid.* The term "inflammable liquid" means any liquid which gives off inflammable vapors (as determined by flash point from an open-cup tester, as used for test of burning oils) at or below a temperature of 80° F. Inflammable liquids are referred to by grades as follows:

*Grade "A".* Any inflammable liquid having a Reid° vapor pressure of 14 pounds or more.

*Grade "B".* Any inflammable liquid having a Reid vapor pressure under 14 pounds and over 8½ pounds.

*Grade "C".* Any inflammable liquid having a Reid vapor pressure of 8½ pounds or less and flash point of 80° F. or below.

(g) *Liquefied inflammable gas.* The term "liquefied inflammable gas" means any inflammable gas having a Reid vapor pressure exceeding 40 pounds, which has been compressed any liquefied for purposes of transportation. Liquefied inflammable gases are referred to by classes as follows:

*Class 1.* Any liquefied petroleum gas, including gases or mixtures of gases produced with or derived from petroleum or natural gas, and composed predominantly of hydrocarbons or mixtures of hydrocarbons such as propane, propylene, butane, butylene, or butadiene.

*Class 2.* Any liquefied inflammable gas other than liquefied petroleum gas.

(h) *Pressure vacuum relief valve.* The term "pressure vacuum relief valve" means any device or assembly of a mechanical, liquid, weight, or other type used for the automatic regulation of pressure or vacuum in enclosed places.

(i) *Reid vapor pressure.* The term "Reid vapor pressure" means the vapor pressure of a liquid at a temperature of 100° F. expressed in pounds per square inch, absolute, as determined by the "Reid Method" as described in the American Society for Testing Materials, Standard D-323 (most recent revision) Method of Test for Vapor Pressure of Petroleum Products. This standard is available at United States Coast Guard Headquarters for reading purposes, or it may be purchased from the Society in Philadelphia, Pa.

(j) *Flame screen.* The term "flame screen" means a single screen of corrosion-resistant wire of at least 30 by 30 mesh or two screens, both of corrosion-resistant wire, of at least 20 by 20 mesh, spaced not less than one-half inch or more than one and one-half inches apart.

(k) *Cofferdam.* The term "cofferdam" means a void or empty space separating two or more compartments for the purpose of isolation or to prevent the contents of one compartment from entering another in the event of the failure of the walls of one to retain their tightness.

(l) *Spark arrestor.* The term "spark arrestor" means any device, assembly, or method of a mechanical, centrifugal, cooling, or other type and of a size suitable for the retention or quenching of sparks in exhaust pipes from internal combustion engines.

[35 CFR 4.116]

SEC. 8.27. *Grading of vessels in accordance with products transported.* Vessels which are transporting Grade "A," Grade "B," Grade "C," Grade "D,"

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\*American Society for Testing Materials Standard D-323 (most recent revision) Method of Test for Vapor Pressure of Petroleum Products (Reid Method).

or Grade "E" cargoes in bulk, or which being in ballast have on a previous voyage transported cargoes of these grades and whose tanks are not free of explosive gases, will be dealt with a Grade "A," Grade "B," Grade "C," Grade "D," or Grade "E" vessels, respectively. In case a vessel is carrying two grades of hazardous cargo at the same time, it will be treated as a vessel of the grade corresponding to that of the more volatile product. A vessel in ballast, whose tanks are kept charged with an inert gas during transit shall be dealt with as a Grade "E" vessel. Tanks which are ballasted full to the level of the expansion hatch deck coaming will be accepted as the equivalent of a tank which has been gas-freed since last transporting hazardous cargo. [35 CFR 4.116a]

SEC. 8.28. *Construction of cargo tanks.* (a) Grade "A" cargo tanks shall extend to the main deck with hatches and vents located on the weather deck.

(b) All cargo tanks to be vented at a gage pressure of 4 pounds per square inch or less shall be constructed and tested as required by standards established by the American Bureau of Shipping or other recognized classification society.

(c) All cargo tanks to be vented at a gage pressure exceeding 4 pounds per square inch shall be constructed in accordance with pertinent provisions of the Tank Vessel Regulations of the United States Coast Guard or in accordance with comparable regulations of regulatory agencies of other nations.

[35 CFR 4.116b as amended by Governor's Reg. May 4, 1960, 25 F.R. 4464; effective November 1, 1961]

SEC. 8.28a *Liquid level gaging, Grade "A" tanks.* Tank vessels which are to load or discharge Grade "A" liquids in Canal Zone water shall provide a method of determining the liquid level in the tank without opening ullage holes, cargo hatches, or butterworth plates: *Provided*, That ullage holes fitted with sounding pipes tightly secured to the underside of the tank tops, open at the bottom, and extending to within 18 inches or less of the bottom of the tank shall be considered as complying with the foregoing requirement.

[35 CFR 4.116c as added by Governor's Reg. May 4, 1960, 25 F.R. 4464; effective November 1, 1961]

SEC. 8.29. *Transportation of Grade "B" or "C" liquids in shelter-deck vessels.* Transportation of Grade "B" or "C" liquids is prohibited in cargo tanks having a shelter between deck space, not adapted or used for carrying hazardous liquid cargo in bulk, located over the tanks (between the tank top and main deck) unless such space is separated from other parts of the vessel by gas-tight steel bulkheads. Hatches and vents of such tanks shall be located on the weather deck. Where ullage plugs are located in this space they must be secured and sealed in such manner as to necessitate breaking of the seal to open them: *Provided*, That the ullage holes may be opened during cargo transfer operations.

[35 CFR 4.116d as renumbered by Governor's Reg. May 4, 1960, 25 F.R. 4464]

SEC. 8.30. *Classification of vessels for carrying petroleum products in bulk.* Grade "A," "B," "C," "D," or "E" vessels are required to be maintained in class for carrying hazardous cargo in bulk by the American Bureau of Shipping, or other recognized classification society. If not so classed, vessels shall obtain from the Board of Local Inspectors of the Canal Zone Govern-

ment a certificate of inspection stating their fitness for carrying hazardous cargoes in bulk in Canal Zone waters.

[35 CFR 4.117]

SEC. 8.31. *Information to be furnished by vessels of all grades.* Vessels of Grade "A," "B," "C," "D," and "E" shall furnish the following information:

(a) Classification status.

(b) Amount and name of each grade of cargo carried.

(c) The actual vapor pressure in the case of Grade "A" cargoes, and certification that the vapor pressures for Grade "B" cargoes are less than 14 and more than 8½ pounds per square inch, vapor pressures for Grade "C" cargoes are 8½ pounds per square inch or less, and the flash points in the case of Grade "D" and "E" cargoes; all determinations to be made in accordance with definitions contained in section 8.26.

[35 CFR 4.117a]

SEC. 8.32. *Venting of cargo tanks.* (a) On all tank ships each cargo tank shall be equipped with a vent. The diameter of a vent shall be not less than 2½ inches.

(b) Cargo tanks in which Grade "A" liquids are to be transported shall be fitted with a venting system consisting of branch vent line from each cargo tank connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a flame arrestor or pressure-vacuum relief valve. Each branch vent line may be provided with a manually operated control valve, provided it is by-passed with a pressure-vacuum relief valve, or each cargo tank to which such a branch vent line is connected is fitted with an independent pressure-vacuum relief valve which shall extend to a reasonable height above the weather deck, or the control valve is locked in open position while in Canal Zone waters. Venting of Grade "A" cargo tanks near the deck line is prohibited.

(c) Cargo tanks in which Grade "B" or "C" liquids are to be transported shall be fitted with individual pressure-vacuum relief valves, which shall extend to a reasonable height above the weather deck, or shall be fitted with a venting system consisting of branch vent lines connected to a vent header which shall extend to a reasonable height above the weather deck and be fitted with a flame arrestor or a pressure-vacuum relief valve.

(d) Venting systems required for Grade "A" liquids may be used in lieu of systems required for Grade "B" and "C."

(e) Cargo tanks in which Grade "D" or "E" liquids only are to be transported shall be fitted with gooseneck vents and flame screens unless such tanks are vented by pressure-vacuum relief valves or a venting system of branch vent lines and a vent header.

(f) Venting systems required for Grade "A," "B," or "C" liquids may be used in lieu of systems required for Grade "D" or "E."

[35 CFR 4.117b]

SEC. 8.33. *Venting of bunker tanks.* Bunker fuel tanks shall be fitted with a gooseneck vent with suitable wire flame screen or a standard pressure-vacuum relief valve. The minimum size of vents shall not be less than 2½ inches. The vent outlet shall be located above the weather deck.

[35 CFR 4.117c]

SEC. 8.34. *Venting of cofferdam.* Cofferdams shall be provided with

gooseneck vents fitted with a flame screen or pressure-vacuum relief valves. The diameter of a vent shall not be less than 2½ inches.

[35 CFR 4.118]

SEC. 8.35. *Ventilation.* All enclosed parts of the vessel other than cargo, fuel, and water tanks and cofferdams, shall be provided with efficient means of ventilation. Pump rooms and compartments containing machinery where sources of vapor ignition are normally present shall be ventilated in such a way as to remove vapors from points near the floor levels or bilges. Effective steam or air actuated gas ejectors, blowers or ventilators fitted with heads for natural ventilation, will be approved for this purpose.

[35 CFR 4.118a]

SEC. 8.36. *Ventilation for certain hold spaces.* Hold spaces containing independent cargo tanks shall be considered to be equivalent to cargo pump-rooms and shall be ventilated and safeguarded as such.

[35 CFR 4.118b]

SEC. 8.37. *General safety requirements during transfer operations.* (a) Boiler fires are normally permitted during cargo transfer operations: *Provided*, That prior to transferring Grade "A," "B," or "C" cargoes the master or senior deck officer on duty and the Panama Canal Company Oil Plant Foreman, or his representative shall make an inspection to determine whether, in their judgment, boiler fires may be maintained with reasonable safety during transfer operations.

(b) Galley fires are normally permitted during cargo transfer operations: *Provided*, That prior to transferring Grade "A," "B," or "C" cargoes, the master or senior deck officer on duty and the Panama Canal Company Oil Plant Foreman, or his representative shall make an inspection to determine whether in their judgment galley fires may be maintained with reasonable safety during transfer operations.

(c) Tank vessels which are to transfer Grade "A" cargo shall have all openings in the top of the tanks closed except branch vent lines.

(d) During transfer operations a red signal (flag by day and electric lantern at night) shall be so placed that it will be visible on all sides.

(e) Warning placards shall be displayed at the gangway, in a conspicuous place, during transfer of cargo, to warn persons approaching the gangway. The placard shall state in letters not less than two (2) inches high the following:

**DANGER**  
**HANDLING PETROLEUM**  
**NO LOITERING**  
**NO FIRES NO SMOKING**  
**NO VISITORS**

(The placards shall be supplied by the Panama Canal Company.)

(f) A sign shall be placed in the radio room warning against the use of radio equipment during transfer of Grade "A," "B," or "C" liquids, except as authorized by the Governor.

[35 CFR 4.118c as amended by Governor's Reg. May 4, 1960, 25 F.R. 4464; effective November 1, 1961]

SEC. 8.38. *Fire fighting requirements.* (a) Fire fighting equipment shall

be adequate and in good operating condition. It shall include a steam smothering or a flue gas or a carbon dioxide or a foam system to the cargo tanks and water service, fire hoses, and portable extinguishers.

(b) Fire hoses with suitable nozzles attached shall be connected to the outlets at all times while in Canal Zone waters. Sufficient hose shall be connected to reach all parts of the vessel. While moored to a dock, connections to shore lines shall be made if water pressure is not available aboard the vessel.

(c) In case of fire aboard a vessel the Port Captain shall be in complete charge for the purpose of coordinating the various Canal Zone Government or Panama Canal Company functions concerned. The Panama Canal Company Oil Plant Foreman or his representative shall direct terminal fire fighting facilities until the arrival of the Canal Zone Government Fire Department, or the Port Captain or his representative. The vessel's crew shall cooperate with the terminal authorities. Nothing contained herein shall relieve the master of responsibility for the safety of his vessel.

[35 CFR 4.119]

SEC. 8.39. *Smoking.* (a) Smoking shall not be permitted aboard tank vessels in Canal Zone waters while loading or unloading Grade "A," "B," or "C" cargoes.

(b) Smoking shall not be permitted on tank vessels carrying Grade "A," "B," or "C" cargoes while they are in the locks or within one-half mile of any lock.

(c) Smoking shall not be permitted on the weather deck of tank vessels in Canal Zone waters when they are not gas free.

(d) Smoking shall not be permitted on a dock in close proximity of a tank vessel that is not gas free.

(e) "No smoking" signs shall be posted in appropriate places.

(f) Except where smoking is prohibited as provided above, the master or senior dock officer on duty shall designate where smoking is permitted.

[35 CFR 4.119a]

SEC. 8.40. *General safety requirements.* (a) Nonsparking tools shall be provided for opening and closing of cargo hatch covers.

(b) On Grade "A," "B," "C," or "D" vessels the electrical installation in a cargo pump room, or any enclosed space immediately adjoining cargo tanks shall meet the following requirements:

(1) Switchboards, distributing panels, switches, fuses, and other circuit-interrupting devices are not to be fitted in these spaces.

(2) No portable lighting equipment except explosion proof, self-contained, battery-fed lamps shall be used in spaces that are not gas free.

(3) Wiring is to be leaded and armored and shall be run through gas-tight fittings having stuffing glands at inlets and outlets.

(4) Joints in wiring shall be made only in wiring appliances, such as junction boxes, outlet boxes, etc., and such boxes shall be metallic and shall be gas tight.

(5) Lighting fixtures shall be of approved type.

(6) Electric motors shall be of approved type either totally enclosed or ventilated to the atmosphere by suction and discharge air ducts.

(c) Stacks of vessels shall not be cleaned while vessel is moored to an oil dock.

(d) Tank covers, ullage holes, and butterworth plates, shall, unless tanks are gas free, be kept closed under the following conditions:

(1) During transit.

(2) While self-propelled vessels are directly alongside, or any source of vapor ignition is present or in close proximity to tanks.

(3) Unless special permission has been granted by Canal authorities to open tanks; *Provided*, That ullage plugs may be removed when necessary for the purpose of gaging or sampling, or during cargo transfer operations.

(4) No cargo tank hatches, ullage holes, or butterworth plates shall be opened or shall remain open without flame screens, except under the supervision of the senior members of the crew on duty, unless the tank opened is gas free.

(e) No pitch, tar, turpentine, or other combustible shall be boiled on any pier or on board any vessel without permission of the Port Captain.

(f) All doors, air ports, etc., in compartments on weather deck that are facing or adjacent to cargo tanks and where fires, open flames, or other sources of vapor ignition exist shall be kept closed while in Canal Zone waters on all tank vessels that are not gas free.

(g) Riveting, burning, welding, or like fire-producing operations shall not be undertaken within or on the boundaries of bulk cargo spaces or in spaces adjacent thereto until an inspection has been made by an authorized Canal Zone chemist to determine that such operations can be undertaken with safety.

(h) Tank vessels equipped to carry Grade "A," "B," "C," or "D" liquids shall have their galleys, living quarters, general cargo spaces, boiler rooms, and enclosed spaces containing propelling machinery, or other machinery where sources of vapor ignition are normally present, segregated from their cargo tanks by cofferdams or pump rooms, tanks, or air spaces.

(i) Exhaust lines from internal combustion engines, where run through the deck, or through the sides of the superstructure, shall be extended to a height of at least four feet above the deck. The exhaust piping shall be either insulated or water-cooled. A spark arrestor shall be installed in each exhaust line.

(j) Storage batteries shall not be located in cargo pump rooms. The space in which they are located shall be well ventilated and they shall be protected against mechanical and electrical injury.

(k) Tank vessels handling Grade "A," "B," "C," or "D" liquids shall have their cargo pumps isolated from all sources of vapor ignition by gas tight bulkheads. Totally enclosed motors of the "explosion proof" type, motors ventilated on both the intake and exhaust by ducts to the atmosphere, and engines driven by steam shall not be considered to be sources of vapor ignition. [35 CFR 4.119b]

SEC. 8.41. *Cargo handling; men on duty.* A sufficient number of the crew shall be on duty to perform transfer operations.

[35 CFR 4.119c]

SEC. 8.42. *Closing of scuppers and sea valves.* The deck officer in charge

shall see that all scuppers are properly plugged during transfer operations except on tank vessels using water for deck cooling. Sea valves shall be closed and lashed, or sealed to indicate that they should not be open during all cargo loading operations. Under no circumstances shall such valves be secured by locks.

[35 CFR 4.120]

SEC. 8.43. *Connecting cargo hose.* Sufficient hose shall be used to provide for the movement of the vessel. When cargo hose is supported by ship's tackle, the deck officer in charge is responsible for raising and lowering of the hose to prevent strains and chafing or other damage to hose.

[35 CFR 4.120a]

SEC. 8.44. *Electric bonding.* A tank vessel shall be electrically connected to the shore piping, through which the cargo is to be transferred, prior to connecting the cargo hose, and electrical connection shall be maintained until after the cargo hose has been disconnected and any spillage removed. The senior deck officer on duty shall ascertain that no hoses on board the vessel are connected or disconnected unless the bonding cable is properly connected. The Panama Canal Company Oil Plant Foreman or his representative shall be responsible for the proper connecting and disconnecting of the cable. The cable shall be furnished by the Panama Canal Company.

[35 CFR 4.120b]

SEC. 8.45. *Inspection prior to transfer of cargo.* Prior to transfer of cargo the senior deck officer on duty, who shall be a licensed officer or a certificated tanker-man, shall inspect the vessel and ascertain that the following conditions exist: (a) There is a sufficient number of crew on duty.

(b) All scuppers are properly plugged.

(c) Warning signs are displayed as required.

(d) Cargo hose is connected and cargo valves are set.

(e) All cargo connections for the transfer of "A," "B," and "C" cargoes have been made to the vessel's pipe lines and not through open end hose in a hatch.

(f) In transferring Grades "A," "B," and "C" cargoes that there are no fires or open flames present on the deck, or any compartment which is located on, facing, or open and adjacent to that part of the deck on which cargo hose is connected.

(g) The shore terminal or other tank vessel concerned has reported itself in readiness for transfer of cargo.

(h) All sea valves connected to the cargo piping system are closed.

(i) In transferring Grade "A," "B," and "C" cargoes that an inspection has been made to determine whether boiler fires can be maintained with reasonable safety.

(j) In transferring Grade "A," "B," and "C" cargoes that an inspection has been made to determine whether galley fires can be maintained with reasonable safety.

(k) No repair work in way of cargo spaces is being carried on without permission of the proper Panama Canal authority.

(l) That bonding cable has been properly connected.

(m) In transferring Grade "A" cargo, that all openings in the top of the tanks are closed except branch vent lines.  
[35 CFR 4.120c as amended by Governor's Reg. May 4, 1960, 25 F.R. 4464; effective November 1, 1961]

SEC. 8.46. *Declaration of inspection.* After completing the inspection required by section 8.45 and prior to giving his approval to start the cargo transfer operation, the master or senior deck officer on duty shall fill in the following Declaration of Inspection in duplicate. The original of the Declaration of Inspection shall be kept aboard for the information of authorized persons. The duplicate shall be available to the Panama Canal Company Oil Plant Foreman or his representative who shall on demand be given the opportunity to satisfy himself that the condition of the vessel is as stated in the Declaration of Inspection.

### DECLARATION OF INSPECTION PRIOR TO BULK CARGO TRANSFER

/S \_\_\_\_\_ Port of \_\_\_\_\_ Date \_\_\_\_\_  
I, \_\_\_\_\_ being the Master or Senior Deck Officer in charge of the transfer of bulk inflammable and combustible cargo about to be undertaken, do certify that I have personally inspected this vessel with reference to the following requirements set forth in section 8.45 and that opposite each of them I have indicated that the Regulations have been complied with:

- (a) Is there a sufficient number of crew on duty? \_\_\_\_\_
- (b) Are all scuppers properly plugged? \_\_\_\_\_
- (c) Are warnings displayed as required? \_\_\_\_\_
- (d) Is cargo hose of sufficient length properly connected and supported, and are cargo valves properly set? \_\_\_\_\_
- (e) Have all cargo hose connections for transferring Grade "A," "B," and "C" cargoes been made to the vessel's pipe lines? \_\_\_\_\_
- (f) Are there any fires or open flames present on the deck or in any compartment which is located on, facing, open, and adjacent to that part of the deck on which the cargo hose is connected? \_\_\_\_\_
- (g) Has the shore terminal or other tank vessel concerned reported itself in readiness for transfer of cargo? \_\_\_\_\_
- (h) Are sea valves connected to the cargo piping system closed? \_\_\_\_\_
- (i) If Grade "A," "B," and "C" cargoes are to be transferred and the boiler fires are lighted, has an inspection been made to determine that they may be operated with reasonable safety? \_\_\_\_\_
- (j) If Grade "A," "B," and "C" cargoes are to be transferred and galley fires are lighted, has an inspection been made to determine that they may be operated with reasonable safety? \_\_\_\_\_
- (k) Is there any repair work in way of cargo spaces being carried on for which permission has not been given? \_\_\_\_\_
- (l) Has bonding cable been connected? \_\_\_\_\_
- (m) If Grade "A" cargo is to be transferred, are all openings in the top of the tanks closed except branch vent lines? \_\_\_\_\_

[35 CFR 4.121 as amended by Governor's Reg. May 4, 1960, 25 F.R. 4464; effective November 1, 1961]

SEC. 8.47. *Duties of senior deck officer during transfer operations.* The senior deck officer on duty shall control the operations as follows:

- (a) Supervise the operations of cargo system valves.
- (b) Start transfer of cargo slowly.

- (c) Observe hose and connections for leakage.
  - (d) Observe operating pressure on cargo system.
  - (e) Observe rate of loading for the purpose of avoiding overflow of tanks.
  - (f) Ascertain that ship's valves shall not be closed against loading pressure during loading operations until Panama Canal Company Oil Plant Foreman has been notified.
- [35 CFR 4.121a]

SEC. 8.48. *When transfer operations may not be commenced or continued.* Conditions under which transfer operations shall not be commenced or, if started, shall be discontinued: (a) During severe electrical storms.

(b) If a fire occurs on the wharf or on the tanker or in the vicinity.

(c) If a self-propelled vessel comes alongside in way of cargo tanks of a tanker or tank barge which is transferring Grade "A," "B," and "C" cargo.

(d) When another vessel is being moored to a terminal wharf where a tank vessel is transferring cargo, if in the judgment of the master or senior deck officer on duty and the Panama Canal Company Oil Plant Foreman or his representative conditions arise under which continued operations may be hazardous.

[35 CFR 4.121b]

SEC. 8.49. *Mooring alongside vessels; handling cargo across deck of another vessel.* No vessel shall be moored alongside of another vessel while the latter is transferring Grade "A," "B," or "C" cargoes. Grade "A," "B," or "C" cargoes shall not be handled across the deck of another vessel except in the case of United States Government vessels when military service officials advise the Port Captain of military need for such action and the Port Captain approves.

[35 CFR 4.121c]

SEC. 8.50. *Deck officer to be on duty.* There shall be a deck officer on duty and readily available at all times during bunkering or cargo transfer operations.

[35 CFR 4.122]

SEC. 8.51. *Transfer of cargo from vessel to vessel.* Transfer of Grade "A," "B," or "C" cargoes from vessel to vessel shall not be permitted in Canal Zone waters except under emergency conditions or military service need; *Provided*, That before such transfers are made permission must be obtained from the Port Captain or his representative. Grade "D" and "E" cargoes shall not be transferred from ship to ship unless special permission has been obtained from the Port Captain or his representative.

[35 CFR 4.122a]

SEC. 8.52. *Loading through open end hoses.* Grade "D" and "E" cargoes may be loaded through open end hoses into tanks qualified to carry Grade "D" and "E" cargoes. This manner of loading Grade "D" and "E" cargoes shall not be permitted into tanks that have formerly carried Grades "A," "B," or "C" cargoes unless the tanks have been gas freed since last carrying Grades "A," "B," or "C" cargoes; *Provided*, That the following procedure shall be followed: (a) At start of loading the hose shall extend to the bottom of the tank, and loading end of hose shall be kept submerged until completion of loading operations.

(b) Necessary precautions shall be taken to prevent excessive movement of the hose.

[35 CFR 4.122b]

SEC. 8.53. *Termination of transfer operations.* On completion of transfer operations the deck officer on duty and the Panama Canal Company Oil Plant Foreman, shall make a prompt inspection to ascertain that all cargo valves at ship's hose connections are closed and blank flanged, all hatches properly secured and ullage plugs inserted.

[35 CFR 4.123]

SEC. 8.54. *Vessels at oil berths.* Except under those circumstances while handling Grade "A," "B," and "C" cargoes where boiler fires are not allowed, a vessel at an oil berth shall have steam up and be ready to move at short notice.

[35 CFR 4.123a]

SEC. 8.55. *Responsibility for connections and operations.* Responsibility for all connections and operations aboard the vessel during bunkering or cargo transfer operations remains with the vessel's crew.

[35 CFR 4.123b]

SEC. 8.56. *Transfer of package goods, freight, and ship's stores.* (a) Package goods, freight, and ship's stores shall not be loaded or discharged during the transfer of Grade "A," "B," or "C" cargoes until an inspection by the senior deck officer on duty and the Panama Canal Company Oil Plant Foreman has been made, and in their judgment such loading or discharging can be done with reasonable safety. Explosives as cargo shall not be loaded or carried on any tank vessel containing "A," "B," or "C" cargo.

(b) Before loading or unloading package goods, freight, or stores in any compartment near or adjacent to tanks carrying Grade "A," "B," or "C" cargoes, inspection shall be made by an authorized Canal Zone chemist to determine whether in his judgment the handling of such package goods, freight, or stores is reasonably safe. Where package goods and general cargo is carried directly over bulk cargo tanks, it shall be properly dunnaged to prevent chafing of metal parts and securely lashed or stowed, and such space shall be adequately ventilated. Blowers or ventilators fitted with heads for natural ventilation will be approved for this purpose.

(c) Grade "A," "B," "C," or "D" cargo in containers shall be marked and packaged in accordance with United States Interstate Commerce Commission regulations or regulations as established by any other recognized governmental agency. These containers shall be stowed in accordance with United States Coast Guard regulations or regulations as established by any other recognized governmental agency.

(d) Package goods, freight, or stores shall not be handled over a cargo hose while hose is in service and under pressure.

[35 CFR 4.124]

SEC. 8.57. *Cargo handling equipment.* (a) Where a cargo pump is capable of developing a pressure exceeding 125 pounds at the pump under shut-off head conditions, a suitable relief valve shall be installed between the pump and the shut-off valve in the pump discharge and piped back into the suction. The relief valve setting shall not exceed the pressure for which the piping system is designed.

(b) A pressure gauge shall be installed for each pump discharge, and it shall be located at a point visible with respect to the pump controls.

(c) Cargo hose, when carried on tank vessels, shall be of a grade suitable for oil service and shall be designed to withstand the pressure of the shut-off head of the cargo pump or pump relief valve setting, less static head, but in no case less than 100 pounds per square inch.

(d) The cargo piping of all tank vessels transferring cargo in the Canal Zone shall be tight.

[35 CFR 4.124a]

SEC. 8.58. *Emergencies.* In case of emergencies nothing in the regulations shall be construed as preventing the senior officer present from pursuing the most effective action in his judgment for rectifying the conditions causing the emergency.

[35 CFR 4.124b]

SEC. 8.59 *General requirements while transiting.* (a) Manila, hemp, or synthetic fiber ropes shall be used for mooring to piers, lock walls or buoys. [35 CFR 4.125 as amended by Governor's Reg. April 10, 1961, 26 F.R. 3608; Governor's Reg. October 2, 1961, 26 F.R. 9644]

(b) While moored to piers and during transit, except when entering or passing through locks, vessels carrying inflammable or combustible cargoes shall have connecting shackles or wire pendants of sufficient strength, one forward and one aft, fastened to bitts or to the deck and overboard, so that they can be used for emergency towing.

(c) No tanks shall be cleaned in Canal Zone waters without permission of Panama Canal authorities. Tank cleaning and repairing shall be done in accordance with Panama Canal *Rules and Regulations for Repairs to Ships and Structures Containing Gases.*

(d) Vessels transporting Grade "A," "B," or "C" cargo shall start transit of the Canal at the discretion of the Port Captain concerned, with due regard to the safety of the Canal and the shipping in transit. So far as practicable, they will be dispatched through Gaillard Cut so as not to meet any traffic therein.

(e) Normally, vessels transporting Grade "A," "B," or "C" cargo when overdrift, as defined in the *Panama Canal Commercial Tariff*, shall transit the Canal during daylight hours only; *Provided*, That the Port Captain may, when he considers it safe and reasonable to do so, permit such vessels to transit during other hours.

(f) Grade "A," "B," or "C" vessels shall be prepared to keep the tank top decks effectively covered with a film of water throughout the transit when such action is required by the Canal Zone authorities.

[35 CFR 4.125 as amended by Governor's Reg. April 10, 1961, 26 F.R. 3608]

SEC. 8.60. *Requirements concerning liquefied petroleum gases.* (a) Cargo tanks shall be designed and installed in accordance with Part 38, Subchapter D, *United States Coast Guard Tank Vessel Regulations*, or regulations of any recognized agency that are substantially equivalent thereto.

(b) Piping, valves, fittings, and accessory equipment shall be in accordance with Part 38, Subchapter D, *United States Coast Guard Tank Vessel Regulations*, or regulations of any Governmental agency that are equivalent thereto.

(c) Filling densities shall be in accordance with Part 38, Subchapter D, *United States Coast Guard Tank Vessel Regulations*, latest revision.

(d) (1) *Cargo Hose*: Flexible metal hose fabricated of seamless steel pipe and flexible joints of steel or bronze, or hose fabricated of other suitable material resistant to the action of liquified petroleum gases, shall be fitted to the liquid and vapor lines during filling and discharging of the tanks.

(2) Hose subject to tank pressure shall be designed for a bursting pressure of not less than five times the maximum safety relief valve setting of the tank.

(3) Hose subject to discharge pressure of pumps or vapor compressors shall be designed for a bursting pressure of not less than five times the pressure setting of the pump or compressor relief valve.

(4) Before being placed into service each new cargo hose, with all necessary fittings attached, shall be tested hydrostatically by the manufacturer to a pressure of not less than twice the maximum pressure to which it may be subjected. The hose shall be marked with the maximum pressure guaranteed by the manufacturer.

(e) The tank vessel shall be electrically connected to the shore piping prior to connecting the cargo hose. This electrical connection shall be maintained until after the cargo hose has been disconnected and any spillage has been removed.

(f) Cargo tanks shall be vented in accordance with Part 38, Subchapter D, *United States Coast Guard Tank Vessel Regulations*.

(g) Each tank shall be subjected to an internal examination biennially at the annual inspection period. Each lagged tank shall be subjected to an external inspection at least once every 8 years by having jacket and lagging removed.

(h) Each tank shall be subjected to a hydrostatic test at the annual inspection period on the 8th year of the installation, and a like test shall be applied every 4th year thereafter. The hydrostatic test shall be equal to one-and-one-half times the allowable pressure as determined by the safety relief valve setting. If the jacket and lagging are not removed during the internal hydrostatic tests, the tank shall hold the hydrostatic pressure for at least 20 minutes without pressure drop.

[35 CFR 4.125a]

SEC. 8.61. *Inspection and certification of tank vessels.* (a) Tank vessels transporting hazardous liquid cargoes in bulk shall be inspected in accordance with the provisions of sections 8.26 through 8.60. Conditions and design of tank vessels not specifically covered by the provisions of sections 8.26 through 8.60 shall conform to the *United States Coast Guard Regulations* for tank vessels or equivalent.\*

(b) When a tank vessel is found to comply with the requirements of paragraph (a) of this section, a Certificate of Inspection shall be issued by the Board of Local Inspectors of the Canal Zone Government which shall be endorsed as follows: "Inspected and approved for the carriage of Grade "A," "B," "C," "D," "E" bulk oil cargo (as the case may be)."

\* For inspection of tank vessels navigating in Canal Zone waters which are subject to local inspection regulations, see section 10.72a of the Navigation Regulations.

Article 4

OTHER HAZARDOUS MATERIALS

SECTION 8.62. *Ammonium nitrate.* Vessels carrying, loading, or discharging cargoes of ammonium nitrate in Canal Zone waters shall comply with all regulations issued by the United States Coast Guard or other recognized governmental agency with respect to the handling and storage of such cargo and the precautionary measures to be taken in connection therewith. The provisions of sections 8.3, 8.4, 8.5, 8.6, 8.7, and 8.13 apply to vessels carrying cargoes of ammonium nitrate: *Provided, however,* That specially packaged ammonium nitrate may be discharged in limited quantities at Canal Zone piers if permission is obtained in advance from the Port Captain of the intended port of discharge.

[35 CFR 4.127 as amended by Governor's Reg. September 12, 1960, 25 F.R. 9289]

SEC. 8.63 *Irradiated fuel elements and special nuclear materials; shipments originating in, or destined to, a port of the United States.* A vessel carrying irradiated fuel elements or special nuclear materials originating in, or destined to, a port of the United States, shall comply with all regulations issued by the United States Atomic Energy Commission and the United States Coast Guard with regard to the packaging, handling, stowage, storage, and movement of such cargo and the precautionary measures to be taken in connection therewith. In addition, the following requirements apply to the carrying of such cargo by such a vessel:

(a) A vessel proposed for carrying such cargo must be approved in advance by the Panama Canal Company. The vessel proposed must be one which has previously transited the Canal and one which has not manifested adverse handling characteristics in its Canal transit(s).

(b) Any cask containing irradiated fuel elements, or special nuclear materials, together with any attachments thereto, may not weigh more than 150 tons.

(c) Upon arrival of a vessel carrying such cargo at a port of the Canal Zone, the Master shall deliver to the Boarding Officer a loading certificate issued by the United States Coast Guard, or, if no such loading certificate is available, the Master, upon arrival, shall submit to the Boarding Officer a declaration as follows:

DECLARATION OF IRRADIATED FUEL ELEMENTS OR SPECIAL NUCLEAR MATERIALS CARRIED

I, the undersigned \_\_\_\_\_, Master of the \_\_\_\_\_ carrying (Irradiated Fuel Elements) (Special Nuclear Materials which are \_\_\_\_\_) do hereby declare and certify on behalf of the owners of the vessel that (Irradiated Fuel Elements) (Special Nuclear Materials) were loaded at the port of \_\_\_\_\_, and were packed and stowed in accordance with regulations of the U.S. Atomic Energy Commission and the United States Coast Guard.

The materials are in hold(s) \_\_\_\_\_, or on deck in the following locations \_\_\_\_\_.

The packing and stowing has not been disturbed since leaving the port of \_\_\_\_\_.

(Date)

(Master's Signature)

[35 CFR 4.128, as added CZO 64, April 30, 1963, 28 F.R. 4558]

SEC. 8.64 *Same; shipments not originating in or destined to a port of the United States.* A vessel carrying irradiated fuel elements or special nuclear materials not originating in, or destined to, a port of the United States, may not transit the Canal or enter Canal Zone waters unless prior permission therefor has been obtained from the Canal authorities. Such permission may not be granted without adequate provision for indemnity covering public liability and loss to the United States or any agency thereof, comparable in general scope to the protection afforded under section 170 of the United States Atomic Energy Act of 1954, as added by Public Law 85-256 (71 Stat. 576) [Price-Anderson Act] as further amended. [35 CFR 4.129, as added CZO 64, April 30, 1963, 28 F.R. 4558]



## Chapter 9

### ACCIDENTS AND CLAIMS

(MARINE BUREAU; FINANCE BUREAU)

SEC.

- 9.1 Injuries to vessels, cargo, crew, or passengers, occasioned by operation of Canal.
- 9.2 Investigation of accidents involving potential claims.
- 9.3 Handling of wrecked, injured, or burning vessels.
- 9.4 Fires aboard vessels; Port Captain to be in charge of.
- 9.5 Penalty for injuring or obstructing Canal.
- 9.6 Liability of vessel for injury to Canal structures or equipment.
- 9.7 Spark and smoke hazard.
- 9.8 Collection of damages from vessel owner.
- 9.9 Administering oaths.
- 9.10 Summoning witnesses.

SECTION 9.1. *Injuries to vessels, cargo, crew, or passengers, occasioned by operation of Canal.* Section 10 of title 2 of the Canal Zone Code, as last amended by section 3 of the Act of September 26, 1950, Chapter 1049, 64 Stat. 1038, provides as follows:

10. *Injuries to Vessels, Cargo, Crew, or Passengers, Occasioned by Operation of Canal* (a) *Injuries in locks of Canal.*—The Panama Canal Company shall promptly adjust and pay damages for injuries to vessels, or to the cargo, crew, or passengers of vessels, which may arise by reason of the passage of such vessels through the locks of the Panama Canal under the control of officers or employees of the said corporation: *Provided, however,* That no such damages shall be paid in any case where the injury was proximately caused by the negligence or fault of the vessel, master, crew, or passengers: *Provided further,* That in any case wherein the negligence or fault of the vessel, master, crew, or passengers proximately contributed to the injury, the award of damages shall be diminished in proportion to the negligence or fault attributable to the said vessel, master, crew, or passengers: *And provided further,* That damages shall not be allowed and paid for injuries to any protrusion beyond the side of a vessel, whether such protrusion is permanent or temporary in character. A vessel shall be considered to be passing through the locks of the Canal, under the control of officers or employees of the corporation, from the time the first towing line is made fast on board before entrance into the locks and until the towing lines are cast off upon, or immediately prior to, departure from the lock chamber.

(b) *Injuries Other Than in Locks.* The Panama Canal Company shall promptly adjust and pay damages for injuries to vessels, or to the cargo, crew, or passengers of vessels which may arise by reason of the presence of such vessels in the waters of the Canal Zone, other than the locks, when the injury was proximately caused by negligence or fault on the part of any officer or employee of the corporation acting within the scope of his employment and in the line of his duties in connection with the operation of the canal: *Provided, however,* that in any case wherein the negligence or fault of the vessel, master,

crew, or passengers proximately contributed to the injury, the award of damages shall be diminished in proportion to the negligence or fault attributable to the said vessel, master, crew, or passengers: *And provided further*, That in the case of any vessel which is required by or pursuant to regulations prescribed under section 9 of this title, as amended, to have a Panama Canal pilot on duty aboard, no damages shall be adjusted and paid for injuries to any vessel, or to the cargo, crew, or passengers of any such vessel, incurred while the vessel was under way and in motion, unless at the time such injuries were incurred the navigation or movement of the vessel was under the control of a Panama Canal pilot.

(c) *Measure of Damages Generally.* In determining the amount of the award of damages for injuries to a vessel for which the Panama Canal Company is found or determined to be liable, there may be included (1) actual or estimated cost of repairs; (2) charter hire actually lost by the owners, or charter hire actually paid, depending upon the terms of the charter party, for the time the vessel is undergoing repairs; (3) maintenance of the vessel and wages of the crew, if such are found to be actual additional expenses or losses incurred outside of the charter hire; (4) other expenses which are definitely and accurately shown to have been incurred necessarily and by reason of the accident or injuries: *Provided, however*, That there shall not be allowed agent's fees or commissions or other incidental expenses of similar character, or any items which are indefinite, indeterminable, speculative, or conjectural. The corporation shall be furnished such vouchers, receipts, or other evidence as may be necessary in support of any item of a claim. If a vessel is not operated under charter but by the owner directly, evidence shall be secured if available as to the sum for which vessels of the same size and class can be chartered in the market. If such charter value cannot be determined, the value of the use of such vessel to its owners in the business in which it was engaged at the time of the injuries shall be used as a basis for estimating the damages for the vessel's detention; and the books of the owners showing the vessel's earnings about the time of the accident or injuries shall be considered as evidence of probable earnings during the time of detention. If the books are unavailable, such other evidence shall be furnished as may be necessary.

(d) *Delays for Which No Responsibility Assumed.* The Panama Canal Company shall not be responsible, nor consider any claim, for demurrage or delays occasioned by landslides or other natural causes, by necessary construction or maintenance work on Canal locks, terminals, or equipment, by obstructions arising from accidents by time necessary for admeasurement, by congestion of traffic, or by any other cause except as specially set forth in this section.

(e) *Settlement of Claims.* The amounts of the respective awards of damages under this section may be adjusted, fixed, and determined by the corporation by mutual agreement, compromise, or otherwise; and acceptance by any claimant of the amount awarded to him shall be deemed to be in full settlement of such claims.

(f) *Actions on Claims.* Any claimant for damages under this section who considers himself aggrieved by the findings, determination, or award of the Panama Canal Company in reference to his claim may bring an action on such claim against the said corporation in the United States District Court for the District of the Canal Zone; and in any such action the provisions of this section relative to the determination, adjustment, and payment of such claims, and the provisions of the regulations established under section 9 of this title, as amended, relative to navigation of Canal Zone waters and to transiting of the Panama Canal, shall be applicable. No action for damages which is cognizable under this section shall lie against the said corporation otherwise, or in any other court, than as provided in this paragraph, or shall lie against any officer or

employee of the corporation: *Provided, however,* That nothing in this paragraph shall be construed to prevent or prohibit actions against officers or employees of the said corporation for damages for injuries resulting from acts of such officers or employees outside the scope of their employment or not in the line of their duties or from acts of such officers or employees committed or performed with intent to injure the person or property of another. Actions under this paragraph shall be tried by the court without a jury.

(g) *Investigation Before Vessel's Departure.* Notwithstanding any other provision of law, no claim shall be considered under this section, nor shall any action for damages lie thereon, unless, prior to the departure from Canal Zone waters of the vessel involved, the investigation by the competent authorities of the accident or injury giving rise to such claim shall have been completed, and the basis for the claim shall have been laid before the corporation."

SEC. 9.2. *Investigation of accidents involving potential claims.* Whenever, within the waters of the Canal Zone, including the locks of the Canal, a vessel, or its cargo, crew, or passengers, meets with an accident or sustains any injury which may be the basis of a claim against the Panama Canal Company, or inflicts any injury upon any structure, plant, or equipment of the Panama Canal, the Board of Local Inspectors of the Canal Zone Government, or a member thereof, shall promptly conduct an investigation of such accident or injury, including all the facts and circumstances surrounding it and bearing upon its proximate causation, the nature and extent of the injury, and the amount of the damages, if any, occasioned by such injury, and shall promptly, upon the conclusion of such investigation, transmit to the Governor, for his consideration in connection with any claim which may arise, a transcript of the record of such investigation, together with its findings and conclusions respecting the accident or injury. All matters pertaining to such investigation shall be completed before the vessel concerned leaves Canal Zone waters, and no claim shall be considered unless the basis therefor has been laid before the Canal authorities prior to the vessel's sailing.

[Rule 94, as amended by E. O. 9227 of August 19, 1942; 35 CFR 4.133]

#### CROSS-REFERENCES

See Sec. 10.7. Compelling attendance and testimony of witnesses and production of books and papers before members of board, see Canal Zone Code, title 2, sections 42 and 43.

SEC. 9.3. *Handling of wrecked, injured, or burning vessels.* When a vessel in Canal Zone waters goes aground, or is wrecked, or is so injured that it is liable to become an obstruction in such waters, or is on fire, the Canal authorities shall have the right to supervise and direct, or to take complete charge of and conduct, all operations which may be necessary to float the vessel, to clear the wreckage, to remove the injured vessel to a safe location, or to extinguish the fire, as the case may be. The Canal authorities may, when necessary, take such action without awaiting the permission of the owner or agent of the vessel, and may require the master of the vessel and all persons under his supervision and control to place the vessel, and all equipment on

board, at the disposal of the Canal authorities without cost to the Canal. In the event the vessel is subsequently found and determined to be responsible for the accident or the condition necessitating action by the Panama Canal Company, the necessary expenses incurred by the Canal in carrying out the provisions of this section shall be a proper charge against such vessel.

[Rule 97, as amended by E. O. 9227 of August 19, 1942; 35 CFR 4.136]

SEC. 9.4. *Fires aboard vessels; Port Captain to be in charge of.* In case of fires aboard vessels, the Port Captain shall be in complete charge for the purpose of coordinating the various Canal Zone Government or Panama Canal Company functions engaged or concerned. [35 CFR 4.136a]

SEC. 9.5. *Penalty for injuring or obstructing Canal.* As provided by section 821 of title 5 of the Canal Zone Code, any person who by any means or in any way injures or obstructs or attempts to injure or obstruct any part of the Panama Canal or the locks thereof or the approaches thereto, shall be punished by imprisonment in the penitentiary for not more than twenty years, or by a fine of not more than \$10,000, or by both. And as provided by section 255 of title 5 of the said Code, if any act in violation of the foregoing provisions of this section shall cause the death of any person within a year and a day thereafter, the person so convicted shall be guilty of murder and shall be punished accordingly.

[Rule 98, as amended by E. O. 9227 of August 19, 1942; 35 CFR 4.137]

SEC. 9.6. *Liability of vessel for injury to Canal structures or equipment.* A vessel, or its owner or operator, shall be held liable for any injury to any structure, plant, or equipment of or pertaining to the Panama Canal Company when such injury is proximately caused by the negligence or fault of the vessel or its master or crew. No vessel shall make fast, or run any line, to any marker, buoy, beacon, or other aid to navigation; and a vessel shall so navigate as not to strike such aids in passing.

[Rule 99, as amended by E. O. 9227 of August 19, 1942; 35 CFR 4.138]

SEC. 9.7. *Spark and smoke hazard.* While within Canal Zone waters, vessels shall take necessary precaution to avoid the issuance of sparks or excessive smoke, and vessels shall be held liable for injuries caused by the issuance therefrom of sparks or excessive quantities of smoke.

[Rule 100, as amended by E. O. 9227 of August 19, 1942; 35 CFR 4.139]

SEC. 9.8. *Collection of damages from vessel owner.* In case of injury to any Canal structure, plant, or equipment occasioned by a vessel under the circumstances specified in sections 9.6 and 9.7, the matter of damages shall be adjusted by mutual agreement when practicable between the Panama Canal Company and the owner, agents, or underwriters of the vessel; and in case of disagreement, the vessel or

its owner or operator shall be proceeded against in the United States District Court for the District of the Canal Zone.

[35 CFR 4.140, as adopted CZO 30, January 6, 1953, 18 F.R. 280]

SEC. 9.9. *Administering oaths.* For provisions authorizing members of Board of Local Inspectors, customs officers, quarantine officers, admeasurers, and officers conducting hearings in exclusion and deportation proceedings, to administer oaths, summon witnesses, and require production of papers, and authorizing judicial processes in support of such authority, see Canal Zone Code, title 2, sections 41 to 43 and section 44 as added by amendment.

SEC. 9.10. *Summoning witnesses.* (See section 9.9 above)



## Chapter 10

### BOARD OF LOCAL INSPECTORS; MARINE ACCIDENT INVESTIGATIONS; LICENSING OF OFFICERS; INSPECTION OF VESSELS

(MARINE BUREAU)

#### Article 1

##### BOARD OF LOCAL INSPECTORS

SEC.

- 10.1 Board of Local Inspectors.
- 10.2 Marine Director as Supervising Inspector.
- 10.3 Officials constituting Board of Local Inspectors.
- 10.3a Lieutenant Governor to act in place of Supervising Inspector and Marine Director in certain cases.
- 10.4 Employment of Inspectors.
- 10.5 Recorder of Board; duties.
- 10.6 Recorder may administer oaths.

#### Article 2

##### MARINE ACCIDENT INVESTIGATIONS

- 10.7 Investigation by Board of serious marine accidents.
- 10.8 Change in physical status of property affected by accident forbidden.
- 10.9 Reports by Board to Governor.
- 10.10 Manner of making and forwarding reports.
- 10.11 Inspection of records of Board.
- 10.12 Assistance of owners and masters.
- 10.13 Reports of accidents by officer in command to Board.

#### Article 3

##### LICENSING OF OFFICERS

- 10.14 Classification and licensing of masters, mates, engineers, and pilots.
- 10.15 Term, and suspension or revocation, of licenses.
- 10.16 Citizenship of licensees.

#### Article 4

##### INSPECTION OF VESSELS

- 10.71 Inspection of vessels.
- 10.146 Inspection of vessel merely transiting, on request.
- 10.147 Appeal from action of the Board of Local Inspectors.

#### Article 1

##### BOARD OF LOCAL INSPECTORS

SECTION 10.1. *Board of Local Inspectors.* The Governor is hereby authorized to appoint three persons as a Board of Local Inspectors.  
(RULE 155)

SEC. 10.2 *Marine Director as Supervising Inspector.* Except as provided in section 10.3a of this chapter, the Marine Director shall act as Supervising Inspector of the Canal Zone in matters of a marine character.

[35 CFR 12.1, as amended Governor's Regs., September 30, 1955, 20 F.R. 7813]

SEC. 10.3 *Officials constituting Board of Local Inspectors.* The Port Captain, Cristobal, or the official acting in such capacity; the Port Captain, Balboa, or the official acting in such capacity; and the Chief, Industrial Division, or, in his absence, the Assistant to the Chief, Industrial Division, shall constitute the Board of Local Inspectors, referred to in this chapter as "the Board." Except as provided below, the senior of the two Port Captains shall be the Chairman of the Board. In the discretion of the Governor, accident investigations may be conducted by one regularly constituted member of the Board. In the event the Governor deems it appropriate, he may designate alternates to serve in the place of any of the above-named members in any investigation or hearing. In any case in which the Marine Director is designated as such an alternate, he shall serve as Chairman of the Board.

[35 CFR 12.2, as amended Governor's Regs., February 6, 1954, 19 F.R. 1055; September 30, 1955, 20 F.R. 7813]

SEC. 10.3a. *Lieutenant Governor to act in place of Supervising Inspector and Marine Director in certain cases.* The Lieutenant Governor shall serve in the place of the Marine Director as Supervising Inspector or approving official, as the case may be, with respect to any investigation or hearing conducted by the Board of Local Inspectors in which the Marine Director participates as an alternate member of the Board, as provided in section 10.3 of this chapter.

[35 CFR 12.2a, as added Governor's Regs., September 30, 1955, 20 F.R. 7813]

SEC. 10.4. *Employment of Inspectors.* The Board may employ such inspectors as it may require in the inspection of vessels.

[35 CFR 12.3]

SEC. 10.5. *Recorder of Board; duties.* There shall be a Recorder of the Board, whose duty it shall be to keep a record of its proceedings; of all applications for licenses; of those issued or refused; suspended, extended or modified, together with the name, grade, and serial number of all such licenses; and of all casualties, collisions, foundering, sinkings, fires, and other disasters or matters of interest that may come before the Board. Under the direction of the Chairman he shall prepare, submit, and register all licenses and certificates of inspection, and the reports hereinafter mentioned.

[35 CFR 12.4]

SEC. 10.6. *Recorder may administer oaths.* The Recorder may administer the oaths required for the completion of official documents of the Board.

[35 CFR 12.5]

## Article 2

### MARINE ACCIDENT INVESTIGATIONS

SEC. 10.7. *Investigation by Board of serious marine accidents.* The Board shall investigate in detail the condition and circumstances under which all marine accidents of a serious character occur in the Canal Zone, to fix the extent of, and the blame and responsibility for same.

[35 CFR 12.6] Cross reference: See Section 9.2.

SEC. 10.8. *Change of physical status of property affected by accident forbidden.* In the event of an accident or casualty affecting any property in the Canal Zone, which imposes on the Board an obligation to investigate, no change in the physical status of the property affected by the accident or casualty will be permitted prior to inspection by properly constituted authority, unless such change in status be imperative in order to preserve life or property.

[35 CFR 12.7]

SEC. 10.9. *Reports by Board to Governor.* The Board shall make reports forthwith in detail to the Governor of all investigations conducted by it, except such investigations as it may be required by the Supervising Inspector to make for his own information.

[35 CFR 12.8, as amended Governor's Regs., July 6, 1956, 21 F. R. 5352]

SEC. 10.10. *Manner of making and forwarding reports.* All reports to the Governor shall be made in duplicate and forwarded through the Supervising Inspector, who shall place such endorsements thereon as he may see fit.

[35 CFR 12.9, as amended Governor's Regs., July 6, 1956, 21 F. R. 5352]

SEC. 10.11. *Inspection of records of Board.* All official records and documents in the office of the Board, after official action thereon has been concluded, shall be open to public inspection and examination; *Provided*, That such inspection or examination be made in the office of the Board.

[35 CFR 12.10]

SEC. 10.12. *Assistance of owners and masters.* Owners and masters shall be required to assist the Board of Local Inspectors in its investigations and inspections, and to put machinery in operation when necessary to demonstrate the efficiency of the machinery, equipment, and appliances.

[RULE 156]

SEC. 10.13. *Reports of accidents by officer in command to Board.* The licensed officer in command of any vessel shall report in writing to the Board of Local Inspectors any accident to said vessel in Panama Canal waters involving loss of life, or damage to property.

[35 CFR 12.11]

## Article 3

### LICENSING OF OFFICERS

SEC. 10.14. *Classification and licensing of masters, mates, engineers, and pilots.* Under the direction of the Governor, the Board of Local

Inspectors shall recommend the classification of masters, mates, engineers, and pilots of steam and motor vessels navigating the waters of the Canal Zone; and upon such recommendation licenses shall be issued by the Supervising Inspector, or by such other officer as may be designated by the Governor. (See also sec. 10.147 below.)  
[35 CFR 4.157, as amended CZO 43, July 12, 1956, 21 F. R. 5405]

SEC. 10.15. *Term, and suspension or revocation, of licenses.* Licenses shall be granted for a term of three years, but may be suspended or revoked by the Supervising Inspector, or by such other officer as may be designated by the Governor, upon satisfactory proof of negligence, unskillfulness, intemperance, or other improper conduct: *Provided, however,* That prior to final action in the matter of the suspension or revocation of any license, the Board of Local Inspectors shall conduct a hearing in the matter and submit its recommendations therein to the Supervising Inspector or other designated officer.  
[35 CFR 4.158, as amended CZO 43, July 12, 1956, 21 F.R. 5405]

SEC. 10.16. *Citizenship of licensees.* Licenses for masters, mates, engineers, and pilots may be issued only to persons who are citizens of the United States or the Republic of Panama; *Provided however,* That persons now holding licenses for these positions may have such licenses renewed from time to time, upon recommendation of the Board of Local Inspectors.  
[35 CFR 4.159, as adopted CZO 30, January 6, 1953, 18 F.R. 280]

#### Article 4

#### INSPECTION OF VESSELS

SEC. 10.71. *Inspection of vessels.* Sections 151 through 159 of title 2 of the Canal Zone Code provide as follows:

SECTION 151. *Vessels subject to inspection in general.* All vessels navigating the waters of the Canal Zone, except public vessels of all nations, and private vessels merely transiting the Canal, shall be subject to an annual inspection of hulls, boilers, machinery, equipment, and passenger accommodations. (Feb. 16, 1933, ch. 88, sec. 1, 47 Stat. 811 [U. S. Code, title 48, sec. 1336a].)

152. *Inspection of foreign vessels.* A foreign vessel of a country which has inspection laws approximating those of the United States, having an unexpired certificate of inspection duly issued by the authorities of the said country, shall not be subjected to an inspection other than that necessary to determine whether the vessel, boilers, and life-saving equipment are as stated in the certificate of inspection; but no such certificate of inspection shall be accepted as evidence of lawful inspection unless like privileges are granted to vessels of the United States under the laws of the country to which such vessel belongs. (Feb. 16, 1933, ch. 88, sec. 2, 47 Stat. 811 [U. S. Code, title 48, sec. 1336b].)

153. *Regulations governing inspection.* The Governor of the Canal Zone is authorized to prescribe regulations concerning the inspection referred to in the two next preceding sections, which regulations shall conform as nearly as practicable to the laws and regulations governing the Steamboat Inspection Service of the United States. (Feb. 16, 1933, ch. 88, sec. 1, 47 Stat. 811 [U. S. Code, title 48, sec. 1336a]; September 26, 1950, ch. 1049, sec. 2(b), 64 Stat. 1038.)

154. *Issuance and display of certificate of inspection.* When the board of local inspectors of the Canal Zone Government approves a vessel and its equipment, a certificate of inspection, in triplicate, shall be issued by the Canal authorities, two copies of which shall be displayed in conspicuous places in the vessel where they are most likely to be observed by passengers and others, and there kept

at all times framed under glass. (Feb. 16, 1933, ch. 88, sec. 3, 47 Stat. 811 [U. S. Code, title 48, sec. 1336c]; Sept. 26, 1950, ch. 1049, sec. 2(a) (1), 64 Stat. 1038.)

155. *Refusal of certificate of inspection.* When the board of local inspectors fails to approve the vessel or its equipment, a certificate of inspection shall be refused, and the board of local inspectors shall make a statement in writing giving the reason for failure to approve, filing such statement in the records of the board, and giving a copy thereof to the owner, agent or master of the vessel. (Feb. 16, 1933, ch. 88, sec. 4, 47 Stat. 811 [U. S. Code, title 48, sec. 1336d].)

156. *Failure to have or display certificate; receiving excess passengers; fines.* Any vessel, other than those excepted in section 151 of this title, that navigates the waters of the Canal Zone without having an unexpired certificate of inspection issued by the Canal authorities or by the Steamboat Inspection Service of the United States, or an unexpired certificate accepted by the Canal authorities under section 152 of this title, shall be subject to a fine of not more than \$1,000; and whenever any passenger is received on board a vessel not having certified copies of the certificate of inspection placed and kept as required by section 154 of this title, or whenever passengers are received on board a vessel in excess of the number authorized by said certificate of inspection, such vessel shall be liable to a fine of not more than \$100 for each passenger so received.

Fines shall be recovered in the district court, and the amount so recovered shall be a lien upon such vessel, and it may be seized and sold to satisfy same as well as the costs of the court proceedings. (Feb. 16, 1933, ch. 88, sec. 5, 47 Stat. 811 [U. S. Code, title 48, sec. 1336e].)

157. *Revocation of certificate for changes in condition of vessel.* In case a vessel holding an unexpired certificate issued by the Canal authorities shall change its condition as to hull, boilers, machinery, equipment or accommodations for passengers in such manner as not to conform to the regulations under which such certificate was issued, the board of local inspectors is authorized to make an inspection and to recommend revocation of the certificate of inspection, and upon approval of such recommendation by the marine superintendent, or such other officer of the Canal Zone Government as may be designated by the Governor, a notice of revocation will be issued to the owner, agent or master of the vessel; and after such notice of revocation the navigation of Canal Zone waters by such vessel shall subject it to the penalty prescribed by section 156 of this title. (Feb. 16, 1933, ch. 88, sec. 6, 47 Stat. 811 [U. S. Code, title 48, sec. 1336f].): Sept. 26, 1950, ch. 1049, sec. 2(a) (1), 64 Stat. 1038.)

158. *Small vessels propelled by machinery; registration, certification, and numbering; licensing of operators; fines.* Vessels not more than 65 feet in length, measuring from end to end over the deck excluding sheer, and propelled in whole or in part by machinery, shall be registered, certificated, and numbered, and shall display the numbers assigned in a conspicuous place in prescribed form. Such vessels shall be subject to annual inspection, and the certificate referred to herein shall be issued for a term of one year and shall specify the number of passengers which the vessel may carry, and the number of life preservers and the fire-fighting apparatus and other equipment which the vessel shall carry.

No such vessel shall be operated except by a person holding an operator's license, issued after examination by the board of local inspectors and approved by the marine superintendent or such other officer of the Canal Zone Government as may be designated by the Governor.

Any person who as owner, hirer, or borrower of any such vessels, shall cause or permit it to be operated in Canal Zone waters in violation of any of the requirements of this section or of the certificate issued hereunder, shall be

liable to a fine of not more than \$100: *Provided, however,* That this section shall not apply to public vessels of the United States or of the Republic of Panama, or to tugboats or towboats propelled by steam. (Feb. 16, 1933, ch. 88, sec. 7, 47 Stat. 812; June 24, 1936, ch. 754, sec. 8, 49 Stat. 1905 [U. S. Code, title 48, sec. 1336g]; Sept. 26, 1950, ch. 1049, sec. 2(a) (1), 64 Stat. 1038.)

159. *Small vessels not propelled by machinery; registration and numbering; fines.* Vessels not more than 65 feet in length and not propelled in whole or in part by machinery, shall be registered and numbered, and when numbers have been assigned they shall be displayed in a conspicuous place in prescribed form. Any person who as owner, hirer, or borrower of any such vessel, shall cause or permit it to be operated in Canal Zone waters in violation of any of the requirements of this section shall be liable to a fine of not more than \$100. (Feb. 16, 1933, ch. 88, sec. 8, 47 Stat. 812; June 24, 1936, ch. 754, sec. 9, 49 Stat. 1906 [U. S. Code, title 48, sec. 1336h].)

SEC. 10.146. *Inspection of vessel merely transiting, on request.* A vessel merely transiting the Canal may have inspection made by the Board of Local Inspectors, if requested by the owner, agent, or master of such vessel.

[RULE 161]

SEC. 10.147. *Appeal from action refusing license.* An applicant for a license as master, mate, engineer, or pilot, for whom the Board of Local Inspectors has refused to recommend such license may appeal to the Supervising Inspector or to such other officer as may be designated by the Governor. Such appeal must be entered within 10 days after the final action of the Board. Upon such appeal the Supervising Inspector or other designated officer shall have authority either to grant or to deny such license

[35 CFR 4.160, as amended CZO 43, July 12, 1956, 21 F.R. 5405]

NOTE.—For present provisions regarding small vessels, see sections 158 and 159 of title 2, Canal Zone Code. The additional regulations under Chapter 10 have only local interest, and are published in a separate pamphlet for issue to those concerned.

## Chapter 11

### ADMEASUREMENT AND TOLLS

(MARINE BUREAU; OFFICE OF THE COMPTROLLER)

#### Article 1

#### AUTHORITY TO PRESCRIBE MEASUREMENT RULES AND TOLLS: RATES OF TOLL

SEC.

- 11.1 Authority to prescribe measurement rules and tolls; bases of tolls.
- 11.2 Rates of toll.

#### Article 2

#### LEVYING OF TOLLS

- 11.3 Measurement of vessels; vessels to secure tonnage certificate.
- 11.4 Measurement of vessels; making and correction of measurement; plans and copies.
- 11.5 Measurement of vessels; temporary retention of certificate at Canal.
- 11.6 Tolls for vessels in ballast.
- 11.7 Tolls exemption for vessels transiting for repairs.
- 11.8 Tolls for vessels making partial transit and return.
- 11.9 Partial transits by small vessels.

#### Article 3

#### PAYMENT OF TOLLS AND OTHER VESSEL CHARGES

- 11.10 Time of making payment.
- 11.11 Exception—Vessels operated by the United States.
- 11.12 Payment to be in cash.
- 11.13 Exception—Payment secured by deposit of cash or bonds.
- 11.14 To whom payment is to be made.

#### Article 1

#### AUTHORITY TO PRESCRIBE MEASUREMENT RULES AND TOLLS; RATES OF TOLL

SECTION 11.1. *Authority to prescribe measurement rules and tolls; bases of tolls.* Sections 411 and 412 of title 2 of the Canal Zone Code as amended by sections 11 and 12, respectively, of the Act of September 26, 1950, Chapter 1049, 64 Stat. 1041, place the authority to prescribe rules for the measurement of vessels for the Panama Canal and to fix the tolls that shall be levied for use of the Panama Canal

in the Panama Canal Company, subject to the approval of the President of the United States, and establish the bases of tolls. Said section 411 provides that the rules of measurement and the rates of tolls prevailing on the effective date of the amendment to that section shall continue in effect until changed as therein provided, and, accordingly, the tolls rates and certain general provisions respecting measurement then in effect are shown in the succeeding portions of this chapter. The detailed *Rules for Measurement of Vessels* are published in a separate pamphlet.

SEC. 11.2. *Rates of toll.* The following rates of toll shall be paid by vessels using the Panama Canal: (a) On merchant vessels, yachts, Army and Navy transports, colliers, hospital ships, and supply ships, when carrying passengers or cargo, 90 cents per net-vessel ton of 100 cubic feet each of actual earning capacity—that is, the net tonnage determined in accordance with the *Rules for Measurement of Vessels*, 35 CFR, sections 27.17 to 27.95, inclusive.

(b) On vessels in ballast without passengers or cargo, 72 cents per net vessel ton.

(c) On other floating craft including warships, other than transports, colliers, hospital ships, and supply ships, 50 cents per ton of displacement.

[35 CFR 27.1]

## Article 2

### LEVYING OF TOLLS

SEC. 11.3. *Measurement of vessels; vessels to secure tonnage certificate.* The rules for the admeasuring of vessels are for fixing pursuant to sections 411 and 412 of title 2 of the Canal Zone Code, as amended. Vessels desiring to transit the Canal shall provide themselves with the proper tonnage certificate based upon such rules.

[Rule 14, as amended by the Act cited in sec. 11.1 above; 35 CFR 27.2]

SEC. 11.4. *Measurement of vessels; making and correction of measurement; plans and copies.* Admeasurement may be made and the required certificate issued by the admeasurers of the Canal, by collectors of customs in the larger seaports of the United States, and by certain properly designated officials abroad. Each transiting vessel should be provided with a full set of plans and a copy of the measurements which were made at the time of issue of its national tonnage certificate, as well as the tonnage certificate itself. The Canal authorities shall have the right to check and correct any measurement made or certificate issued elsewhere.

[Rule 15; 35 CFR 27.3]

SEC. 11.5. *Measurement of vessels; temporary retention of certificate at Canal.* A vessel's Panama Canal Certificate may be taken up by the admeasurer and retained at the Canal, if necessary, until the vessel's next visit.

[35 CFR 27.4]

SEC. 11.6. *Tolls for vessels in ballast.* In order for a vessel to secure the reduced rate of tolls for vessels in ballast without passengers or cargo, the volume of the fuel on board for its own consumption must not exceed 125 percent of the volume of its engine room as measured and as shown on its Panama Canal Tonnage Certificate.

[Rule 16, as amended by E. O. No. 7813, February 14, 1938; 35 CFR 27.5]

SEC. 11.7. *Tolls exemption for vessels transiting for repairs.* Vessels transiting and retransiting the Panama Canal by prearrangement with the Canal authorities for the sole purpose of having repairs made at the drydocks or shops operated by the Panama Canal Company shall be exempt from the payment of tolls, but shall pay charges for pilotage, towage, and other services incidental to such transits, at rates to be determined from time to time by the Governor of the Canal Zone; *Provided, however,* That in case a vessel, after having made a transit for repairs as hereinbefore provided in this section, shall fail to retransit the Canal to the point of beginning, or shall, at the point of termination of the original transit, receive or discharge cargo, passengers, mail, or baggage, or accomplish any other purpose, other than to obtain repairs, for which vessels usually transit the Canal, tolls shall be collected for the transit at the prescribed rates before such vessels shall be given a clearance and be permitted to proceed.

[Rule 17, as amended by E. O. No. 8068, March 20, 1939; 35 CFR 27.6]

SEC. 11.8. *Tolls for vessels making partial transit and return.* Vessels passing through the locks at either end of the Panama Canal and returning to the original point of entry without passing through the locks at the other end of the Canal, shall pay the tolls prescribed for a single passage through the Canal. In case such vessels carry cargo or passengers either in passing or returning through the locks, the rate of tolls on laden vessels shall apply.

[Rule 18, as amended by E. O. 8068, March 20, 1939; 35 CFR 27.7]

SEC. 11.9. *Partial transits by small vessels.* Section 11.8 shall not be interpreted as authorizing vessels less than 65 feet in length, or barges, or rafts of any size not on regular transit schedules and not paying tolls, to navigate the waters of any locks, or of Gailard Cut to or from Gatun Lake in partial transit of the Canal; specific authority of the Governor must be obtained through the Marine Director for each such partial transit. In this connection, see sections 7.36 and 7.37.

[35 CFR 27.8]

### Article 3

#### PAYMENT OF TOLLS AND OTHER VESSEL CHARGES

NOTE.—The payment procedures set out in this Article are as prescribed by the Panama Canal Company pursuant to resolution of its Board of Directors adopted at the meeting of October 9, 1954, and became effective as of that date.

SEC. 11.10. *Time of making payment.* (a) Payment of tolls in full shall be made, or secured as provided in section 11.13 hereof, before a vessel is permitted to enter a lock.

(b) All vessel charges shall be paid, or secured as provided in section 11.13 hereof, before clearance is given a vessel at the port of departure from the Canal Zone: *Provided, however,* That in cases involving emergency or other special circumstances, the requirement of this subparagraph may be waived by the President or by such person as he may designate for such purpose.

SEC. 11.11. *Exception—Vessels operated by the United States.* Section 11.10 hereof shall not apply to vessels operated by the Government of the United States; and bills for tolls, where applicable, and for other charges against such vessels, shall be settled as are other obligations between agencies of the Federal Government.

SEC. 11.12. *Payment to be in cash.* All payments for tolls and other charges shall be made in cash, in lawful money of the United States, except as provided in section 11.13.

SEC. 11.13. *Exception—Payment secured by deposit of cash or bonds.*

(a) The payment of tolls and vessel charges may be secured by making cash deposits for that purpose with the Treasurer of the Panama Canal Company or such United States depository as may be designated by the Panama Canal Company.

(b) In lieu of payment in cash or a cash deposit, the payment of tolls and vessel charges may be secured by making deposits, pursuant to written agreements with the Panama Canal Company, of negotiable bonds of the United States of the classes acceptable by the United States Treasury Department as collateral security for the deposit of public moneys. Such bonds shall be under the full control of the Panama Canal Company; shall be deposited with the Treasurer of the Panama Canal Company or such United States depository as may be designated by the Panama Canal Company; and shall be subject to sale or other disposition by the Panama Canal Company upon any failure in prompt payment of any bill for tolls or vessel charges for which the said bonds are deposited as security.

SEC. 11.14. *To whom payment is to be made.* Payment for tolls and vessel charges shall be made to the Treasurer, Panama Canal Company.

## Chapter 12

### RADIO COMMUNICATION

(MARINE BUREAU)

SEC.

- 12.1 Radio communication defined.
- 12.2 Control by Governor; exercise through naval shore stations.
- 12.3 Communication by vessels approaching Canal.
- 12.4 Information required.
- 12.5 Operation of vessel radios in conformity with treaties.
- 12.6 Radio communication between vessels in Canal Zone and other vessels or places.
- 12.7 Routing of dispatches.
- 12.8 Restrictions on vessel radios as to power, testing and tuning.
- 12.9 Low power, defined.
- 12.10 Operator on watch during transit.
- 12.11 Precedence of messages relative to vessel's movements and Canal business; use of vessel's radio by pilot.
- 12.12 Immediate report of accidents, delays or casualties.
- 12.13 Radio charges.

SECTION 12.1. *Radio communication defined.* For the purposes of this chapter, unless the context otherwise requires, the term "radio communication" means the transmission by radio of writing, signs, signals, pictures, and sounds of all kinds, including all instrumentalities, facilities, apparatus, and services (among other things the receipt, forwarding, and delivery of communications) incidental to such transmission.

[35 CFR 4.141a, as adopted by CZO 30, January 6, 1953; 18 F. R. 280]

SEC. 12.2. *Control by Governor; exercise through naval shore stations.* The Governor of the Canal Zone shall, subject to the provisions of this chapter, have entire control of radio communication in the Canal Zone so far as concerns or affects vessels in the harbors and other waters of the Canal Zone or the navigation of such waters, except vessels owned or operated by the United States Army or the United States Navy. In the exercise of such control the Governor may in his discretion utilize the shore radio stations owned by the United States and operated by the Navy Department, which stations are hereinafter referred to as the shore stations.

[35 CFR 4.141b, as adopted CZO 30, January 6, 1953; 18 F. R. 280]

SEC. 12.3. *Communication by vessels approaching Canal.* Vessels approaching the Panama Canal shall communicate by radio to the Port Captain concerned, through the shore station which shall be

designated, such information relative to their Canal business as the Governor may by regulation prescribe.

[35 CFR 4.141c, as adopted CZO 30, January 6, 1953; 18 F. R. 280]

SEC. 12.4 *Information required.* As soon as radio communication can be established, vessels shall report via the local Government shore radio stations to the Port Captain their names, whether or not they desire to pass through the Canal, requirements, probable time of arrival, draft, last port of call, whether or not there is any communicable disease aboard, number of landing passengers, if any, whether or not any structural changes have been made to the vessel since the last transit, and any other matters of importance and interest. In addition to the above: (a) Tankers shall report (1) the grades of cargo carried, if any, (2) the grade of cargo last carried in each empty tank that is not gas free; (b) ships carrying explosives of any nature, whether for transit or docking, shall report (1) the grades of such explosives, (2) the quantity in tons of each grade of such explosives. If the above information has been previously communicated to the Port Captain, through agents or otherwise, it will not be necessary to report by radio anything but the probable time of arrival and this shall always be sent to the Port Captain by radio via the local Government shore radio stations at least 48 hours in advance of arrival. Vessels approaching the Canal from the Pacific, in addition to the above, shall report time of passing Cape Mala and the speed being made good. Vessels approaching from the Atlantic, in addition to the above, shall report 12 hours prior to arrival any change of one hour or more from the original expected time of arrival.

[35 CFR 4.142, as amended Governor's Regs., March 9, 1959, 24 F.R. 2276]

SEC. 12.5 *Operation of vessel radios in conformity with treaties.* While in Canal Zone waters, vessels equipped with radio shall be required to operate such equipment at all times in conformity with the principles and rules stipulated in the treaties or conventions to which the United States is a party.

[35 CFR 4.142a, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 12.6 *Radio communication between vessels in Canal Zone and other vessels or places.* Except as authorized by authority of the Governor, and except as regards vessels operated by the United States Army or the United States Navy, all radio communications between vessels in the Canal Zone and other vessels or places whether within or without the Canal Zone shall be carried on by forwarding through the shore station which shall be designated; and, with such exceptions, no vessel in the Canal Zone, or person on board any such vessels, shall do any radio broadcasting, or shall, otherwise than by forwarding through the designated shore station, transmit any radio communication.

[35 CFR 4.145, as adopted CZO 30, January 6, 1953; 18 F.R. 280]

SEC. 12.7. *Routing of dispatches.* Dispatches from vessels in Cana

Zone and adjacent waters shall be forwarded through Balboa Radio Station, call letters "NBA."

[35 CFR 4.146]

SEC 12.8. *Restrictions on vessel radios as to power, testing, and tuning.* Except as authorized by authority of the Governor, vessels within the 15-mile limit of the Canal Zone shall transmit only with low power and shall do no testing or tuning.

[35 CFR 4.143, as adopted CZO 30, January 6, 1953; 18 F. R. 280]

SEC 12.9. *Low power, how defined.* Low power, when using a tube set, is defined as not more than 100 watts.

[35 CFR 4.144]

SEC 12.10. *Operator on watch during transit.* All vessels equipped with radio, except those whose radio equipment has been sealed in Canal Zone waters in accordance with orders issued by competent authority, shall, after leaving the terminal harbor to pass through the Canal, keep a radio operator on watch, on such frequency as the shore stations shall direct, until arrival at the farther terminal harbor; *Provided*, That in cases where the vessel has only one radio operator serving on board, the radio watch shall be required only while the vessel is underway between Gatun Locks and Pedro Miguel Locks.

[35 CFR 4.148, as adopted CZO 30, January 6, 1953; 18 F. R. 280]

SEC. 12.11. *Precedence of messages relative to vessel's movements and Canal business; use of vessel's radio by pilot.* Messages relating to a vessel's movements and Canal business shall take precedence over all commercial messages. The pilot on a vessel passing through the Canal shall be afforded free use of the vessel's radio for the transaction of Canal business.

[35 CFR 4.149, as adopted CZO 30, January 6, 1953; 18 F. R. 280]

SEC. 12.12. *Immediate report of accidents, delays or casualties.* Under the direction of the pilot, ships shall report by radio to the local Government shore radio stations any accident, either to themselves, or anything else that may delay them or require assistance, any sickness or casualties that require medical attendance, or any other matter of importance that may arise.

[35 CFR 4.150]

SEC. 12.13. *Radio charges.* No receiving charges, either Government coast station or forwarding, will be imposed against ships on radiograms transmitted by ships on Canal business nor in cases of dispatches involving medical assistance to ships. There will be no sending charge made against the Panama Canal Company by Government land lines or radio stations, for the transmission of dispatches to ships on Canal business.

[35 CFR 4.151]



**Chapter 13**  
**MARITIME AND AIRCRAFT QUARANTINE**  
**(HEALTH BUREAU)**

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#### APPENDIX

- 13.80 **Appendix**—Excerpts from International Sanitary Regulations (World Health Organization Regulations No. 2)

*Authority:* Regulations contained in this chapter are issued under section 371 of Title 2 of Canal Zone Code.

**Article 1**  
**DEFINITIONS**

SECTION 13.1 *Definitions.* As used in this subpart, terms shall have the following meaning: (a) *Aircraft.* Civil aircraft, that is any aircraft that is not used exclusively in the service of the United States or a foreign country, but including any Government-owned aircraft engaged in carrying persons or property for commercial purposes.

(b) *Certificate of vaccination.* Certificate of vaccination or revaccination against cholera, smallpox or yellow fever conforming with the rules and models prescribed by the International Sanitary Regulations.

(c) *Communicable disease.* An illness due to an infectious agent or its toxic products which is transmitted directly or indirectly to a well person from an affected person, animal, or arthropod (including insecta and arachnica) or through the agency of an intermediate host, vector or the inanimate environment.

(d) *Contamination.* The presence of undesirable substance or material which may contain pathogenic microorganisms.

(e) *Day.* A period of 24 hours.

(f) *Deratting Certificate.* A certificate issued with respect to a vessel by a quarantine officer, in the form prescribed by the International Sanitary Regulations, recording the inspection and deratting of the vessel.

(g) *Deratting Exemption Certificate.* A certificate issued with respect to a vessel by a quarantine officer, in the form prescribed by the International Sanitary Regulations, recording the inspection and exemption from deratting of the vessel which has a negligible number of rodents on board.

(h) *Disinfection.* The act of rendering anything free from the casual agents of disease.

(i) *Disinfestation.* The act of destroying the vectors of a communicable disease.

(j) *Disinsecting.* The act of destroying insects or other arthropod vectors of a communicable disease.

(k) *Foreign port.* Any seaport or airport other than a port under the control of the United States, a port of the Canal Zone, or the seaports of the cities of Panama and Colon, Republic of Panama.

(l) *Fumigation.* The process by which the destruction of vermin and rodents is accomplished by the employment of gaseous agents.

(m) *Immunity.* The condition of being protected against a particular disease, either as a result of artificial immunization or through a previous attack of the disease in question.

(n) *Incubation period.* The period between the implanting of disease organisms in a susceptible person and the appearance of clinical manifestations of the disease.

(o) *Infected local area.* A local area (as defined in the International Sanitary Regulations):

(1) Where there is more than one case of plague, cholera, yellow fever, or smallpox, or where there is one case of human yellow fever transmitted by *Aedes Aegypti* or other domiciliary vector of yellow fever; or

(2) Where there is an epidemic of typhus or relapsing fever or

(3) Where there is plague infection among rodents; or

(4) Which constitutes or is part of a yellow fever endemic zone.

(p) *Infected person.* Any person who is suffering from a quarantinable disease or who is considered by the quarantine officer in charge to be infected with such a disease.

(q) *Infestation.* The condition of harboring vectors.

(r) *International Sanitary Regulations.* The International Sanitary Regulations (World Health Organization Regulations No. 2) adopted by the Fourth World Health Assembly on May 25, 1951.

(s) *Infected vessel or aircraft.* See under particular quarantinable diseases as set forth in article 12 of this chapter.

(t) *Isolation.* (1) When applied to a person or group of persons, the separation of that person or group of persons from other persons in such a manner as to prevent the spread of infection.

(2) When applied to animals, the separation of an animal or group of animals from other animals or vectors of disease in such manner as to prevent the spread of infection.

(u) *Port of the Canal Zone.* Any seaport or airport in the Canal Zone.

(v) *Port under the control of the United States.* Any seaport or airport in the United States, its territories or possessions other than the Canal Zone.

(w) *Pratique.* A certificate issued by a quarantine officer releasing or provisionally releasing a vessel or aircraft from quarantine.

(x) *Quarantine.* The detention of a person, vessel, aircraft or other conveyance, animal or thing, in such place and for such period of time as may be specified in the regulations in this chapter.

(y) *Quarantine officer.* A medical officer or other specially trained employee assigned to quarantine duty by authority of the Governor.

(z) *Quarantine officer in charge.* The quarantine officer of the Division of Preventive Medicine and Quarantine responsible for the application of these regulations at a designated place or in a designated area.

(aa) *Quarantinable diseases.* The specific communicable diseases: Cholera, plague, relapsing fever, smallpox, typhus, and yellow fever.

(bb) *Relapsing fever.* Louse-borne relapsing fever.

(cc) *Rodents.* Gnawing mammals capable of transmitting or harboring quarantinable diseases.

(dd) *Surveillance.* The temporary supervision of a person who has been released from quarantine by the quarantine officer in charge

upon the condition that he will submit himself to further medical examination or inquiry as required.

(ee) *Suspect*. A person who is considered by the quarantine officer in charge as having been exposed to infection by a quarantinable disease and to be capable of spreading that disease.

(ff) *Suspected vessel or aircraft*. See under particular quarantinable diseases in article 12 of this chapter.

(gg) *Typhus*. Louse-borne typhus.

(hh) *Valid*. (1) With respect to a Deratting Certificate or Deratting Exemption Certificate issued for a vessel, a certificate issued by the competent health authority for a port not more than 6 months before presentation of the Certificate to the quarantine officer, or if the vessel is proceeding to a port designated or approved for the issuance of such Certificates, not more than 7 months before such presentation.

(2) With respect to a certificate of vaccination, a certificate presented within the applicable period of immunity prescribed in section 13.3 of this chapter.

(ii) *Vector*. An animal (including insects), plant, or thing which conveys or is capable of conveying pathogenic organisms from a person or animal to another person or animal.

(jj) *Yellow fever endemic zone*. An area delineated by the World Health Organization in which *Aedes Aegypti* or any other domiciliary vector of yellow fever is present but is not obviously responsible for the maintenance of the virus which persists among jungle animals over long periods of time.

(kk) *Yellow fever receptive area*. An area delineated by the World Health Organization in which yellow fever does not exist but where conditions would permit its development if introduced.

[35 CFR 24.37, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.2 *Periods of isolation and surveillance*. Except as otherwise provided with respect to infected persons, where isolation or surveillance is authorized in this chapter, the period of such isolation or surveillance shall be reckoned as hereinafter provided and shall not exceed the following appropriate incubation period of the quarantinable diseases:

- (a) Plague: 6 days.
- (b) Cholera: 5 days.
- (c) Yellow fever: 6 days.
- (d) Smallpox: 14 days.
- (e) Typhus: 14 days.
- (f) Relapsing fever: 8 days.

[35 CFR 24.38, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.3 *Periods of immunity*. The following shall be the recognized period of immunity after successful immunization; in the case

of yellow fever, the vaccine must be approved by the World Health Organization:

Cholera: 6 months, beginning 6 days after the first injection of the vaccine and on date of a revaccination during such period of 6 months.

Smallpox: 3 years, beginning 8 days after successful primary vaccination and immediately on revaccination.

Yellow fever: 6 years beginning 10 days after date of original vaccination and from date of a revaccination within such period of 6 years.

[35 CFR 24.39, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 2

### CONDITIONS OF SURVEILLANCE

SECTION 13.4 *Compliance with conditions of surveillance.* (a) Every person who is placed under surveillance in accordance with the provisions of this chapter shall, during the period of surveillance:

(1) Give such information relative to his health and his intended destination and report to designated physicians or medical officers at such times for such medical examinations as may be required;

(2) Upon arrival at any address other than that stated as his intended destination when placed under surveillance, report his address to the quarantine officer in charge at the port or place of his entry.

(b) A person under surveillance shall, prior to his departure from the Canal Zone, inform the quarantine officer in charge at the port or place of his entry, or departure, and such officer shall immediately notify the health authority of the place to which the person is proceeding.

[35 CFR 24.40, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 3

### DEPARTING PERSONS, ETC.

SECTION 13.5 *Departing persons, things, vessels or aircraft.* (a) If the Chief, Division of Preventive Medicine and Quarantine or the quarantine officer in charge has reason to believe that a person proposing to depart from the Canal Zone by any means is infected with or has been exposed to infection by a quarantinable disease, he shall so advise the person and notify the local health authorities and the master or commander or person in charge of the vessel, aircraft or other conveyance on which the person proposes to depart.

(b) If the quarantine officer has reason to believe that a departing vessel, aircraft or land conveyance has or may have on board possible agents of infection or vectors of a quarantinable disease, he shall notify the master, commander, or person in charge and offer to have performed such disinsecting, disinfection, or other measures as are

necessary. He shall, if he considers that a risk of infection exists on board at the time of departure, notify all persons proposing to embark upon such ship, aircraft or conveyance and the health authorities at the next port of call or destination of the conditions aboard such vessel, aircraft or conveyance.

[35 CFR 24.41, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 4

##### PREVIOUSLY APPLIED SANITARY MEASURES

SECTION 13.6 *Sanitary measures previously applied.* Any sanitary measure, other than medical examination, which has been applied prior to the arrival of a vessel or aircraft with respect to the quarantinable diseases shall not be repeated unless:

(a) After the departure of a vessel or aircraft from the port or airport where the measures were applied there is or has been on board an infected person or suspect, or there has occurred any other incident of epidemiological significance either in that port or airport or on board the vessel or aircraft which, in the judgment of the quarantine officer in charge, requires further application of any such measure, or

(b) The quarantine officer in charge has ascertained on the basis of definite evidence that the individual measure so applied was not substantially effective.

[35 CFR 24.42, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.7 *Certificate of measures applied.* (a) The quarantine officer in charge shall, upon request, issue free of charge to a carrier a certificate specifying the sanitary measures applied to a vessel, an aircraft or a land conveyance, the parts thereof treated, the methods employed, and the reasons why the measures were applied. In the case of an aircraft this information shall on request be entered instead in the general declaration.

(b) The quarantine officer in charge shall, upon request, issue free of charge:

(1) To any traveler a certificate specifying the date of his arrival or departure and the sanitary measures applied to him and his baggage;

(2) To the consignor, consignee, or the carrier, or their respective agents, a certificate specifying the sanitary measures applied to any goods.

[35 CFR 24.43, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 5

##### VACCINATING CENTERS

SECTION 13.8 *Authorized vaccinating centers; authenticating stamps or seals.* (a) Handling, storage, and administration of yellow fever

vaccine shall comply with instructions of the World Health Organization.

(b) International certificates of vaccination against yellow fever shall be authenticated by the official, approved stamp or seal of one of the authorized yellow fever vaccinating centers of the Canal Zone.

(c) International certificates of vaccination against smallpox or cholera performed in the Canal Zone shall be authenticated by one of the following:

- (1) The stamp approved under paragraph (b) of this section;
- (2) The seal of the Division of Preventive Medicine and Quarantine; or
- (3) The stamp or seal of a hospital or clinic under the direction of the Health Bureau.

[35 CFR 24.44, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 6

##### LISTING OF INFECTED AND RECEPTIVE AREAS

SECTION 13.9 *Listing of infected and receptive areas.* The Chief, Division of Preventive Medicine and Quarantine, shall maintain an accurate listing of (a) ports and other areas infected with quarantinable or other communicable diseases, including yellow fever endemic zones, and (b) yellow fever receptive areas.

[35 CFR 24.45, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 7

##### ADMINISTRATION AND ENFORCEMENT

SECTION 13.10 *Administration of quarantine laws, rules, and regulations.* The Health Bureau, under the supervision of the Health Director, through the Division of Preventive Medicine and Quarantine, with respect to all quarantine matters other than animal quarantine, and through the Division of Veterinary Medicine with respect to animal quarantine, under the immediate supervision and direction of the Chiefs of those divisions, is hereby charged with the administration of all laws, rules, and regulations governing maritime and aircraft quarantine in the Canal Zone.

[35 CFR 24.46, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392, and amended by CZO 40, April 16, 1955, 20 F. R. 2751]

SEC. 13.11 *Punishment for violations.* A violation of any of the quarantine rules contained in this chapter, or of any regulation prescribed thereunder, is punishable, as provided in section 373 of title 2 of the Canal Zone Code, by a fine of not more than \$500, or by imprisonment in jail for not more than ninety days, or by both; and each day such violation continues constitutes a separate offense.

[35 CFR 24.47, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 8

### MEASURES AT FOREIGN PORTS

SECTION 13.12 *Bills of health.* A vessel or aircraft at any foreign port clearing or departing for a port of the Canal Zone shall not be required to obtain or deliver a bill of health.

[35 CFR 24.48, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.13 *Measures prescribed by local health authority: Vessels and aircraft.* A vessel or aircraft at any foreign port or airport clearing or departing for a port of the Canal Zone shall comply with sanitary measures prescribed by the health authority for such foreign port or airport in accordance with responsibility imposed by the International Sanitary Regulations to prevent the departure of infected persons or the introduction on board the vessel or aircraft of possible agents of infection or vectors of a quarantinable disease.

[35 CFR 24.49, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 9

### MEASURES IN TRANSIT

SECTION 13.14 *Vessels and aircraft; general provisions.* The measures described in this article must be taken in transit with respect to vessels and aircraft destined for ports of the Canal Zone.

[35 CFR 24.50, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.15 *Vessels: sanitary inspection and corrective measures.* The master or a designated officer shall make a daily sanitary inspection of all compartments of the vessel normally accessible to passengers or crew. Immediate corrective measures shall be taken if evidence of vermin, rodents or unsanitary conditions is found.

[35 CFR 24.51, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.16 *Vessels: entries in the official record.* A record of the conditions found and the corrective measures taken shall be entered in an official record.

[35 CFR 24.52, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.17 *Vessels and aircraft: radio report of disease aboard.*

(a) The master of the vessel shall report promptly by radio, to the quarantine officer in charge at the port of entry in the Canal Zone, the occurrence or suspected occurrence on board of any of the communicable diseases listed below: Anthrax, chancroid, chickenpox, cholera, dengue, diphtheria, favus, gonorrhoea, granuloma inguinale, impetigo contagiosa, infectious encephalitis, leprosy, lymphogranuloma venereum, measles, meningococcus meningitis, plague, poliomyelitis, psittacosis, relapsing fever, ringworm of the scalp, scarlet fever, smallpox, streptococcal sore throat, syphilis, trachoma, tuberculosis, typhoid

fever, typhus, yellow fever, or other diseases characterized by fever or skin rash.

(b) The commander of an aircraft destined for a port of the Canal Zone shall report promptly by radio to the quarantine officer in charge at intended place of landing in the Canal Zone the occurrence or suspected occurrence on board of any of the communicable diseases listed or described in paragraph (a) of this section.

[35 CFR 24.53, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.18 *Vessels: Yellow fever; Disinsectization.* (a) An infected or suspected vessel, as defined in section 13.49 bound for a port of the Canal Zone or for transit through the Canal shall be thoroughly disinsecticized prior to its arrival in Canal Zone waters and a certificate of the master of the vessel to this effect shall be presented to the quarantine officer upon arrival. The insecticide used and method of disinsectization shall be those prescribed by the Governor.

(b) In the event the disinsectization required under subsection (a) is not carried out or in the event the quarantine officer in charge finds live mosquitoes on board or otherwise determines that the vessel's own disinsectization was inadequate, the vessel shall be detained in quarantine at a mooring not less than 400 meters from shore until disinsecticized by Canal Zone Government personnel and no persons other than quarantine personnel shall be allowed on board until disinsectization is completed.

[35 CFR 24.54, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.19 *Aircraft: Yellow fever; Disinsectization.* Infected or suspected aircraft as defined in section 13.49 bound for a port of the Canal Zone, except upon a flight originating in the Republic of Panama or a flight direct from a port under the control of the United States, shall be disinsectized in all compartments not later than thirty minutes before landing. Compartments which are not accessible for disinsectization during flight shall be disinsectized at the last port of departure for the Canal Zone, and shall not be reopened following disinsectization until arrival in the Canal Zone. The insecticide used and method of disinsectization shall be those prescribed by the Governor. When on arrival of an aircraft the quarantine officer in charge, after inspection, determines that the aircraft has not been adequately disinsectized, the aircraft shall be kept tightly closed and disinsectization completed before discharge of passengers, crew, mail, baggage, cargo, or other material. No person other than quarantine officials shall be allowed to board until disinsectization is completed. Additional requirements for disinsectization of aircraft to or from certain regions may be prescribed by the Governor when necessary to prevent the importation or spread of insect vectors of disease.

[35 CFR 24.55, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 10

### VESSELS AND AIRCRAFT SUBJECT TO QUARANTINE INSPECTION

SECTION 13.20 *General provisions.* (a) A vessel or aircraft arriving at a port of the Canal Zone shall undergo quarantine inspection prior to entry unless:

(1) In the current voyage the vessel or aircraft has not touched at any port other than ports under the control of the United States or ports in Canada, the Islands of St. Pierre and Miquelon, Iceland, Greenland, the West Coast of Lower California, Cuba, the Bahama Islands, the Bermuda Islands, the British Virgin Islands, or the Islands of Aruba and Curacao; or

(2) In the current voyage the vessel or aircraft has received pratique at a port under the control of the United States, and since receiving such pratique has not touched at a port other than those listed in subparagraph (1) of this paragraph; or

(3) The vessel or aircraft possesses a duplicate of a pratique issued at a port in Canada, provided that since receiving such pratique the vessel or aircraft has not touched at ports other than those listed in subparagraph (1) of this paragraph.

(b) A vessel or aircraft otherwise exempt from inspection under the provisions of paragraph (a) (1), (2) or (3) of this section shall undergo quarantine inspection prior to entering a port of the Canal Zone if the vessel or aircraft:

(1) Has aboard, or during the current voyage has had aboard, a person infected or suspected of being infected with anthrax, chickenpox, cholera, dengue, diphtheria, infectious encephalitis, measles, meningococcus meningitis, plague, poliomyelitis, psittacosis, relapsing fever, scarlet fever, smallpox, streptococcic sore throat, typhoid fever, typhus, or yellow fever, or

(2) Arrives directly from a port where at the time of departure there was present or suspected of being present cholera, plague, relapsing fever, smallpox, typhus, or yellow fever, or

(3) Being exempt from inspection under the provisions of paragraph (a) (1) of this section, on arrival at a port of the Canal Zone has on board a person who has been in a port or area other than those listed in paragraph (a) (1) within 14 days prior to such arrival.

(4) Being exempt from inspection under the provisions of paragraph (a) (1) or (3) of this section, on arrival at a port of the Canal Zone has on board an animal or article that does not comply with the admission requirements contained in article 15 of this chapter.

(c) Notwithstanding the provisions of paragraph (a) (2) and (3) of this section, a vessel or aircraft having received pratique at a port under the control of the United States, or possessing a duplicate

pratique from Canada:

(1) Shall comply with any conditions and carry out any additional measures specified in the pratique; and

(2) May be required to undergo quarantine inspection if the quarantine officer in charge has reason to believe that the entry of the vessel or aircraft would be likely to cause the introduction of communicable disease.

[35 CFR 24.56, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392, and amended by CZO 40, April 16, 1955, 20 F. R. 2751]

SEC. 13.21 *Vessels and aircraft of armed services.* (a) Vessels and aircraft belonging to or operated by the armed services of the United States may be exempted from quarantine inspection if the Chief, Division of Preventive Medicine and Quarantine, is satisfied that they have complied with regulations of such armed services meeting the requirements of the regulations in this part. (For applicable regulations of the Armed Forces see Army Regulations No. 42-40; Navy Department General Order No. 20; Air Force Regulations No. 160-26.)

(b) Vessels belonging to or operated by the armed services of any foreign nation may, in the discretion of the Chief, Division of Preventive Medicine and Quarantine, be exempted from quarantine inspection if a commissioned medical officer of such service certifies that:

(1) Any person on board who is infected or suspected of being infected with a communicable disease will be isolated until it is determined whether or not he is infected with a quarantinable disease, and that

(2) The vessel is from a port where at the time of departure there was not present or suspected of being present cholera, plague, relapsing fever, smallpox, typhus, or yellow fever. When it is determined that any person on board such vessel is infected with a quarantinable disease, the vessel and its entire personnel shall be subject to the provisions of article 12 of this chapter.

(c) Notwithstanding the exemption from quarantine inspection of a vessel or aircraft under this section, compliance shall be required with the provisions of article 15 of this chapter concerning the importation of certain animals and articles.

[35 CFR 24.57, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.22 *Exempt vessels and aircraft subject to sanitary regulations.* A vessel which has been exempted from quarantine inspection under sections 13.20 or 13.21 shall nevertheless be subject to the provisions of article 13 of this chapter.

[35 CFR 24.58, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392, and amended by CZO 40, April 16, 1955, 20 F. R. 2751]

SEC. 13.23 *Report of disease or rodent mortality on vessel during stay in port.* The master of any vessel calling at a port of the Canal Zone shall promptly report to the quarantine officer in charge at the

port the occurrence of the following on the vessel during its stay in port: (a) A known or suspected case of communicable disease included in the list or description in section 13.17.

(b) Unusual mortality or evidence of disease among rodents.

[35 CFR 24.59, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 11

### GENERAL REQUIREMENTS UPON ARRIVAL AT PORTS OF CANAL ZONE

SECTION 13.24 *Applicability.* The measures prescribed in this article shall be taken with respect to vessels or aircraft which are subject to quarantine inspection pursuant to article 10 of this chapter and with respect to persons and things arriving on such vessels or aircraft.

[35 CFR 24.60, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.25 *Vessels: awaiting inspection.* A vessel shall fly a yellow flag, anchor in the prescribed anchorage and await inspection; *Provided, however,* That if the Chief, Division of Preventive Medicine and Quarantine, is of the opinion that the proceeding of the vessel to some other designated point in the port would not be likely to cause the introduction of communicable disease, he may direct the vessel to proceed to such a point to await inspection. He shall prescribe necessary measures to insure that there is no movement of any person or thing onto or from the vessel without his permission, pending quarantine inspection.

[35 CFR 24.61, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.26 *Aircraft: commander's initial responsibility.* The aircraft commander shall be responsible for the detention of the aircraft, its crew and passengers until they are released by the quarantine officer at the airport of entry. Any baggage, cargo, or other contents on board shall be held at such airport until released by the quarantine officer.

[35 CFR 24.62, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.27 *Aircraft: report by commander respecting illness, et cetera.* In the case of all arriving aircraft, except from a flight originating in the Republic of Panama, and whether or not the aircraft is subject to quarantine inspection, the aircraft commander's general declaration shall contain a report showing illness (other than airsickness) that has occurred aboard the aircraft during flight; details of last disinsectization or sanitary treatment, including methods, place, date, and time; and a report of the animals, insects, bacterial cultures, and viruses on board.

[35 CFR 24.63, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.28 *Maritime quarantine declaration.* (a) On arrival of a vessel, the master shall complete a maritime quarantine declaration

on the Canal Zone Government Quarantine Declaration form. The completed form shall be delivered to the quarantine officer at the time quarantine inspection is begun. The declaration shall also be signed by the ship's surgeon if one is carried.

(b) The master of a vessel and the ship's surgeon, if one is carried, shall furnish all information as to health conditions on board during the voyage which may be required by the quarantine officer or Chief, Division of Preventive Medicine and Quarantine, and shall comply with the regulations in this chapter and with any directions or requirements of the Chief, Division of Preventive Medicine and Quarantine, pursuant to the regulations in this chapter.

[35 CFR 24.64, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.29 *Persons: restrictions on boarding and leaving vessels or aircraft, or having contact with persons aboard.* (a) *Vessels.* Except with the permission of the quarantine officer, no person, other than quarantine employees, other members of the boarding party, and the pilot, shall board or be permitted to board any vessel subject to quarantine inspection until after it has been inspected by the quarantine officer and granted pratique. A person boarding such vessel shall be subject to the same restrictions as those imposed on the persons on the vessel. No person shall leave or be permitted to leave any vessel subject to quarantine inspection until after it has been inspected by the quarantine officer and granted pratique, except with the permission of the quarantine officer.

(b) *Aircraft.* Except with the permission of the quarantine officer, no person other than quarantine employees shall board or be permitted to board any aircraft subject to quarantine inspection or have contact with the crew or passengers of such aircraft until quarantine inspection of the aircraft, crew, and passengers has been completed. The same restrictions as those imposed on the crew and passengers shall be imposed on a person boarding such aircraft and on a person having contact with a passenger or member of the crew when the quarantine officer considers such contact a possible means of spreading a quarantinable disease.

[35 CFR 24.65, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.30 *Quarantine inspection and controls.* (a) Quarantine inspection of a vessel or aircraft shall include:

(1) Inspection of the vessel or aircraft, its cargo, manifests, and other papers to ascertain the sanitary history and condition of the vessel or aircraft;

(2) Examination of the persons aboard the vessel or aircraft, their personal effects and records to determine the presence, or risk of introduction, of quarantinable and other communicable diseases.

(b) The quarantine officer in charge may require a vessel or aircraft to remain under quarantine controls until the completion of the measures authorized in this chapter which in his judgment are necessary to prevent the introduction or spread of a quarantinable or other communicable disease.

[35 CFR 24.66, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.31 *Persons: Examination.* All persons on board shall be examined, except that on an approved regular line vessel or aircraft which carries a ship or flight surgeon, such examination may be limited to persons designated by the Chief, Division of Preventive Medicine and Quarantine.

[35 CFR 24.67, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.32 *Vessels and aircraft: Persons and things; communicable diseases other than quarantinable diseases.* (a) Whenever the quarantine officer has reason to believe that any arriving vessel or aircraft, or article or thing aboard, is or may be infected or contaminated with any of the communicable diseases listed in paragraph (c) of this section, he may disinsect, disinfect, disinfest, fumigate, and take such other related measures respecting such vessel, aircraft, or article or thing aboard, or any part thereof, as he considers necessary to prevent the introduction, transmission or spread of such communicable diseases.

(b) Whenever the quarantine officer has reason to believe that any arriving person is suffering or has been exposed to infection from any of the communicable diseases listed in paragraph (c) of this section, he may place such person in isolation or under surveillance and may disinfect or disinfest his person, clothing or baggage as he considers necessary to prevent the introduction, transmission or spread of such communicable diseases.

(c) The communicable diseases authorizing the application of sanitary and quarantine measures under paragraphs (a) and (b) of this section are: Anthrax, chancroid, dengue, diphtheria, favus, gonorrhoea, granuloma inguinale, infectious encephalitis, leprosy, lymphogranuloma venereum, meningococcus meningitis, poliomyelitis, psittacosis, relapsing fever, ringworm of the scalp, scarlet fever, streptococcal sore throat, syphilis, trachoma, tuberculosis, typhoid fever.

[35 CFR 24.68, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.33 *Persons: Isolation.* Persons held under isolation pursuant to the provisions of section 13.32 of this article and of article 12 of this chapter may be so held on vessels in quarantine, or at facilities of the Canal Zone Government. Such persons shall not have contact with other persons except by permission of the quarantine officer.

[35 CFR 24.69, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.34 *Persons: Isolation substituted for surveillance.* The

quarantine officer in charge may require isolation where surveillance is authorized in this chapter whenever he considers the risk of transmission of infection by a suspect to be exceptionally serious.

[35 CFR 24.70, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.35 *Restriction on movement of articles.* Articles from a vessel or aircraft shall not be carried into the place of detention except by permission of the quarantine officer.

[35 CFR 24.71, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.36 *Furnishing of fresh crew: vessels only.* After a vessel has been rendered free from infection, it may be furnished with a fresh crew and released from quarantine, while all or part of the original personnel are detained.

[35 CFR 24.72, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.37 *Disinfection of imports.* When the freight manifest of a vessel or aircraft lists articles which may require disinfection under the provisions of this chapter, the quarantine officer shall disinfect them on board or request the customs officer to keep the articles separated from the other freight pending appropriate disposition.

[35 CFR 24.73, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.38 *Exemption for mails.* Except to the extent that mail contains any of the foods or beverages referred to in section 13.41 (d) which the quarantine officer has reason to believe comes from a cholera infected local area, or any article or thing subject to quarantine restrictions under the provisions of article 15 of this chapter, nothing in the regulations in this part shall render liable to detention, disinfection or destruction any mail, conveyed under the authority of the postal administration of the United States or of any other Government.

[35 CFR 24.74, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.39 *Charges for services rendered to persons detained in quarantine.* Subsistence, lodging, medical care, and hospital care of crews or passengers detained in quarantine shall be at the expense of the interest controlling the vessel or aircraft, except as otherwise provided in applicable cases or regulations such as those relating to beneficiaries of the U. S. Public Health Service.

[35 CFR 24.75, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 12

### PARTICULAR REQUIREMENTS UPON ARRIVAL AT PORTS OF CANAL ZONE

SECTION 13.40 *Applicability.* In addition to the requirements of article 11 of this chapter, the particular requirements prescribed in

this article (affecting persons, vessels or aircraft, animals, and other imports) shall be observed with respect to vessels or aircraft which are subject to quarantine inspection under article 10 of this chapter; *Provided, however,* That the particular requirement of section 13.45 shall be observed irrespective of whether the vessels or aircraft are subject to quarantine inspection.

[35 CFR 24.76, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.41 *Cholera: Vessels and aircraft; things.* (a) For the purpose of applying sanitary and quarantine measures against the spread of cholera:

(1) An infected vessel means a vessel which has on board on arrival a case of cholera or on which a case of cholera has occurred within 5 days prior to arrival.

(2) An infected aircraft means an aircraft which has a case of cholera aboard on arrival.

(3) A suspected vessel means a vessel which has had on board during the voyage a case of cholera more than 5 days prior to arrival.

(4) A suspected aircraft means an aircraft which has had on board during the voyage a case of cholera which has previously disembarked.

(b) An infected or suspected vessel or aircraft shall be detained in quarantine as may be necessary for the effective accomplishment of the applicable sanitary measures prescribed in this chapter.

(c) Personal effects and baggage of any infected person or suspect and any part of the infected or suspected vessel or aircraft considered to be contaminated shall be disinfected. Bedding or linen, human dejecta, bilge water, waste matter or water, and any matter considered to be contaminated shall not be unloaded or discharged until it has been disinfected.

(d) On arrival of an infected or suspected vessel or aircraft, or a vessel or aircraft arriving from an infected local area, the quarantine officer may prohibit the unloading of, or may remove all fish, shellfish, fruit or vegetables to be consumed uncooked, or beverages, unless such food or beverages are in sealed containers and the quarantine officer has no reason to believe that they are contaminated. If any such food or beverage is removed it shall be safely disposed of. If any of said food or beverage forms part of the cargo in a hold of a vessel or freight compartment of an aircraft, the quarantine officer at the port or airport at which such cargo is to be unloaded shall arrange for its safe disposal. Such other special precautions shall be taken as may be necessary to prevent contamination of food or water supplies of the vessel or aircraft.

(e) If the quarantine officer considers the water supply of a cholera infected or suspected vessel or aircraft to be contaminated, he shall

require the disinfection and removal of any water carried on board and if necessary the disinfection of the water system and of the water containers.

[35 CFR 24.77, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392<sup>1</sup>

SEC. 13.42 *Cholera: Vessels and aircraft; persons.* (a) Persons ill from cholera shall be removed and isolated until no longer infectious.

(b) On arrival of an infected vessel or aircraft the quarantine officer may place under surveillance any person disembarking who produces a valid certificate of vaccination against cholera and may isolate all others disembarking. Such surveillance or isolation shall be reckoned from the date of disembarkation.

(c) On arrival of a suspected vessel or aircraft the quarantine officer may place under surveillance any person disembarking. Such surveillance shall be reckoned from the date of arrival.

(d) Any person who, within 5 days prior to arrival, has departed from a cholera infected local area or arrives on a healthy vessel or aircraft which has departed from such an area within such time may be placed under surveillance if he has a valid certificate of vaccination against cholera or may be placed in isolation if he does not have such a certificate. The period of isolation or surveillance shall be reckoned from the date of departure of the person, or the vessel or aircraft, from the infected area.

(e) Any person who has departed from an infected local area within 5 days prior to arrival and who has symptoms indicative of cholera may be required to submit to a stool examination.

[35 CFR 24.78, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.43 *Plague: Vessels and aircraft.* (a) For the purpose of applying sanitary and quarantine measures against the spread of plague:

(1) An infected vessel or aircraft means a vessel or aircraft which has on board on arrival a case of human plague, or a plague infested rodent. A vessel shall also be regarded as infected if a case of plague develops on board in a person more than 6 days after his embarkation.

(2) A suspected vessel means (i) a vessel which, not having a case of human plague on board on arrival, has had on board such a case developed by the person within 6 days of his embarkation or (ii) a vessel on which there is evidence of abnormal mortality of rodents on board, the cause of which is not known on arrival.

(b) An infected or suspected vessel or an infected aircraft shall be detained in quarantine as may be necessary for the effective accomplishment of the applicable sanitary measures prescribed in this chapter.

(c) On arrival of a vessel which has rodent plague on board the

quarantine officer shall require the deratting of the vessel. The following provisions shall apply to such deratting:

(1) The deratting shall be carried out as soon as the holds have been emptied;

(2) One or more preliminary derattings of a vessel with the cargo in situ, or during its unloading, may be carried out to prevent the escape of infected rodents;

(3) If the complete destruction of rodents cannot be secured because only part of the cargo is due to be unloaded, a vessel shall not be prevented from unloading that part, but the quarantine officer may apply any measures which he considers necessary to prevent the escape of infected rodents.

(d) If a rodent dead of plague is found on board an aircraft, it shall be deratted.

[35 CFR 24.79, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.44 *Plague: Vessels and aircraft; persons; things.* (a) Persons ill from plague shall be removed and isolated until no longer infectious.

(b) On arrival of an infected or suspected vessel or infected aircraft the quarantine officer may:

(1) Require any suspect on board to be disinfected and may place him under surveillance, the period of surveillance being reckoned from the date of arrival of the vessel or aircraft;

(2) Require the disinfecting and, if necessary, disinfection of the baggage of any infected person or suspect and of any other article such as used bedding or linen, and any part of the vessel or aircraft, which the quarantine officer considers to be contaminated.

(c) On the arrival of a healthy vessel or aircraft which has come from a plague infected local area the quarantine officer may:

(1) Place under surveillance any suspect who disembarks, the period of surveillance being reckoned from the date of departure of the vessel or aircraft from the infected area;

(2) Require the deratting of the vessel in exceptional circumstances. In such case, the master shall be informed in writing of the reasons for the action.

(d) In exceptional circumstances of an epidemiological nature, when the presence of rodents is suspected on board, an aircraft may be deratted.

[35 CFR 24.80, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.45 *Smallpox: Persons, general.* (a) All arriving persons shall be subject to vaccination against smallpox unless they present evidence satisfactory to the quarantine officer of successful vaccination or of a revaccination, within 3 years prior to arrival of a previous attack of smallpox.

(b) Any person subject to vaccination under this section shall be offered vaccination; if he is not vaccinated, he may be placed under surveillance, the period of surveillance being reckoned from the date of his departure from the last territory visited prior to his arrival.

(c) Any person subject to vaccination under this section who has visited a smallpox infected local area within 14 days prior to arrival may be required to be vaccinated, or may be placed under surveillance, or may be vaccinated and then placed under surveillance; if he refuses vaccination, he may be isolated. The period of surveillance or isolation shall be reckoned from the date of departure from the infected local area.

[35 CFR 24.81, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.46 *Smallpox: Infected vessels and aircraft; persons.* (a) For the purpose of applying sanitary and quarantine measures against the spread of smallpox, an infected vessel or aircraft means a vessel or aircraft which on arrival has a case of smallpox aboard or has had a case of smallpox on board during the voyage.

(b) On arrival of an infected vessel or aircraft the quarantine officer shall detain the vessel or aircraft in quarantine as may be necessary for the effective accomplishment of the following measures:

(1) Persons ill from smallpox shall be removed and isolated until no longer infectious.

(2) Vaccination shall be offered to any person on board who the quarantine officer considers is not sufficiently protected against smallpox.

(3) The quarantine officer, taking into consideration the danger of infection, may place under surveillance or in isolation any person disembarking. The period of surveillance or isolation shall be reckoned from the last exposure to infection.

(4) The baggage of any infected person shall be disinfected.

(5) Any other baggage or article, or any part of the ship or aircraft, which the quarantine officer considers to be contaminated shall be disinfected.

[35 CFR 24.82, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.47 *Smallpox: Persons; suspects.* The quarantine officer may apply the provisions of paragraph (b) of section 13.46 to any suspect who disembarks from a vessel or aircraft which is not an infected vessel or aircraft.

[35 CFR 24.83, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.48 *Typhus and relapsing fever: Vessels and aircraft; persons; things.* (a) A vessel or aircraft on which a case of typhus or relapsing fever has occurred during the voyage shall be detained in quarantine as may be necessary for the effective accomplishment of the following measures:

(1) Removal and isolation of any infected person on board until he is no longer infectious.

(2) Disinsecting of any suspect on board.

(3) Disinsecting and, if necessary, disinfection of the accommodations occupied by any infected person or suspect, his clothing, baggage, and any other article which the quarantine officer considers is likely to spread typhus or relapsing fever.

(b) The quarantine officer may:

(1) Require the disinsecting of any person who has left a typhus or relapsing fever infected local area, or a local area suspected of being so infected, within 14 days prior to arrival, in the case of typhus, and within 8 days prior to arrival, in the case of relapsing fever, and the disinsecting, and, if necessary, the disinfection of his clothing, baggage, and any other article which the quarantine officer considers is likely to spread typhus or relapsing fever.

(2) Place any person so disinsected under surveillance for a period of not more than 14 days in the case of typhus and not more than 8 days in the case of relapsing fever, such period of surveillance being reckoned from the date of the disinsecting.

[35 CFR 24.84, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392

SEC. 13.49 *Yellow fever: Vessels and aircraft; disinsecting.* (a) For the purpose of applying sanitary and quarantine measures against the spread of yellow fever:

(1) An infected vessel means a vessel which has on board on arrival or which during its voyage had on board a case of yellow fever.

(2) An infected aircraft means an aircraft which has on board on arrival a case of yellow fever.

(3) A suspected vessel means a vessel which has left a yellow fever infected local area, or a local area suspected of being so infected, within 6 days prior to arrival or which arriving within 30 days after leaving such an area has *Aedes Aegypti* aboard.

(4) An aircraft shall be regarded as suspected if it has arrived at a port of the Canal Zone from an airport situated in a yellow fever infected local area or a local area suspected of being so infected.

[35 CFR 24.85, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.50 *Yellow fever: Vessels and aircraft; persons.* (a) On arrival of an infected vessel or aircraft the quarantine officer shall remove and isolate all persons ill with yellow fever until no longer infectious.

(b) The quarantine officer may place in isolation or under surveillance any person arriving from an infected area or disembarking from an infected or suspected vessel or aircraft who does not produce

a valid certificate of vaccination against yellow fever, until his certificate becomes valid or for not more than 6 days from the date of last possible exposure, whichever is earlier.

(c) Immune persons shall be released.

[35 CFR 24.86 as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

### Article 13

#### SANITARY INSPECTION: RODENT AND VERMIN CONTROL

SEC. 13.51 *General provisions.* Vessels or aircraft arriving at a port of the Canal Zone from a foreign port shall be subject to sanitary inspection to ascertain whether there exists rodent, vermin, or insect infestation, contaminated food or water, or other unsanitary condition requiring measures for the prevention of the introduction, transmission, or spread of communicable disease.

[35 CFR 24.87, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.52 *Disinsecting and disinfection: Vessels, aircraft, and persons.* Except as otherwise provided in this chapter: (a) Such aircraft which have left an area infected with insect borne communicable disease may be disinfected on arrival if the quarantine officer has reason to suspect the presence on board of insect vectors of communicable disease.

(b) Such vessels may be disinfested on arrival if the quarantine officer considers disinfestation necessary to prevent the spread of infection or for the destruction of insects and vermin capable of transmitting communicable disease.

(c) The person, effects, and baggage of any vermin infested person arriving aboard a vessel or aircraft shall be disinfected and, if necessary, in the judgment of the quarantine officer, disinfected.

[35 CFR 24.88, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.53 *Deratting Certificates: Deratting Exemption Certificates; vessels only.* If a valid Deratting Certificate or Deratting Exemption Certificate is not produced with respect to any arriving vessel the quarantine officer shall:

(a) If he is satisfied that the vessel is free of rodents or is kept in such condition that the number of rodents on board is negligible, issue a Deratting Exemption Certificate.

(b) If he is satisfied that a Deratting Exemption Certificate should not be issued with respect to such vessel, require the deratting of the vessel. When deratting has been completed to the satisfaction of the quarantine officer, he shall issue a Deratting Certificate.

[35 CFR 24.89, as adopted and amended by CZO 39 February 26, 1955, 20 F. R. 1392]

SEC. 13.54 *Vessels and aircraft in traffic between United States and Canal Zone.* Vessels or aircraft engaged in trade between ports under

the control of the United States and ports of the Canal Zone shall be subject to sanitary inspection as described in section 13.51, when arriving from a port infected or suspected of being infected with a quarantinable disease or when illness on board indicates unsatisfactory sanitary conditions.

[35 CFR 24.90, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.55 *Vessels entering drydock; fumigation or disinfection.* No vessel shall be placed in a drydock until it has been fumigated or disinfested for the destruction of rodents, unless the quarantine officer shall determine that such fumigation or disinfection is unnecessary. The official superintending a drydock shall give to the quarantine officer advance notice of intention to place a vessel therein.

[35 CFR 24.91, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.56 *Deratting: Aircraft only.* An aircraft may be deratted in exceptional circumstances of an epidemiological nature when the quarantine officer suspects the presence of rodents on board.

[35 CFR 24.92, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.57 *Application of sanitary measures.* The sanitary measures prescribed by section 13.32 and by article 12 of this chapter shall be applicable after sanitary inspections made pursuant to this chapter.

[35 CFR 24.93, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 14

#### PRATIQUE: VESSELS AND AIRCRAFT

SECTION 13.58 *General requirement.* Vessels subject to quarantine inspection under the provisions of article 10 of this chapter shall not enter a port of the Canal Zone to proceed through the Panama Canal or to discharge cargo or land passengers unless a certificate of free pratique or provisional pratique has been issued to the master. When it is desired not to comply with the requirements for a certificate of free or provisional pratique, the vessel is at liberty to return to sea if bound for a foreign port.

[35 CFR 24.94, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.59 *Free pratique: Vessels only.* A certificate of free pratique shall signify that the vessel and its master may enter, discharge cargo, and land passengers.

[35 CFR 24.95, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.60 *Provisional pratique and remand: Vessels only.* (a) A certificate of provisional pratique shall signify that the vessel may enter, but that additional measures, as specified in such certificate must be taken in connection with proceeding through the Canal, the discharge of cargo, the landing of passengers, or the sanitary condition

of the vessel. A certificate of free pratique shall be issued after such additional measures have been completed.

(b) The quarantine officer may remand the vessel to the next port for such additional measures as may be necessary. Vessels arriving at quarantine stations at succeeding ports of call under provisional pratique may, in the discretion of the quarantine officer in charge at such stations, be directed to proceed under provisional pratique to the next succeeding port for completion of quarantine measures.

(c) Failure to comply with additional measures specified in a certificate or provisional pratique shall constitute a violation of the rules in this chapter, and the vessel shall become subject to all measures applicable to vessels first arriving at a port of the Canal Zone from a foreign port.

[35 CFR 24.96, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.61 *Radio pratique: Vessels only.* The quarantine officer in charge may grant pratique by radio to a vessel upon the basis of information regarding the vessel, its cargo and persons aboard, received prior to arrival of the vessel, when in his judgment, and in accordance with instructions by the Chief, Division of Preventive Medicine and Quarantine, the entry of the vessel will not result in the introduction, transmission or spread of communicable diseases. [35 CFR 24.97, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.62 *Pratique and remand: Aircraft only.* When all necessary quarantine and sanitary measures have been applied to the aircraft and persons and things on board, pursuant to the regulations of this part, the quarantine officer shall issue a certificate of free pratique, which may be stamped on a copy or copies of the general declaration, including the traveling general declaration, for presentation to the customs officer. Pending compliance with quarantine requirements the quarantine officer may issue a certificate of provisional pratique for the aircraft stating the measures to be carried out.

[35 CFR 24.98, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.63 *Notification of remands: Vessels and aircraft.* The quarantine officer remanding a vessel or aircraft to another port in accordance with the provisions of sections 13.60 or 13.62 shall give advance notification to the quarantine officer and customs officer in charge at the port to which the vessel or aircraft is remanded. The notification should be timed to arrive ahead of the vessel or aircraft and should be made by telephone or telegraph as indicated in the case of aircraft. The notification shall give complete information regarding measures carried out at the port effecting the remand and measures required at the port to which the vessel or aircraft is remanded.

[35 CFR 24.99, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Article 15

### IMPORTATION OF CERTAIN THINGS

SECTION 13.64 *Quarantine of dogs and cats.* The owner or person in charge of every dog or cat brought into the Canal Zone from off the Isthmus of Panama shall deliver the animal to a quarantine officer immediately upon the arrival of the animal in the Canal Zone, and every such animal shall be held in quarantine and shall not be released therefrom except in compliance with regulations which are hereby authorized to be prescribed by the Governor to prevent the spread of rabies or other diseases of animals. Such regulations may provide, among other things, for (a) the detention of the dog or cat for such period of time as may be specified by the Governor; (b) the imposition and collection of reasonable charges for the care of the animal during such quarantine period; (c) the sale or other disposition to be made of the animal in the event of non-payment of such charges or in the event the animal is unclaimed; and (d) the disposition of the proceeds of the sale of the animal, if sold.

[35 CFR 24.100, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.65 *Same; quarantine period.* Every dog or cat brought into the Canal Zone from off the Isthmus shall be held in quarantine, under veterinary inspection, for a period of not less than 120 days.

[35 CFR 24.100a, Governor's Regs., as re-numbered by CZO 39, February 26, 1955; 20 F. R. 1392]

SEC. 13.66 *Same; place of quarantine.* Quarantined dogs and cats, including those arriving for transshipment, shall be detained at such places, including aboard the vessel on which the animal arrived, if practicable, as may be designated by the Health Director or by his authority.

[35 CFR 24.100b, Governor's Regs., as re-numbered by CZO 39, February 26, 1955; 20 F. R. 1392]

SEC. 13.67 *Same; charges for quarantine detention.* The owner of the quarantined dog or cat, and such other person as may have brought or have been responsible for bringing the animal into the Canal Zone, shall be jointly and severally liable for payment of detention charges in the amount of 50 cents per day per animal.

[35 CFR 24.100c, Governor's Regs., as re-numbered by CZO 39, February 26, 1955; 20 F. R. 1392]

SEC. 13.68 *Same; disposition of unclaimed animals and of animals for which charges are not paid.* If an animal is unclaimed or accrued charges are unpaid within 30 days after notice to remove the animal from quarantine detention upon payment of any accrued charges has been served upon or mailed to the last known address of the owner or other responsible person, the Health Director is authorized: (a) to cause the animal to be sold at public auction or on written bids or by any other reasonable method, or

(b) To cause the animal to be destroyed if it is of no substantial value or is suffering from any infectious or contagious disease or is deemed not saleable for any other reason. The balance, if any, of the proceeds of the sale, after deduction of the unpaid charges and costs of the sale shall be paid over to the owner or other person responsible for the quarantine charges.

[35 CFR 24.100d, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.69 *Same; immunization against rabies.* Unless satisfactory evidence is submitted establishing that a dog or cat brought into the Canal Zone from off the Isthmus has been immunized with an approved rabies vaccine not more than six months prior to arrival in the Canal Zone, the dog or cat shall be immunized with an approved rabies vaccine following its arrival and prior to release from quarantine. [35 CFR 24.100e, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.70 *Quarantine of animals generally.* The quarantinable diseases of animals are glanders, anthrax, tuberculosis, foot-and-mouth disease, contagious pleuro-pneumonia, rinderpest, and surra, together with such other diseases as the Governor may specify; and the Governor may prescribe such regulations as he may deem necessary to prevent the introduction and spread of such diseases.

[35 CFR 24.101, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.71 *Designation of countries where foot-and-mouth disease or rinderpest exists; importations prohibited.* Notice is hereby given that the Governor of the Canal Zone has determined that foot-and-mouth disease or rinderpest, which are contagious, communicable, and quarantinable diseases, exists in the following designated countries: All the countries of South America, Albania, Arabia, Belgium, Bulgaria, Burma, Ceylon, the Channel Islands, China, Chosen (Korea), Curacao, Czechoslovakia, Denmark, Federated Malay States, Finland, France, Germany, Great Britain, Greece, Hungary, India, Indochina, Iran (Persia), Iraq, Island of Martinique, Italy, Japan, Luxembourg, Netherlands, Palestine, Philippine Islands, Poland, Portugal, Rumania, Spain, Straits Settlements, Sweden, Switzerland, Syria, Thailand (Siam), Turkey, Union of Soviet Socialist Republics (Russia), Yugoslavia; all countries on the continent of Africa; the islands of the Malay Archipelago; and the various islands of the Mediterranean. [35 CFR 24.101a, Governor's Regs., as amended Oct. 14, 1952, 17 F.R. 10559; October 15, 1953, 18 F.R. 7177; October 30, 1953, 18 F.R. 7192; May 28, 1954, 19 F.R. 3419; January 10, 1955, 20 F.R. 411; re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392, and amended September 4, 1956, 21 F.R. 6956; July 30, 1957, 22 F.R. 6412]

SEC. 13.72 *Prohibited importations of cattle, sheep, etc., and meats; inspection of animals of prohibited importation on vessels intending to transit—denial of permission to transit.* (a) The importation into the

Canal Zone from any country listed in section 13.71 of cattle, sheep, and other ruminants or swine, domestic or wild (including the docking in any Canal Zone port of any vessel having on board as sea stores or otherwise such live animals from any such country), or of fresh, chilled or frozen beef, veal, mutton, lamb, or pork, is prohibited, except that such prohibition shall not apply (1) to meats that are imported in hermetically sealed cans processed in such a manner that they do not contain infectious virus of the nature indicated, or (2) to cured or cooked meats, provided that all bones shall have been completely removed in the country of origin; that the meat shall have been held in an unfrozen, fresh condition for at least 3 days immediately following the slaughter of the animals from which it was derived; and that the meat shall have been thoroughly cured or shall have been thoroughly cooked and properly wrapped.

(b) No vessel having on board any animal or animals whose importation into the Canal Zone is prohibited under paragraph (a) of this section shall be permitted to transit the Canal until such animal or animals have been examined by appropriate health authorities of the Canal Zone Government. If, upon examination, any such animal or animals are found to be infected with a vesicular disease, or otherwise show symptoms characteristic of either foot-and-mouth disease or rinderpest, such vessel may be denied permission to transit the Canal. [35 CFR 24.101b, Governor's Regs., as amended October 14, 1952, 17 F.R. 10559; January 26, 1954, 19 F.R. 619; as re-numbered by CZO 39, February 26, 1955; 20 F.R. 1392]

SEC. 13.73 *Organs, blood, glands, and other parts and products of animals; importations prohibited.* The importation into the Canal Zone from any country listed in section 13.71 of organs, fresh or dried blood, glands or secretions of animals, biological products for veterinary use, hides (fresh or salted), wool, hair, bones, horns, feet, glue-stock, dirty eggs, dirty containers, manure, waste products of animal origin, straw and hay for forage and packing, earth and living plants, bone meal, meat flour, residues of greases, fertilizers, or other possible infectious agents, is prohibited.

[35 CFR 24.101c, Governor's Regs., as amended October 14, 1952, 17 F.R. 10559; as re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392]

SEC. 13.74 *Dressed poultry; importations restricted.* The importation into the Canal Zone from any country listed in section 13.71 of dressed poultry is prohibited unless the feet of such poultry have already been removed at a point above the spur or spur core.

[35 CFR 24.101d, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392]

SEC. 13.75 *Equines, canines, felines, birds, etc.; disinfection.* Equines (horses, mules, asses), canines, felines, birds, or other nonsusceptible animals coming from countries listed in section 13.71 may be detained at the port of entry pending the application of such disinfection procedures as may be deemed necessary by the Health Director, such

detention and disinfection to be at the expense of the owner or other person responsible for the importation.

[35 CFR 24.101e, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392]

SEC. 13.76 *Garbage or waste material.* No garbage or waste material from vessels, planes, or other carriers coming from countries listed in section 13.71, or having aboard as stores or supplies any animal, meat, product or thing mentioned in sections 13.72 to 13.74, from such countries, shall be unloaded in the Canal Zone, including Canal Zone waters: *Provided, however,* That such garbage or waste material, when contained in tight receptacles, may be unloaded for incineration, under the direction of the Health Director or his representative.

[35 CFR 24.101f, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392, and amended September 4, 1956, 21 F.R. 6956]

SEC. 13.77 *Disposition of animals, etc. refused admission.* Animals, meats, products and other things that are prohibited importation under these regulations shall not be unloaded from any carrier in the Canal Zone except as may be authorized by the Health Director or by his authority; shall be removed from the Canal Zone on the same carrier, unless otherwise authorized, and meanwhile shall be retained on board the carrier, unless otherwise authorized, under such isolation and other safeguards as may be required by the Health Director or by his authority; and shall be destroyed or otherwise disposed of as the Health Director may direct, without compensation or indemnification, and at the expense of the carrier, unless they are removed from the Canal Zone within a reasonable time as determined by the Health Director.

[35 CFR 24.101g, Governor's Regs., as re-numbered by CZO 39, February 26, 1955, 20 F.R. 1392]

#### CROSS-REFERENCE

For penalty for violations, under section 373, title 2, Canal Zone Code, see section 13.11.

SEC. 13.78 *Etiological agents and vectors.* (a) A person shall not import into the Canal Zone, nor distribute after importation, any etiological agent or insect, animal or plant vector of human disease or any exotic living insect, animal or plant capable of being a vector of human disease unless accompanied by a permit issued by the Health Director of the Canal Zone Government.

(b) An article or thing coming within the provisions of this section shall not be released from Customs' custody prior to the receipt by the customs officer of a permit therefor issued by the Health Director. [35 CFR 24.102, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

SEC. 13.79 *Dead bodies.* The remains of a person dead from a quarantinable disease shall not be brought into a port of the Canal Zone unless it is (a) properly embalmed and placed in a hermetically sealed casket, or (b) cremated. The remains of a person who dies

of such disease after arrival in quarantine shall be disposed of in such manner as the Health Director of the Canal Zone Government may direct.

[35 CFR 24.103, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

#### Article 16

#### APPENDIX

SECTION 13.80 *Appendix—Excerpts from International Sanitary Regulations (World Health Organization Regulations No. 2)*

#### PART I—DEFINITIONS

#### Article 1

For the purposes of these Regulations—

\* \* \* \* \*

“local area” means—

(a) The smallest area within a territory, which may be a port or an airport, having a defined boundary and possessing a health organization which is able to apply the appropriate sanitary measures permitted or prescribed by these Regulations; the situation of such an area within a larger area which also possesses such a health organization shall not preclude the smaller area from being a local area for the purposes of these Regulations; or (b) an airport in connexion with which a direct transit area has been established;

[35 CFR 24.104, as adopted and amended by CZO 39, February 26, 1955, 20 F. R. 1392]

## Chapter 14

### SANITARY HANDLING OF BALLAST, GARBAGE, AND VESSEL WASTE

(HEALTH BUREAU)

SEC.

- 14.1 Discharging vessel wastes into waters.
- 14.2 Handling ballast.
- 14.3 Removing wastes at wharves.
- 14.4 Removing wastes when anchored for considerable time.

SECTION 14.1. *Discharging vessel wastes into waters.* No vessel shall discharge or throw into the waters of the Canal Zone any ballast, ashes, cinders, boxes, barrels, straw, paper, or other solid matter; nor discharge heavy slops, engine or fire room bilge water, oil, or any other matter that will tend to deface or make the waters of the Canal Zone insanitary. This requirement shall not apply to water closet chutes, nor to the water used in cooking or in cleaning tableware. Before arrival from the sea at either of the terminal ports, vessels should get rid of all waste forbidden to be discharged in the Canal Zone waters.

[Rule 177; 35 CFR 4.152]

SEC. 14.2. *Handling ballast.* Vessels wishing to unload or load ballast must have proper chutes, so arranged as to prevent ballast from falling overboard.

[35 CFR 4.153]

SEC. 14.3. *Removing wastes at wharves.* No vessel lying at a wharf in the Canal Zone shall place any wastes upon such wharf, but garbage may be placed in the covered galvanized iron cans supplied upon the wharf for that purpose by the Canal authorities. Vessels desiring to remove dry wastes, such as boxes, trash, paper, etc., should make request to the Canal authorities, who will place a dump car alongside to receive such matter. These services are chargeable to the vessel.

[Rule 178; 35 CFR 4.154]

SEC. 14.4. *Removing wastes when anchored for considerable time.* A vessel anchored in Canal Zone waters for a considerable length of time may get rid of vessel wastes by requesting the Canal authorities to place a garbage scow alongside. This service is chargeable to the vessel.

[Rule 179; 35 CFR 4.155]



## Chapter 15

### EXCLUSION AND DEPORTATION OF PERSONS

(CIVIL AFFAIRS BUREAU, POSTAL, CUSTOMS, AND IMMIGRATION DIVISION)

SEC.

- 15.1 Classes of persons excluded and deported.
- 15.2 Definitions.
- 15.3 Entry into Canal Zone.
- 15.4 Conditions attached to permission; travel documents; security for repatriation.
- 15.5 Permission to enter provisionally.
- 15.6 Permission to enter temporarily.
- 15.7 Preliminary investigation in exclusion proceedings.
- 15.8 Detention in exclusion proceedings.
- 15.9 Hearing accorded in exclusion proceedings.
- 15.10 Report and recommendations in exclusion proceedings.
- 15.11 Final action excluding person.
- 15.12 Preliminary investigation and report respecting deportation.
- 15.13 Detention in deportation proceedings.
- 15.14 Hearing accorded in deportation proceedings.
- 15.15 Procedure at hearing in deportation proceedings.
- 15.16 Continuance of hearing in deportation proceedings.
- 15.17 Witnesses at hearing in deportation proceedings.
- 15.18 Report and recommendations in deportation proceedings.
- 15.19 Order of deportation.
- 15.20 Execution of order of deportation.
- 15.21 Deportation following imprisonment in Canal Zone Penitentiary.
- 15.22 Duty of vessel owners respecting return of excluded persons.
- 15.23 Arrangements for return of excluded person.
- 15.24 Cost of excluding or deporting persons.
- 15.25 Statements of cost.
- 15.26 Detention of persons.
- 15.27 Place of detention.
- 15.28 Releases from detention.
- 15.29 Duty of vessel masters to receive excluded persons.
- 15.30 Passage through Canal Zone by excluded persons.
- 15.31 Excludable person entering to reach final destination.
- 15.32 Passage through Canal Zone by person deported to Panama.
- 15.33 Routes of travel by persons deported to Panama.
- 15.34 Passage by persons deported to Panama must be continuous.
- 15.35 Special permits for entry or passage of deported persons.
- 15.36 Precautions required of vessels respecting landing of excluded persons.
- 15.37 Duty of vessels to declare deported persons carried.
- 15.38 Discharge of members of crews.
- 15.39 Discharge, or signing on, of crew members.
- 15.40 Members of crew failing to depart from Canal Zone.
- 15.41 Administration of regulations.
- 15.42 Punishment for violations.

SECTION 15.1. *Classes of persons excluded and deported.* All persons of the following-described classes are hereby forbidden to enter, remain upon, or pass over any part of the Canal Zone, and the Governor of the Canal Zone is hereby authorized, in his discretion, to deport such persons when found within the Canal Zone: (a) Insane persons and persons who have had one or more attacks of insanity at any prior time.

(b) Idiots, imbeciles, feeble-minded persons, epileptics, and persons of constitutional psychopathic inferiority.

(c) Persons afflicted with a loathsome, or dangerous, contagious disease.

(d) Persons who have been convicted of, or admit having committed, a felony or other crime or misdemeanor involving moral turpitude.

(e) Professional beggars, paupers, and persons who are likely to become public charges.

(f) Anarchists, and persons whose purpose it is to incite insurrection.

(g) Persons of notoriously bad character.

(h) Persons who engage in any strike in the Canal Zone directed against the Government of the United States or any of its agencies, or who engage in inciting or attempting to incite other persons to engage in any such strike.

(i) Persons who engage in, or incite or attempt to incite other persons to engage in, any strike in the Canal Zone which, although not directed against the Government of the United States or any of its agencies, will result in obstructing, impeding, delaying, or interfering with the operation, maintenance, sanitation, government, or protection of the Panama Canal and the Canal Zone or the observance, safeguarding, and enforcement in the Canal Zone of the neutrality of the United States or the strengthening within the Canal Zone of the national defense.

(j) Any other persons whose presence, in the judgment of the Governor would be a menace to the public health or welfare of the Canal Zone, or would tend to create public disorder or obstruct the operation, maintenance, sanitation, government, or protection of the Panama Canal or Canal Zone:

*Provided, however,* That the provisions of this section shall be subject

(1) To the provisions of section 142 of title 2 of the Canal Zone Code, as amended by section 7 of the act of June 24, 1936, 49 Stat. 1905;

(2) To the provisions of Rule 127 of the said Executive Order No. 4314 of September 25, 1925 [section 15.30 below], relative to passage through the Canal Zone by excluded or deported persons, and

(3) To the pertinent provisions of the General Treaty proclaimed July 27, 1939, between the United States and the Republic of Panama.

[Rule 120, as amended by E. O. No. 8417, May 22, 1940; 35 CFR 10.1]

SEC. 15.2. *Definitions.* As used in the regulations contained in this chapter, the word "exclusion" means the refusal to admit a person to the Canal Zone or the enforced removal from the Canal Zone of a person found therein without having been legally and regularly admitted thereto, and the word "deportation" means the enforced removal from the Canal Zone of a person found therein who has been legally and regularly admitted to the Canal Zone: *Provided however,* That the word "deportation" shall include the enforced removal from the Canal Zone of a person following service of a sentence of imprisonment for crime in the Canal Zone whether or not such person has been legally and regularly admitted to the Canal Zone.

[35 CFR 10.2]

SEC. 15.3. *Entry into Canal Zone.* No person shall enter the Canal Zone unless permitted to do so upon examination or inspection by the Immigration Service, but this requirement shall not apply to a person who enters the Canal Zone from the Republic of Panama when such person is legally in that Republic, has not been excluded from the Canal Zone, and is otherwise eligible to enter the Canal Zone. The determination of the eligibility of a person to enter and remain in the Canal Zone, in advance of his arrival, shall be a function of the Executive Secretary in so far as concerns the enforcement of the general policies of the Canal Zone Government as promulgated by the Governor, and advance authorization to enter the Canal Zone shall be issued by the Executive Secretary.

[35 CFR 10.3]

SEC. 15.4. *Conditions attached to permission; travel documents; security for repatriation.* Permission to enter the Canal Zone shall be conditioned upon the possession by the person concerned, at the time of entry, of such travel document or documents as may be required by authority of law for entry. The Immigration Service may attach such other reasonable conditions to any permission to enter as may appear to be proper or necessary, including the requirement that there be established, either by the person concerned or by some person in his behalf, or by the person or interest responsible for bringing the person concerned into the Canal Zone, a reasonable security for the costs of repatriating or deporting such person. Such reasonable security may take any form determined by the Immigration Service, as follows: (a) A written undertaking by any responsible person residing or doing business in the Canal Zone to defray all such costs;

(b) A cash deposit in an amount estimated by the Immigration Service to be adequate for all such costs; or

(c) An unlimited ticket for return transportation and a cash deposit to cover any other costs such as those of detention or maintenance. The cash deposits herein provided for shall be made with the Treasurer and shall be disbursed by him for the purposes for which they are intended, upon order of an Immigration Officer.  
[35 CFR 10.4]

SEC. 15.5. *Permission to enter provisionally.* In cases in which such action is deemed appropriate the Immigration Service may permit a person to enter the Canal Zone provisionally, pending further investigation of the case and final action thereon. A person who is permitted to enter provisionally under this regulation and whom it is finally determined to exclude shall be subject to exclusion as not having been legally and regularly admitted to the Canal Zone.  
[35 CFR 10.5]

SEC. 15.6. *Permission to enter temporarily.* Where a person seeks admission to the Canal Zone to remain therein for a period not exceeding one year, whether for the purpose of performing the duties of a temporary employment, of conducting temporary business operations, of visiting relatives or friends, or for any other purpose whatsoever, and such person is eligible to enter, the Immigration Service shall permit such person to enter on a temporary basis only and shall specify the period of time for which such person is admitted. It shall be the obligation of a person admitted on a temporary basis as provided in this section to depart from the Canal Zone within thirty days after the termination or cessation of the temporary employment, business operations, visit or other reason or status upon the basis of which admission was granted, and, in any event, it shall be the obligation of such person to depart from the Canal Zone at or before the expiration of the period of time for which he was admitted: *Provided however*, That the period of time for which a person was admitted may be extended in a proper case by the Immigration Service: *And provided further*, That a person admitted on a temporary basis but who thereafter becomes eligible to regular admission may upon application to the Immigration Service be granted regular admission status. A person who is admitted on a temporary basis under this section shall be subject to exclusion as not having been legally and regularly admitted to the Canal Zone.  
[35 CFR 10.6]

SEC. 15.7. *Preliminary investigation in exclusion proceedings.* The Immigration Service shall investigate all cases in which an Immigration Officer is credibly informed or has reason to believe that a specified person found within the Canal Zone has not been legally and regularly admitted to the Canal Zone and is within one or more of the classes excluded from the Canal Zone by section 15.1.  
[35 CFR 10.7]

SEC. 15.8. *Detention in exclusion proceedings.* If an Immigration Officer considers that there is probable cause for believing that a

specified person found within the Canal Zone has not been legally and regularly admitted to the Canal Zone and should be excluded therefrom, he may address a written order to the Chief, Police Division directing the detention of such person for inquiry, and the Chief, Police Division shall cause such order to be executed. Upon the issuance of an order for detention, an Immigration Officer shall promptly forward a copy thereof to the Chief, Immigration Service. [35 CFR 10.8]

SEC. 15.9. *Hearing accorded in exclusion proceedings.* Upon the detention of any person under the provisions of section 15.8 the person detained shall, unless a hearing is waived in writing, be brought before such Immigration Officer as may be designated by the Civil Affairs Director and granted a hearing to show cause, if any there be, why he should not be excluded: *Provided however,* That this section shall not require a hearing in the case either of a transient passenger or of a transient seaman. At the hearing the person detained shall be allowed to inspect the order for his detention, shall be advised that he may be represented by counsel, and shall be asked whether he desires counsel or waives that right, and his reply shall be entered on the record. At the hearing, counsel if selected shall be permitted to be present, and the person detained or counsel on his behalf may present any evidence relevant and material to a showing of cause why he should not be excluded. [35 CFR 10.9]

SEC. 15.10. *Report and recommendations in exclusion proceedings.* At the conclusion of the hearing the Immigration Officer conducting the same shall prepare a written report containing a summary of the facts deemed established at the hearing, and his opinion and recommendation as to whether the person concerned has been legally and regularly admitted to the Canal Zone and as to whether such person should be excluded from the Canal Zone. A copy of the report shall promptly be forwarded to the Chief, Immigration Service for final action.

[35 CFR 10.10]

SEC. 15.11. *Final action excluding person.* When, after the hearing and report as hereinbefore provided, the Chief, Immigration Service finds that the person concerned has not been legally and regularly admitted to the Canal Zone and should be excluded therefrom, such officer shall forthwith order and cause such person to be excluded from the Canal Zone. If such person has been detained on the order of an immigration officer prior to the hearing, such detention may be continued until the exclusion is accomplished, and if such person has not previously been detained he may be detained by the Police Division on the written order of the Chief, Immigration Service.

[35 CFR 10.11]

SEC. 15.12. *Preliminary investigation and report respecting deportation.* When the Chief, Police Division is credibly informed or has

reason to believe that a specified person in the Canal Zone is subject to deportation under the provisions of section 15.1, he shall cause an investigation of the case to be made. When after investigation it appears to the Chief, Police Division that the person is subject to deportation, the Chief, Police Division shall report the case to the Civil Affairs Director; and thereafter the procedure shall be as provided in sections 15.13 to 15.20, except that in cases of deportation following service of a sentence of imprisonment in the Canal Zone Penitentiary the procedure shall be as provided in section 15.21.  
[35 CFR 10.12]

SEC. 15.13. *Detention in deportation proceedings.* If, either as a result of a preliminary investigation and report under section 15.12 or independently of any such investigation and report, it is considered as established *prima facie* that a specified person in the Canal Zone is within one or more of the classes subject to deportation and should be deported, an order for the detention of such person shall be issued by the Civil Affairs Director. The order shall state the class or classes subject to deportation within which the person concerned is considered to be. Upon receipt of such order the Chief, Police Division shall cause the person concerned to be taken into custody.  
[35 CFR 10.13]

SEC. 15.14. *Hearing accorded in deportation proceedings.* Upon the detention of any person on an order issued as provided in section 15.13, the person so detained shall, unless a hearing is waived in writing, be brought before such officer of the Police Division as may be designated by the Chief, Police Division, and given a hearing to show cause, if any there be, why he should not be deported.  
[35 CFR 10.14]

SEC. 15.15. *Procedure at hearing in deportation proceedings.* At the hearing the person detained under the order of detention shall be allowed to inspect the order, shall be advised that he may be represented by counsel, and shall be asked then and there to state whether he desires counsel or waives his right to counsel, and his reply shall be entered on the record. At the hearing, counsel if selected shall be permitted to be present, and the person detained or counsel on his behalf may present any evidence relevant and material to a showing of cause why he should not be deported. If during the hearing it shall appear that there exists a reason in addition to those stated in the order of detention why the person named in the order should be deported, such person shall be notified that such additional charge will be placed against him and he shall be given an opportunity to show cause why he should not be deported therefor.  
[53 CFR 10.15]

SEC. 15.16. *Continuance of hearing in deportation proceedings.* The hearing may be continued from time to time as may appear necessary or desirable in the discretion of the officer conducting the same.  
[35 CFR 10.16]

SEC. 15.17. *Witnesses at hearing in deportation proceedings.* The officer conducting the hearing is authorized to request any person to appear as a witness at the hearing. Such a request shall be in writing, signed by the said officer. An employee of the Canal Zone Government or of the Panama Canal Company who receives such a request to appear shall be excused from duty for the purpose of complying with the request as official business, and the time during which such employee is absent from regular duty on such official business shall not be charged to the employee's leave. The officer conducting the hearing shall request the attendance of any witnesses whose names are furnished in writing in advance of the hearing by the person concerned unless it appears that the evidence to be given by such witnesses would be unnecessarily cumulative or clearly irrelevant. The officer conducting the hearing may require a written summary of the evidence which it is expected will be obtained from any witness whose name is furnished by the person concerned. The officer conducting the hearing is authorized by section 44 of title 2, Canal Zone Code, as added by section 2 of the Act of July 9, 1937, to administer oaths in the conduct of deportation proceedings.

[35 CFR 10.17]

SEC. 15.18. *Report and recommendations in deportation proceedings.* At the conclusion of the hearing the officer conducting the same shall submit a report thereof including his findings and a transcript of the testimony to the Chief, Police Division, who shall prepare a recommendation as to whether the person concerned should or should not be deported. The record of the case, including the recommendation of the Chief, Police Division, shall thereupon be forwarded to the Civil Affairs Director who shall add his own recommendation thereto and submit such record to the Governor.

[35 CFR 10.18]

SEC. 15.19. *Order of deportation.* If upon consideration of the report of the hearing and the recommendations accompanying the same the Governor finds that the person concerned is subject to deportation and should be deported, the Governor will issue an order for the deportation of such person, directed to the Chief, Police Division.

[35 CFR 10.19]

SEC. 15.20. *Execution of order of deportation.* The Chief, Police Division shall cause the order of deportation to be executed at the earliest practicable opportunity and in the manner hereinafter stated. A copy of such order shall be delivered to the person concerned and if necessary the order shall be read and explained to him. The person concerned shall be placed on board a carrier bound for the place designated in the order and a copy of the order shall be delivered to the person in responsible charge of such carrier. If the deportation is one following service of a sentence of imprisonment in the Canal Zone, there shall be delivered to the person concerned, in addition

to the copy of the order of deportation, a copy of the text of Canal Zone Code, title 2, section 142, as amended, providing for the punishment of persons who return to the Canal Zone after deportation following the service of a sentence of imprisonment in the Canal Zone, and, in the event deportation is to the Republic of Panama, a copy of the text of sections 15.32 to 15.35 providing for passage through the Canal Zone by persons deported to the Republic of Panama.

[35 CFR 10.20]

SEC. 15.21. *Deportation following imprisonment in Canal Zone Penitentiary.* The procedure governing deportation of a person following service of a sentence of imprisonment in the Canal Zone Penitentiary shall be as provided in this section. It shall be the duty of the Chief, Police Division to consider the case of each person serving a sentence of imprisonment in the Canal Zone Penitentiary, upon the issue whether such person should or should not be deported upon the completion of his sentence. When after such consideration it appears to the Chief, Police Division that a person should be deported, the Chief, Police Division shall report the case to the Civil Affairs Director with his recommendation for deportation. The Civil Affairs Director shall add his recommendation to the report and submit the same to the Governor. When the Governor finds, either upon the basis of the aforesaid report and recommendations or otherwise, that a person undergoing service of a sentence of imprisonment in the Canal Zone Penitentiary should be deported upon the completion of his sentence the Governor will issue an order for the deportation of such person, directed to the Chief, Police Division. The order shall be executed in the manner provided in section 15.20.

[35 CFR 10.21]

SEC. 15.22. *Duty of vessel owners respecting return of excluded persons.* The owner or interest controlling a vessel bringing into the Canal Zone a person excluded by section 15.1 shall return such excluded person to his port of embarkation, and when required by the Canal authorities to do so, such owner or interest shall return a certificate to said authorities from the proper officials of the port of embarkation stating that the said excluded person has been landed at said port.

[Rule 122; 35 CFR 10.24]

SEC. 15.23. *Arrangements for return of excluded person.* Arrangements for the return of any person excluded from the Canal Zone shall be made by the Immigration Service. Wherever possible such arrangements shall be made with the owner of or interest controlling the carrier by which such excluded person was brought to the Canal Zone.

[35 CFR 10.25]

SEC. 15.24. *Cost of excluding or deporting persons.* The cost of excluding or deporting persons listed in section 15.1 shall be a charge against the person or interest responsible for bringing the undesirable

person into the Canal Zone. Such cost shall include expenses incident to detention, maintenance, transportation, and transportation of baggage, as well as the actual cost of deportation. Clearance may be withheld from the vessel until such costs have been paid, or their payment has been secured. In cases of deportation in which no person or interest can be held responsible for the cost hereunder, such cost will be paid from Canal Zone Government funds.

[Rule 123, 124; 35 CFR 10.27]

SEC. 15.25 *Statements of cost.* Statements of the cost of excluding or deporting persons under section 15.1 shall be prepared and presented by the Finance Director to the person or interest chargeable with such costs under section 15.24.

[35 CFR 10.28]

SEC. 15.26 *Detention of persons.* Any excluded person awaiting deportation, or any person held for the determination of his right of entry into the Canal Zone, may, when necessary, be detained by the Canal authorities at such place as may be designated by the Governor.

[Rule 125; 35 CFR 10.29]

SEC. 15.27 *Place of detention.* Persons held for exclusion or deportation may be detained at an immigration station, police station, or other suitable place as determined by the Chief, Immigration Service or the Chief, Police Division in the cases within their respective jurisdictions.

[35 CFR 10.30]

SEC. 15.28 *Release from detention.* A person held under an order of detention issued either in exclusion proceedings or in deportation proceedings may be released on his own recognizance, pending final disposition of the matter, in the discretion of the Chief, Immigration Service or of the Chief, Police Division in the cases within their respective jurisdictions.

[35 CFR 10.31]

SEC. 15.29 *Duty of vessel masters to receive excluded person.* The master of a vessel owned or controlled by the same interests as a vessel which has brought to the Canal Zone any person subject to exclusion by section 15.1 shall be required to receive such person on board at such time prior to the date of sailing of his vessel as may be decided upon by the Canal authorities.

[Rule 126; 35 CFR 10.26]

SEC. 15.30 *Passage through Canal Zone by excluded persons.* Any person excluded by section 15.1, who may desire to enter the Canal Zone in order to reach his final destination, may be allowed by the Canal authorities to make such transit under such regulations as may be prescribed by the Governor, provided the person or interest controlling the vessel upon which such person arrives at the Canal Zone agrees in writing that if such person is rejected at his final destination and returned to the Canal Zone, his deportation therefrom shall be at the expense of the owner or interest controlling the vessel.

[Rule 127; 35 CFR 10.32]

SEC. 15.31 *Excludable person entering to reach final destination.* The agreement required by section 15.30 in the case of an excludable person entering the Canal Zone in order to reach his final destination shall be obtained by the Immigration Service.

[35 CFR 10.33]

SEC. 15.32 *Passage through Canal Zone by person deported to Panama.* A resident of the Republic of Panama who has been deported from the Canal Zone after serving a sentence of imprisonment therein, may pass through the Canal Zone without obtaining the special permit referred to in section 142 of title 2 of the Canal Zone Code, as amended, subject to the conditions and

limitations set forth in sections 15.32 to 15.35. *Provided, however,* That any such person who enters or passes through the Canal Zone otherwise than as provided in these sections shall continue to be liable to punishment under said section 142 of title 2.

[35 CFR 10.34]

SEC. 15.33 *Routes of travel by persons deported to Panama.* The deported person referred to in section 10.34 may pass through the Canal Zone only over the following routes, and only by the following means or modes of travel where specified:

(a) Between the cities of Panama and Colon: By train of the Panama Railroad with access to or egress from the Colon Railroad Station (in Cristobal) via 11th Street and Front Street and access to or egress from the Panama Railroad Station (in Ancon) via Frangipani Street, Gaillard Highway and Roosevelt Avenue.

(b) Between ports of the Republic of Panama: By vessel transiting the Panama Canal;

(c) Between the city of Panama and west interior points in the Republic of Panama: By vehicle via Thatcher Ferry Bridge approach roads, Thatcher Ferry Bridge and Thatcher Highway, to the boundary line at Arraijan.

(d) Between interior points in the Republic of Panama bordering on Madden Road and the Madden Lake area: Via Madden Road.

(e) Between interior points in the Republic of Panama bordering on the Madden Road/Madden Lake area and the cities of Panama and Colon: By vehicle via Madden Road to an intersection with Boyd-Roosevelt Highway.

(f) Between west interior points in the Republic of Panama and city of Colon or intermediate points in the Republic of Panama: By vehicle via Thatcher Highway, Thatcher Ferry Bridge and Thatcher Ferry Bridge egress roads to the city of Panama.

(g) Between any points in Panama involving use of the Colon Corridor: Over Randolph Road at its intersection with Colon Corridor.

[35 CFR 10.35, as amended Governor's Reg. January 11, 1963, 28 F.R. 826]

SEC. 15.33a *General permit for passage of deported persons between the Republic of Panama and the Panama Freight House in Ancon, Pier 18, Balboa, and the Cristobal Freight House.* A resident of the Republic of Panama who has been deported from the Canal Zone may, for the purpose of conducting business at Panama Customs sites established in the Canal Zone, pass through the Canal Zone by motor vehicle but only while en route to or from said sites over the following highways: (a) Between the city of Colon and the Cristobal Freight House: Terminal Street from the Canal Zone boundary at Bolivar and 13th Streets to Roosevelt Avenue, Roosevelt Avenue from Terminal Street to Freight House Building No. 1012.

(b) Between the city of Panama and Pier 18, Balboa: Frangipani Street from the Canal Zone boundary to Gaillard Highway, Gaillard Highway from the Canal Zone boundary to Corozo Street, Corozo Street, Roosevelt Avenue, Diablo Road from Roosevelt Avenue to Pier Street, Pier Street from Diablo Road to Pier 18 including all public ways and roads open to vehicular traffic adjacent or on Pier 18; or Shaler Road from the Canal Zone boundary to Roosevelt Avenue to Diablo Road to Pier Street to Pier 18; or Balboa Road from the Canal Zone boundary at the Chorrillo section of the city of Panama to La Boca Road to Roosevelt Avenue to Diablo Road to Pier Street to Pier 18.

(c) Between the city of Panama and the Panama Freight House in Ancon: Frangipani Street from the Canal Zone boundary to Gaillard Highway, Gaillard Highway from the Canal Zone boundary to Corral Road, Corral Road from Gaillard Highway to the Panama Freight House including all

public ways or roads open to vehicular traffic located within the fenced area of the Panama Freight House.

[35 CFR 10.35a as added by Governor's Reg. Nov. 10, 1960, 25 F.R. 11152]

SEC. 15.34 *Passage by persons deported to Panama must be continuous.* The passage through the Canal Zone of the deported person referred to in section 15.32 must be continuous, and such person shall not leave the train, vehicle, or vessel in or upon which he is traveling: *Provided however,* That the foregoing requirements of this section shall not apply in case of accident or other emergency which requires any such person to leave the train, vehicle, or vessel; but in that event such person shall report immediately to the nearest Canal Zone police officer or police station, and shall resume travel as soon as possible.

[35 CFR 10.36]

SEC. 15.35 *Special permits for entry or passage of deported persons.* A person deported from the Canal Zone who desires to enter or pass through the Canal Zone otherwise than as provided in sections 15.32 and 15.34, shall do so only after obtaining a special written permit from the Governor. Such permits will be issued in cases deemed necessary or meritorious, and applications therefor should be made in writing to the Civil Affairs Director, Balboa Heights.

[35 CFR 10.37]

SEC. 15.36 *Precautions required of vessels respecting landing of excluded persons.* It shall be the duty of the owner, agent, and officers of any vessel bringing to the Canal Zone any person excluded under section 15.1, to adopt the necessary precautions to prevent the landing of any such person at any time or place, other than as permitted and designated by the Canal authorities; and any such owner, agent, or officer who shall land, or, through negligence, permit to land, any person contrary to these provisions, shall be subject to the penalty referred to in section 15.42.

[Rule 128; 35 CFR 10.22]

SEC. 15.37 *Duty of vessels to declare deported persons carried.* All vessels arriving at ports of the Canal Zone or of the cities of Panama and Colon, Republic of Panama, shall specifically declare all persons on their passenger or crew lists who are being deported from or repatriated to any country.

[35 CFR 10.23]

SEC. 15.38 *Discharge of members of crews.* No member of the crew of any vessel shall be discharged in the Canal Zone except with the permission of the Canal authorities.

[Rule 32; 35 CFR 4.30]

SEC. 15.39 *Discharge, or signing on, of crew members.* No member of the crew of any vessel, other than a vessel of United States registry (see section 17.3) shall be discharged in the Canal Zone without the consent of the Chief Immigration Inspector and of the quarantine officer at the port. Before such consent is given, the Chief Immigration Inspector shall be furnished a memorandum in triplicate showing the name, age, nationality, and rating of the crew member to be discharged. When crew members are signed on a vessel, other than a vessel of United States registry, in the Canal Zone, a similar memorandum in triplicate shall be furnished to the Chief Immigration Officer at the port.

[35 CFR 4.30a]

SEC. 15.40 *Members of crew failing to depart from Canal Zone.* Masters of vessels departing from the Canal Zone shall promptly report to the Chief Immigration Inspector at the port any member of the crew who fails to depart on the vessel and who was not discharged in accordance

with section 15.39. In cases where a vessel has left port when the absence of a member of the crew is discovered the report shall be made by radio if possible, or, if it is not possible to make such report by radio, then it shall be made by mail from the first port of call. The making of the report required hereby shall not relieve the master of a vessel of United States registry of the duty to make the report required by section 17.8.  
[35 CFR 4.30b]

SEC. 15.41 *Administration of regulations.* The provisions governing the exclusion of undesirables shall be administered by the Immigration Service of the Postal, Customs and Immigration Division of the Civil Affairs Bureau. The provisions governing the deportation of persons shall be administered by the Police Division of the Civil Affairs Bureau.  
[35 CFR 10.39]

SEC. 15.42 *Punishment for violations.* Any person violating any of the provisions of sections 15.1 through 15.37 of this chapter shall be punishable, as provided in section 141 of title 2 of the Canal Zone Code, by a fine of not more than \$500, or by imprisonment in jail for not more than 1 year, or by both.  
[35 CFR 10.40]

## Chapter 16

### CUSTOMS SERVICE

(CIVIL AFFAIRS BUREAU, POSTAL, CUSTOMS, AND IMMIGRATION DIVISION)

SEC.

- 16.1 Control by Governor of importation of articles or merchandise.
- 16.2 Customs district.
- 16.3 Ports of entry.
- 16.4 Entry and clearance of vessels.
- 16.5 Certified copies of manifest of local cargo required.
- 16.6 Copies of manifest of cargo exported required.
- 16.7 Customs Service.
- 16.8 Landing of passengers and baggage.
- 16.9 Regular customs hours; service during other hours.
- 16.10 Certificate required of public vessels of foreign governments, other than men-of-war.
- 16.11 Making of marine note of protest before Chief Customs Inspectors.
- 16.12 Certification of invoices covering shipments from Canal Zone to United States.
- 16.13 Importations into Canal Zone; classes of persons to whom permission may be granted.
- 16.14 No importations permitted for use in unauthorized private business operations.
- 16.15 Disposal of importations to ineligible persons.
- 16.16 Use of importations to replace articles from duty paid stocks.
- 16.17 Punishment for violations.

SECTION 16.1. *Control by Governor of importation of articles of merchandise.* Chapter 5—Customs Service, of title 2 of the Canal Zone Code, as amended, provides as follows:

Section 61. *Control by Governor of importation of articles or merchandise; regulations.* The Governor of the Canal Zone shall: (a) Have control for customs purposes over all articles introduced into the Canal Zone including passengers' baggage; and

(b) Have authority to establish, and to alter and amend from time to time, rules and regulations governing:

(1) The entry and importation of goods into the Canal Zone; and

(2) The disposition of goods brought into the Canal Zone in violation of such regulations. (Feb. 16, 1933, ch. 90, sec. 1, 47 Stat. 813 [U. S. Code title 48, sec. 1325a], as amended by sec. 2b of the Act of Sept. 26, 1950, ch. 1049, 64 Stat. 1038.)

62. *Offenses in relation to entry or importation of articles or merchandise.*

Any person who shall: (a) Enter or import, or attempt to enter or import, any articles or merchandise into the Canal Zone before the entry or importation of such articles or merchandise has been approved by the proper officers of the Canal Zone;

(b) Pass, or attempt to pass, any false, forged, or fraudulent invoice, bill, or other paper, for the purpose of securing the entry or importation of any

articles or merchandise into the Canal Zone in violation of the rules and regulations established under the authority of the next preceding section; or

(c) Violate any of the rules and regulations established under the authority of the next preceding section;

Shall be punished by a fine of not more than \$100 or by imprisonment in jail for not more than thirty days, or by both. (As amended July 10, 1937, ch. 487, sec. 1, 50 Stat. 509 [U. S. Code, title 48, sec. 1325c].)

63. *Seizure and confiscation of articles illegally imported or obtained.* Any article brought into or obtained in the Canal Zone in violation of the rules and regulations established under the authority of section 61 of this title may be seized and held, and, unless entered in conformity with such rules and regulations within a period of thirty days from the date of seizure, may be confiscated and disposed of as provided in such rules and regulations. (Feb. 16, 1933, ch. 90, sec. 3, 47 Stat. 813 [U. S. Code, title 48, sec. 1325c].)

64. *Omission of merchandise from manifest; penalty and forfeiture.* If any vessel arriving at the Canal Zone from any port, other than a port in the Canal Zone or the Republic of Panama, is found to have on board merchandise not manifested, the master of such vessel shall be liable to a penalty equal in amount to the value of the merchandise not manifested, and all such merchandise belonging to or consigned to or for the officers or crew of the vessel shall be forfeited: *Provided however,* That such penalty shall not be imposed if it is made to appear to the customs officers, or to the court in which the trial is held, that no part of the cargo has been unloaded except as accounted for in the master's report, and that the errors and omissions in the manifest were made without fraud or collusion; and in such case the master may be allowed to correct his manifest by means of a post entry. A permit shall not be granted to unload any such merchandise so omitted from the manifest before post entry or addition to report or manifest has been made. (Feb. 16, 1933, ch. 90, sec. 4, 47 Stat. 813 [U. S. Code, title 48, sec. 1325d].)

65. *Omission of sea stores from list; landing of sea stores; penalty and forfeiture.* If sea stores are found on board a vessel from any port, other than a port in the Canal Zone or the Republic of Panama, which are not specified in the list furnished the boarding officer, or if a greater quantity of such articles is found than that specified in such list, or if any of such articles are landed without a permit being first obtained from the customs officer for that purpose, all of such articles omitted from the list or manifest, or so landed, shall be seized and forfeited, and the master of the vessel shall be liable to a penalty treble the value of the articles so omitted or landed. (Feb. 16, 1933, ch. 90, sec. 5, 47 Stat. 814 [U. S. Code, title 48, sec. 1325e].)

66. *Powers of officers performing duties in relation to customs.* Customs officers in the Canal Zone, including deputy shipping commissioners and boarding officers when performing duties in relation to customs, shall have general powers of search, seizure, and arrest. In the exercise of these powers such officers may: (a) Enter any building other than a dwelling house;

(b) Stop vessels and vehicles;

(c) Search vessels, vehicles, and their contents; and

(d) Stop and search persons and any packages carried by them.

Such rights of entry, stopping, search, seizure, and arrest shall be exercised only when there are reasonable grounds for suspecting violations of the customs rules and regulations authorized under section 61 of this title or of the United States applicable in the Canal Zone. (Feb. 16, 1933, ch. 90, sec. 2, 47 Stat. 813 [U. S. Code, title 48, sec. 1325b].)

67. *Fees of customs officers.* A customs officer of the Canal Zone may collect a fee, equivalent to the fee prescribed by the United States consular regulations

for the same act or service when performed by consular officials, whenever he shall; (a) Certify an invoice, landing certificate, or other similar document;

(b) Register a marine note of protest; or

(c) Perform any notarial service. (Aug. 21, 1916, ch. 371, sec. 8, 39 Stat. 528 [U. S. Code, title 48, sec. 1326].)

SEC. 16.2 *Customs district.* There is hereby established a customs district, which shall comprise all lands and waters within the jurisdiction of the United States in the Canal Zone and the maritime waters contiguous thereto.

[Rule 142; 35 CFR 9.1]

SEC. 16.3 *Ports of entry.* There shall be two ports of entry in the Canal Zone, viz., Balboa and Cristobal, at which vessels may be entered or cleared and articles imported or exported.

[Rule 143; 35 CFR 9.2]

SEC. 16.4 *Entry and clearance of vessels.* Vessels shall be entered either at the port of Balboa or the port of Cristobal. Vessels are entered by the customs upon the report of the customs boarding officer, and it is not necessary for masters to come ashore for that purpose. A transiting ship entered at the port of Balboa is required to clear from the port of Cristobal, or *vice versa*.

[35 CFR 9.4, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.5 *Certified copies of manifest of local cargo required.* The ports of Balboa and Cristobal are entirely under the jurisdiction of the United States Government, and no vessels discharging cargo at these ports, even when a part of the cargo is consigned to the Republic of Panama, need produce a "sobordo" or manifest certified by the Panamanian Consul at the port of shipment. Masters must certify four copies of manifest of local cargo.

[35 CFR 9.5, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.6 *Copies of manifest of cargo exported required.* Two copies of the manifest of all cargo exported shall be furnished the customs; however, with the consent of the customs, previously obtained, these documents may be furnished through an agency on the Isthmus within 48 hours after the clearance of the vessel.

[35 CFR 9.6, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.7 *Customs service.* There shall be a Customs Service of the Postal, Customs, and Immigration Division of the Civil Affairs Bureau which, under the Civil Affairs Director, shall enforce the customs rules and regulations of the Canal Zone, and have exclusive control for customs purposes over all articles, including passengers' baggage, introduced into the Canal Zone, until such articles are released by a customs officer. The Customs Service shall consist of such customs officers as may be appointed by the Governor.

[Rule 144; 35 CFR 9.3]

SEC. 16.8 *Landing of passengers and baggage.* Passengers and baggage shall not be landed at any place other than the regular piers at Cristobal, or at any place other than Pier 18 at Balboa, except with the consent of the customs previously obtained; passengers and bag-

gage shall be landed only in the presence and under the supervision of a customs officer.

[35 CFR 9.7, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.9 *Regular customs hours; service during other hours.* The regular hours for the customs inspection of baggage of landing passengers and for the customs supervision of landing passengers are from 7 a. m. to 6 p. m. daily, excluding Sundays and holidays. Such customs services will be furnished during other hours, or on Sundays and holidays, only upon the request of the master or authorized agent of a vessel or aircraft. Charges for such customs services outside regular hours are found in the Panama Canal Tariff.

[25 CFR 9.8, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.10 *Certificate required of public vessels of foreign governments, other than men-of-war.* Public or chartered vessels of foreign governments, other than men-of-war, may be required to certify as to the passengers or troops on board, the character and kind of cargo and manifests of cargo and list of passengers embarked or discharged in the Canal Zone.

[35 CFR 9.10, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.11 *Making of marine note of protest before chief customs inspectors.* Marine notes of protest may be made and extended by masters of American vessels before chief customs inspectors without charge.

[35 CFR 9.12, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

SEC. 16.12 *Certification of invoices covering shipments from Canal Zone to United States.* The officers of the Customs Service of the Postal, Customs, and Immigration Division of the Civil Affairs Bureau are authorized to certify invoices covering shipments of articles from the Canal Zone to the United States. In the performance of this duty they shall be governed by the United States consular regulations, and by the circular instructions concerning the certification of invoices issued to consuls of the United States, in so far as they are applicable; *Provided, however,* That any special instructions heretofore issued, or which may be issued in the future, by the United States Treasury Department, concerning certification of invoices in the Canal Zone, shall be complied with.

[Rule 153; 35 CFR 9.11]

SEC. 16.13 *Importations into Canal Zone; classes of persons to whom approval may be granted.* No article or merchandise of any kind shall be entered or imported into the Canal Zone, except from the Republic of Panama, by any person (including an individual, firm, association, partnership, or corporation) unless permission is obtained therefor from the Customs Service of the Canal Zone. Effective December 31, 1956, such approval shall not be granted (except with respect to items of baggage comprising personal effects of persons entering the Canal Zone) to any person other than those within one of the following classes:

(1) Persons who reside in the Canal Zone and have Canal Zone commissary purchase privileges, when the goods are intended for the use and benefit of themselves or members of their families;

(2) Members of the Armed Forces of the United States who reside or sojourn in the Republic of Panama during the performance of their service with the United States of America, and dependent members of their families actually residing with them, when the goods are intended for their own use and benefit;

(3) Citizens of the United States of America who are in the service or employ of an agency of the United States and who reside or sojourn in the Republic of Panama during the performance of their service with the United States of America, and dependent members of their families actually residing with them, when the goods are intended for their own use and benefit;

(4) Contractors insofar as concerns materials, supplies, and equipment necessary to the performance of contracts in the Canal Zone; and

(5) Private business enterprises conducting authorized operations from a seat in the Canal Zone, and religious, welfare, charitable, educational, recreational, and scientific organizations, insofar as concerns their activities exclusively in the Canal Zone.

[35 CFR 9.14, as amended Governor's Reg., December 11, 1956, 21 F.R. 10254]

**SEC. 16.14** *No importations permitted for use in unauthorized private business operations.* No articles or merchandise shall be imported under the provisions of sections 16.13 to 16.16 for use or disposition in connection with any private business operations in the Canal Zone unless such operations are authorized to be conducted in the Canal Zone.

35 CFR 9.15, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

**SEC. 16.15** *Disposal of importations to ineligible persons.* No article or merchandise imported under the provisions of sections 16.13 to 16.16 by any agency, organization, or person shall be disposed of to any agency, organization, or person not eligible to import such articles or merchandise hereunder unless the customs duty on such articles or merchandise is first paid to the Republic of Panama.

[35 CFR 9.16, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

**SEC. 16.16** *Use of importations to replace articles from duty-paid stocks.* No article or merchandise imported under the provisions of sections 16.13 to 16.16 shall be used to replace any article or merchandise purchased from duty-paid stocks.

[35 CFR 9.17, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]

**SEC. 16.17** *Punishment for violations.* Any person who shall violate any of the provisions of this chapter shall be punished, as provided in section 62 of title 2, Canal Zone Code, as amended, by a fine of not more than \$100 or by imprisonment in jail for not more than 30 days, or by both.

[35 CFR 9.18, as adopted Governor's Reg., March 20, 1952, 17 F.R. 2389]



## Chapter 17

### SEAMEN

(CIVIL AFFAIRS BUREAU, POSTAL, CUSTOMS, AND IMMIGRATION DIVISION)

#### SEC.

- 17.1 Application of laws relating to seamen of vessels of United States on foreign voyages; customs inspectors as deputy shipping commissioners.
- 17.2 Visaing of alien crew lists by customs officers.
- 17.3 Discharging and shipping seamen before a deputy shipping commissioner.
- 17.4 Provision for seaman as prerequisite to his discharge in Canal Zone.
- 17.5 Discharge of sick or injured seamen for treatment.
- 17.6 Expense of maintaining and returning sick or injured American seamen.
- 17.7 Expense of maintaining and returning seamen discharged without consent.
- 17.8 Masters to report cases of desertion of American seamen in Canal Zone.
- 17.9 Services of deputy shipping commissioners outside regular working hours.

SECTION 17.1 *Application of laws relating to seamen of vessels of United States on foreign voyages; customs inspectors as deputy shipping commissioners.* Sections 391 and 392 of title 2 of the Canal Zone Code relating to merchant seamen, provide that the laws relating to seamen of vessels of the United States on foreign voyages shall apply to seamen of all vessels of the United States at the Canal Zone, whether such vessels be registered or enrolled and licensed, and the powers in respect to such seamen of such vessels bestowed by law upon consular officers of the United States in foreign ports and upon shipping commissioners in ports of the United States are bestowed upon the shipping commissioner and shipping commissioners of the Canal Zone. Canal Zone customs inspectors are hereby authorized to act as deputy shipping commissioners for the purpose of carrying out the provisions of said sections 391 and 392.

[Rule 152; 35 CFR 25.1]

SEC. 17.2 *Visaing of alien crew lists by customs officers.* *Revoked,* Governor's Regulation, May 20, 1958, 23 F.R. 3774.

NOTE.—Executive Regulation No. 31 Revision 1 designates the shipping commissioner and deputy shipping commissioners of the Canal Zone Government as "consular officers" for the purpose of issuing crew-list visas in the Canal Zone.

SEC. 17.3 *Discharging and shipping seamen before a deputy shipping commissioner.* Masters of American vessels are required by law to discharge and ship seamen at Canal Zone ports before a deputy shipping commissioner. (The chief customs inspector at Balboa and Cristobal are also deputy shipping commissioners in charge at their respective ports. The Shipping Commissioner is located in Room 201, Civil Affairs Building, Ancon.) (See section 15.38)

[35 CFR 25.3]

SEC. 17.4 *Provision for seaman as prerequisite to his discharge in Canal Zone.* In the case of the discharge of American seamen by mutual consent, provision must be made, either by the seamen, or the master of the vessel from which such seamen are discharged, for the maintenance and return of such seamen to the United States. (See section 15.38).

[35 CFR 25.4]

SEC. 17.5 *Discharge of sick or injured seamen for treatment.* Sick or injured American seamen may be discharged for treatment by the United States Public Health Service in the local hospitals on a master's certificate; however, except in cases of emergency, such seamen shall be discharged before a deputy shipping commissioner and in no case will such discharge be allowed until the seaman in question has been examined and accepted by the proper medical authorities. In emergency cases, the master shall report the case to the deputy shipping commissioner, with whom he shall deposit the seaman's wages due and personal effects.

[35 CFR 25.5]

SEC. 17.6 *Expense of maintaining and returning sick or injured American seamen.* Sick or injured American seamen, after discharge from the hospital, shall be maintained and returned to the United States at the expense of the vessel or line by which such seamen are employed. The discharge of such seamen may be refused until provision has been made to comply with this regulation.

[35 CFR 25.6]

SEC. 17.7 *Expense of maintaining and returning seamen discharged without consent.* American seamen discharged in the Canal Zone without the consent of the shipping commissioner or a deputy shall be maintained and returned at the expense of the vessel from which such seamen were discharged, and such seamen will be deported by the immigration authorities of the Canal Zone.

[35 CFR 25.7]

SEC. 17.8 *Masters to report cases of desertion of American seamen in Canal Zone.* Masters of American vessels shall report to the deputy shipping commissioner the cases of all American seamen deserting in the Canal Zone, and in cases where vessels have left port before the desertion is discovered report shall be made by wire or by letter from the first port at which the vessel calls.

[35 CFR 25.8]

SEC. 17.9 *Services of deputy shipping commissioners outside regular working hours.* Services of deputy shipping commissioners outside the regular working hours prescribed for customs services by section 16.9 will be furnished only upon the request of the master or authorized agent of a vessel. Charges for such services outside regular hours are found in the Panama Canal Tariff.

[35 CFR 25.9]

## Chapter 18

# SAFEGUARDING OF VESSELS, HARBORS, PORTS, AND WATERFRONT FACILITIES IN THE CANAL ZONE

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- 18.13 Reporting of sabotage and subversive activity.
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- 18.15 Violations.

*Authority:* Regulations contained in this chapter are issued under section 1 of Title II of the Act of June 15, 1917 (40 Stat. 217; 50 U. S. C. 191), as amended by the Act of August 9, 1950, Chapter 656, 64 Stat. 427.

Source: Regulations contained in this chapter are prescribed in Executive Order 10226, March 23, 1951, 16 F. R. 2673.

## Article 1

### DEFINITIONS

SECTION 18.1. *Governor.* "Governor" as used in this part, means the Governor of the Canal Zone.

[35 CFR 19.1]

SEC. 18.2. *Waterfront facility.* "Waterfront facility" as used in this part, means all piers, wharves, docks, Canal locks, and similar structures to which vessels may be secured, buildings on such structures or contiguous to them, and equipment and materials on such structures or in such buildings.

[35 CFR 19.2]

## Article 2

### GENERAL PROVISIONS

SEC. 18.3. *Enforcement.* The rules and regulations in this part shall be enforced by the Governor through such officers, employees or agencies as he may designate.

[35 CFR 19.5]

SEC. 18.4. *Preventing access of persons, articles or things to vessels or waterfront facilities.* The Governor may prevent any person, article or thing from boarding or being taken aboard any vessel or entering or being taken into any waterfront facility when he deems that the presence of such person, article or thing would be inimical to the purposes set forth in section 18.6.

[35 CFR 19.10]

SEC. 18.5. *Visitation and search.* The Governor may cause to be inspected and searched at any time any vessel or waterfront facility or any person, article or thing thereon, within the Canal Zone, may place guards upon any such vessel and waterfront facility and may remove therefrom any or all persons, articles or things not specifically authorized by him to go or to remain thereon.

[35 CFR 19.12]

SEC. 18.6. *Possession and control of vessels.* The Governor may supervise and control the movement of any vessel but shall take full or partial possession or control of any vessel or any part thereof, within the Canal Zone whenever it appears to him that such action is necessary in order to secure such vessel from damage or injury, or to prevent damage or injury to any vessel or waterfront facility or waters of the Canal Zone, or to secure the observance of rights and obligations of the United States.

[35 CFR 19.13]

SEC. 18.7. *Assistance of other agencies.* The Governor may enlist the aid and cooperation of Federal and private agencies to assist in the enforcement of regulations issued pursuant to this part.

[35 CFR 19.16]

### Article 3

#### IDENTIFICATION AND EXCLUSION OF PERSONS FROM VESSELS AND WATERFRONT FACILITIES

SEC. 18.8. *Access to vessels and waterfront facilities.* Any person on board any vessel or any person seeking access to any vessel or any waterfront facility within the Canal Zone may be required to carry identification credentials issued by or otherwise satisfactory to the Governor. The Governor may define and designate those categories of vessels and areas of the waterfront wherein such credentials are required.

[35 CFR 19.20]

SEC. 18.9. *Identification credentials.* The identification credential to be used by the Governor shall be known as the Canal Zone Port Security Card, and the form of such credential, and the conditions and the manner of its issuance shall be as prescribed by the Governor. The Governor shall not issue a Canal Zone Port Security Card if he is satisfied that the character and habits of life of the applicant therefor are such as to authorize the belief that the presence of such individual on board a vessel or within a waterfront facility would be inimical to the security of the United States. The Governor shall revoke and require the surrender of a Canal Zone Port Security card when he is no longer satisfied that the holder is entitled thereto. The Governor may recognize for the same purpose such other credentials as he may designate in lieu of the Canal Zone Port Security Card.

[35 CFR 19.22]

SEC 18.10. *Appeals.* Persons who are refused employment or who are refused the issuance of documents or who are required to surrender such documents, under this part, shall have the right of appeal, and the Governor shall appoint a Board for acting on such appeals. Such Board shall, so far as practicable, include one member drawn from management, and one member drawn from labor. The Board shall consider each appeal brought before it and, in recommending final action to the Governor, shall insure the appellant all fairness consistent with the safeguarding of the national security.

[35 CFR 19.24]

### Article 4

#### SUPERVISION AND CONTROL OF EXPLOSIVES OR OTHER DANGEROUS CARGO

SEC. 18.11. *General supervision and control.* The Governor may supervise and control the transportation, handling, loading, discharging, stowage, or storage of explosives, inflammable or combustible liquids in bulk, or other dangerous articles or cargo covered by the regulations entitled *Regulations for the Transportation of Hazardous Cargoes in Canal Zone Waters* (35 CFR 4.106-4.127).

[35 CFR 19.26]

SEC. 18.12. *Approval of facility for dangerous cargo.* The Governor may designate waterfront facilities for the handling and storage of, and for vessel loading and discharging, explosives, inflammable or combustible liquids in bulk, or other dangerous articles or cargo covered by the regulations referred to in section 18.11 and may require the owners, operators, masters, and others concerned to secure permits for handling, storage, loading, and unloading from the Governor, conditioned upon the fulfillment of such requirements for the safeguarding of such waterfront facilities and vessels as the Governor may prescribe.

[35 CFR 19.28]

## Article 5

### SABOTAGE AND SUBVERSIVE ACTIVITY

SEC. 18.13. *Reporting of sabotage and subversive activity.* Evidence of sabotage or subversive activity involving or endangering any vessel, harbor, port or waterfront facility should be reported immediately to the Governor or his representatives.

[35 CFR 19.32]

SEC. 18.14. *Precautions against sabotage.* The master, owner, agent, or operator of a vessel or waterfront facility shall take all necessary precautions to protect the vessel, waterfront facility, and cargo from sabotage.

[35 CFR 19.34]

## Article 6

### PENALTIES

SEC. 18.15. *Violations.* Section 2, title II of the Act of June 15, 1917, as amended, 50 U. S. C. 192, provides as follows:

If any owner, agent, master, officer, or person in charge, or any member of the crew of any such vessel fails to comply with any regulation or rule issued or order given under the provisions of this title, or obstructs or interferes with the exercise of any power conferred by this title, the vessel, together with her tackle, apparel, furniture, and equipment, shall be subject to seizure and forfeiture to the United States in the same manner as merchandise is forfeited for violation of the customs revenue laws; and the person guilty of such failure, obstruction, or interference shall be punished by imprisonment for not more than ten years and may, in the discretion of the court, be fined not more than \$10,000.

(a) If any other person knowingly fails to comply with any regulation or rule issued or order given under the provisions of this title, or knowingly obstructs or interferes with the exercise of any power conferred by this title, he shall be punished by imprisonment for not more than ten years and may, at the discretion of the court, be fined not more than \$10,000.

[35 CFR 19.36]

## Chapter 19

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## Article 1

### MARINE BUREAU; PORT CAPTAINS

SECTION 19.1. *Marine Bureau.* The Marine Bureau, under the direction of the Marine Director, is the organizational unit of the Panama Canal Company through which all marine traffic and service to shipping are handled. This Bureau is represented at each terminal port by a Port Captain, who is directly in charge of all such matters, and all local questions relating thereto shall be referred to him.

SEC. 19.2. *Port Captains; authority, duties, and responsibilities.* Port Captains are vested with the following authority, and have the following duties and responsibilities: (a) To regulate the entrance and clearance of all vessels at the terminal ports of the Canal Zone, and to deny the entrance or departure of vessels until all laws and regulations concerning quarantine, customs, immigration, and navigation are complied with, and until all tolls and other dues are paid.

(b) To deny passage to any vessel when the character or condition of the cargo, hull or machinery is such as to endanger the structures pertaining to the Canal, or which might render the vessel liable to obstruct the Canal.

(c) To have verified the correct load and trim of all vessels before they enter the Canal, and, in cases where deviation from the regulation covering load and trim is not sufficient to warrant denial of passage, to make arrangements before transit, for the master to sign a release, relieving the Canal of responsibility and liability for any damage done due to such deviation from this regulation.

(d) To determine the order of dispatch of vessels through the Canal, and to resolve any dispute that might arise in such matter.

(e) To enforce the regulations governing vessels carrying hazardous or inflammable cargoes in Canal waters.

(f) To control and direct movement and navigation in Gaillard Cut.

(g) To assign the requisite number of towing locomotives and canal seamen on all vessels transiting, particularly on vessels of unusual construction or design.

(h) To exercise supervision over pilots, admeasurers, harbormasters, traffic controllers and their staffs, and to assign one, or if conditions warrant, more than one, pilot to any vessel transiting, docking or undocking.

(i) To require that vessels in Canal waters be fully and properly manned at all times within the rules.

(j) To direct the handling of all wrecked, damaged, defective or burning vessels in Canal waters. In case of fires on board he shall be in complete charge with authority to coordinate the various Canal Zone Government or Panama Canal Company functions engaged or concerned.

(k) To assign one or more tugs to any vessel where safety of the vessel or canal structures is endangered.

(l) To enforce all rules and regulations governing navigation in Canal waters.

(m) To issue or deny permits for persons embarking or disembarking from vessels transiting or in the locks.

(n) To participate, as a member of the Local Board of Inspectors under the supervision of the Marine Director, in the investigation in detail, of the conditions and circumstances under which all marine accidents occur in the Canal Zone, to fix the extent of, and the blame and responsibility of same, reporting to the Governor through the Marine Director, and to compel attendance and testimony of witnesses, and the production of pertinent books or papers when holding such investigations, as provided by sections 42 and 43 of title 2 of the Canal Zone Code.

SEC. 19.3. *Reporting aids to navigation.* Any one finding any buoy out of position, or lights not working properly, should report it immediately to the Port Captain.

## Article 2

### SIGNALS AND SIGNAL STATIONS

SEC. 19.4. *Signal Stations.* Signal stations with which vessels may communicate by the International code and flashing light are established on the seaward end of Pier No. 6, Cristobal, and at the Pacific entrance on Flamenco Island. These stations also assist in control of traffic at terminal ports. Additional signal stations for control of traffic in Gaillard Cut are established at Cucaracha, La Pita, and Gamboa. The La Pita station is equipped with voice radio.

SEC. 19.5. *Routing of signals.* No vessel will be allowed to communicate with any lock or signal station while in transit through the Canal, except through the pilot. This does not apply to vessels moored at the terminals of Cristobal or Balboa, before entering or after having passed through the Canal, which may wish to communicate through the terminal stations.

SEC. 19.6. *Traffic signals.* (a) At signal stations a cone at the east upper yardarm designates northbound vessels and a ball at the west upper yardarm southbound vessels. By night a white light represents a ball, and a red light a cone.

(b) At twilight both cones, balls and lights are displayed.

(c) A display of International "N" by day or a green light by night will indicate that traffic is over for the day.

(d) Following are the signals in use and their meanings:

 Proceed. International numeral pennants hoisted with this signal designate schedule number in accordance with Section 19.8(a) of this chapter.

 Proceed at half speed.

 Proceed cautiously, keep sharp lookout for Canal craft, steamers, obstructions, or change of orders.

  
 Moor at Gamboa moorings.

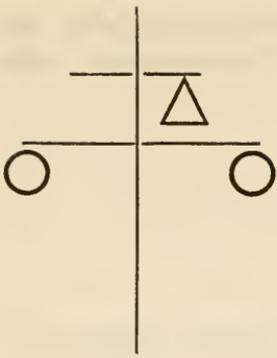
 Moor at Paraiso Mooring Station.

 To vessels: Slow down or stop for communication or orders.  
 To Canal craft: Wish to communicate, have orders or message for you.

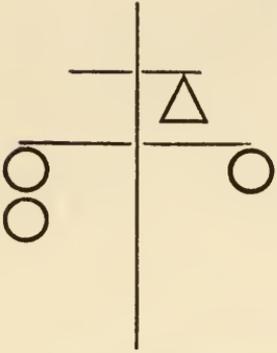
 When flown on west yardarm at Gamboa: Southbound vessels do not enter "Cut" until northbound "Clear Cut" vessel or vessels pass station.

International alphabet flags shown under a mooring signal designate berth at dock or mooring indicated by the signal.

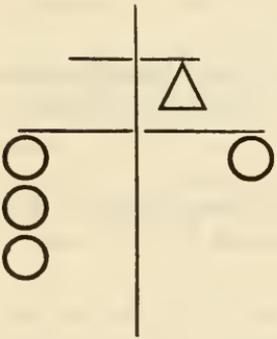
SEC. 19.7. *Special traffic signals in Gaillard cut.* The following signals are used by the signal stations at Gamboa, La Pita, and Cucaracha, in Gaillard Cut for directing the movements of vessels that are not in sight of each other, due to bends in the channel. In each case where one, two or three ships are directed to proceed past a station in one direction, any vessels approaching from the opposite direction will keep well back and clear of the bend until the vessels designated have passed and/or signal is made for the vessel or vessels heading in opposite direction to proceed. Signals are shown as they appear to an observer looking from the south. From the north, they will appear the opposite.



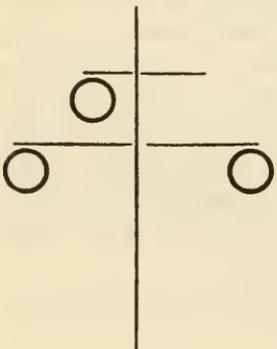
One northbound ship proceed.



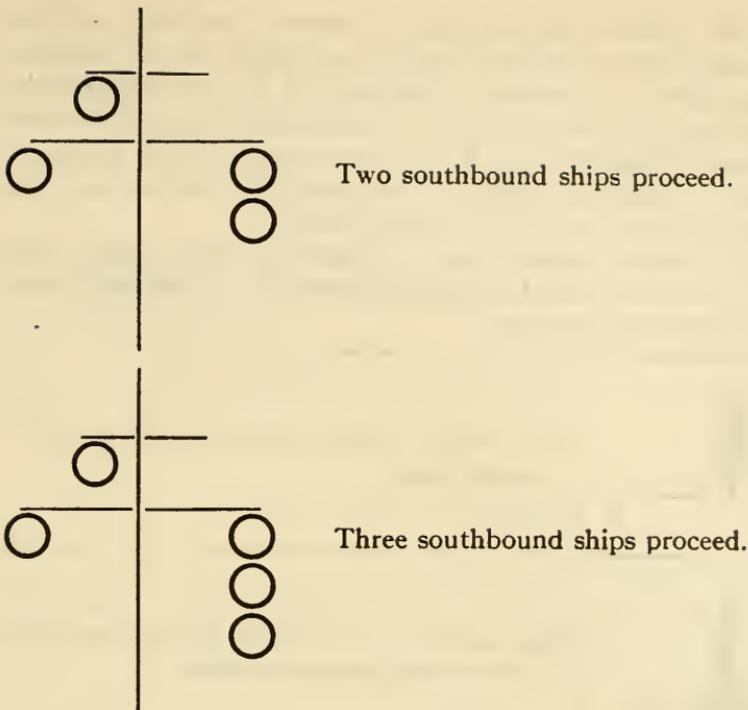
Two northbound ships proceed



Three northbound ships proceed.



One southbound ship proceed.



SEC. 19.8. *Transit schedules.* (a) When a pilot is assigned to a ship for northbound or southbound canal transit he will be given a schedule number and the expected time of arrival south end of Miraflores Locks or north end of Gatun Locks.

(b) Northbound ships will fly "H" under International numeral pennant corresponding to schedule assigned.

Southbound ships will fly "H" over International numeral pennant corresponding to schedule assigned.

In addition: Preference ships will fly "Z" (blue light at night); hazardous cargo will fly "B" (red light at night).

(c) The second ship of a tandem will be despatched about 10 minutes behind the first.

(d) No ship which requires boarding shall be brought in from the examination anchorage prior to being boarded except when specifically authorized by Port Captain's Office.

(e) Traffic conditions require a southbound ship to arrive at Gamboa at a definite hour. Balboa Marine Traffic Controller will so direct the vessel concerned prior to departure from Gatun.

(f) Ships maneuvering in Canal waters with pilot on board will fly "H."

SEC. 19.9. *Two ships on same schedule.* If two ships are put on the same schedule, the rear one is called "extra" and her schedule number is designated by the proper flag as given above with flag "X" under it. The ship then proceeds 10 minutes behind the other.

SEC. 19.10. *Ships to display schedule number.* Each ship shall display throughout her transit, the flag or flags designating the schedule number on which it is running. This flag will be the vessel's designating letter while in transit and may be used by the signal stations for this purpose in directing a signal to a particular ship when necessary.

SEC. 19.11. *Changing schedule.* Vessels may be shifted from one schedule to another at any time during transit.

SEC. 19.12. *Arrow signals—Locks.* Choice between east and west chambers is made by the Locks Superintendent. Pilots shall stand toward the chamber indicated.



Not ready; lockage cannot take place for some time.



Not ready; stand off well clear of lock, prepared to approach on signal.



Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on **right-hand** side on signal.



Locks making preparation, probably be ready in 10 minutes or less; you may approach with caution, prepared to tie up or enter on **left-hand** side on signal.



Moor to approach wall near chain on **right-hand** side.



Moor to approach wall near chain on **left-hand** side.



Enter **right-hand** side



Enter **left-hand** side

### Article 3

#### SERVICES AND SUPPLIES

SEC. 19.13 *Sales to Ships.* (a) *Ships generally.* The Panama Canal Company has available for sale to ships generally only lubricants, fresh water suitable for drinking and boiler use, and, where incidental to ship repair operations performed by an agency of the United States, ships' stores. A wide variety of petroleum products can be obtained from commercial oil companies in any quantity as bunkers or for other use. Ships desiring to obtain other goods should arrange to do so from sources in the Republic of Panama or elsewhere.

(b) *Ships operated by Government of United States.* Ships operated by or for the account of the Government of the United States may make unlimited purchases from the Panama Canal Company. The Company normally has available for sale, in any quantity necessary for ships' use, lubricants, ships' chandlery, fresh water suitable for drinking and boiler use, engineering supplies, a normal variety of fresh or dry provisions, meats, cold storage and dairy products, ice, ice cream, and fresh bakery products. Petroleum products are available as stated in subsection (a), above.

(c) *Deliveries.* Orders sent in advance by radio, cable or mail for purchases from the Panama Canal Company can be delivered on arrival, and orders filed on arrival will be delivered promptly, but in case of ships transiting immediately, deliveries are made at the port of departure. Docking is required only for bunkering.

SEC. 19.14 *Fresh water in Gatun Lake.* Water in Gatun Lake between Gatun and Darien is suitable for boiler use and can be taken in by vessels during transit, with the knowledge of the pilot, provided the trim of the ship is not altered materially thereby or the ship delayed. None of the water in Gatun Lake or in any other part of the Canal should be taken for drinking purposes, owing to the liability of its contamination by sewage from ships and from settlements within the watershed.

SEC. 19.15 *Laundry.* The Panama Canal Company ordinarily does not provide laundry service to ships. However, such service is available from facilities in the Republic of Panama.

SEC. 19.16 *Tugs, etc.* Tugs, for outside or Canal work, and launches can be obtained on application.

SEC. 19.17 *Drydocking and repairs.* (a) Facilities for drydocking and making repairs or alterations to ships, and their equipment, are available. Requests for information with respect to such work can be made at any hour through the Port Captain, or directly to the Electrical or Industrial Division. Work and information pertaining thereto should be requested as far in advance as possible. In the interest of exercising all reasonable precautions for the protection and preservation of life and property of all parties concerned, it is the general policy of the Panama Canal Company not to allow outside contractors to effect repairs to vessels while they are transiting the Canal, or while they are at Panama Canal docks, piers, drydocks, or other docking facilities. Exceptions to this general policy are electronics repair, or items for which the particular repair facility is not available in the Panama Canal Company. In such cases the work may be accomplished by outside contractors. Such contractors and their employees must abide by Panama Canal Company-Canal Zone Government safety regulations and regulations pertaining to entry into restricted areas including those regulations which require persons to present valid photo-identification badges.

(b) The duty on repairs done to American ships in foreign ports is not applicable to such work done in the Canal Zone.

(c) General repair and drydock work is done thoroughly and expeditiously at moderate cost. In drydocking, breakdowns are given preference over routine work and mail steamers over cargo vessels.

(d) Charges for drydocking commercial vessels are based on gross tonnage for steam and motor vessels, and net tonnage for sailing vessels, Panama Canal measurement; for men-of-war, charges are based on displacement.

(e) Masters and officers of ships going into drydock must familiarize themselves with the Rules for Docking Vessels in Drydocks Belonging to the Panama Canal Company. These are furnished in pamphlet form.

(f) In general ships under repair are required to dock at the repair wharves, but no wharfage at repair wharves is charged during actual repair work. Minor repairs can be effected at commercial piers or at anchor.

(g) While vessels are undergoing repairs by the Industrial Division in Canal Zone waters or at Canal Zone docking facilities, persons other than Industrial Division personnel will not be allowed to effect repairs upon such vessels. However, the Chief, Industrial Division, may authorize the ship's crew to effect repairs under such circumstances if in his judgment such crews are qualified, safe working conditions will be maintained, and harmonious labor relations will obtain.

SEC. 19.18 *Floating cranes.* Floating cranes up to a capacity of 250 tons are available.

SEC. 19.19 *Wrecking and salvage.* A wrecking and salvage outfit, ready for immediate service, is maintained for use at any point within a reasonable distance of the Canal, but will be used only in Canal Zone waters except in cases where great emergency exists, such emergency to be determined by the Marine Director.

SEC. 19.20 *Hospital service.* Hospital service, medical and surgical, public and private, is available to ships, and the only formality necessary to obtain hospital treatment is, in the case of American seamen, a master's certificate, and for foreign seamen, a letter of identification, assuming responsibility for hospital charges.

SEC. 19.21 *Doctors visit ships.* Canal physicians will visit ships on application to the Port Captain or to the nearest hospital or clinic.

SEC. 19.22 *Free medical advice by radio.* In cases of emergency, free medical advice may be obtained by ships at sea by radio from the Canal Zone Government, through Balboa Radio Station, call letters "NBA". Such messages should be addressed: "Gov't. Medico, Pan canal," state briefly and clearly the symptoms to be treated, and be signed by the master. The accuracy of the advice given is not guaranteed nor will any responsibility be assumed by the Canal Zone Government or medical authorities thereof, in this connection. Neither will the Canal Zone Government nor the radio stations guarantee the accuracy of the transmission of such messages. However, every effort is made to give valuable advice quickly and accurately. No receiving or sending charge is imposed by the shore stations for this service, and ships should make none.

SEC. 19.23 *Notaries public.* Duly authorized notaries public for the Canal Zone are employed in the offices of the Port Captains.

SEC. 19.24 *Hydrographic service.*

(Deleted)

SEC. 19.25 *Chronometer and barometer comparisons.* Chronometer and barometer comparisons are obtainable gratis.

SEC. 19.26 *Tariff lists available.* Charges for services and supplies are published and furnished to all interested parties, who should keep posted up to date on current tariffs and price lists, which are subject to change without notice. Annual contracts for supplies and services to shipping will not be entered into by the Canal Company.

SEC. 19.27 *Cable and radio service.* (a) There are commercial cable and radio connections from the Isthmus to most places throughout the world. The offices are located in Cristobal, Balboa, and Panama City. Vessels may forward messages through their agents at either terminal.

(b) Cable messages should be prepaid and those which require an answer should have the reply prepaid.

(c) Cablegrams destined for the Canal Zone Government or for the Isthmian office of the Panama Canal Company should be addressed: "Pan canal, Balboa Heights."

(d) It will be to the advantage of persons having business with the Canal to register their cable addresses with the Panama Canal Company, and give the cable codes used by them.

(e) The following cable codes are in use by the Panama Canal Company:

*Scotts* (Tenth Edition)

*A. B. C.* (Sixth Edition, improved)

*Bentley's Complete Phrase*

*General Telegraphic Code*

## MAILS

SEC. 19.40 *Mail service.* All mail for delivery to passengers and crews of vessels in Canal Zone waters should be addressed to the vessel in care of the vessel's agent or representative at either Cristobal or Balboa. Mail matter should not be addressed in care of "Postmaster" if the addressee intends to call at the postoffice for his mail, in which case it should be addressed to general delivery.

Daily air mail service to and from the United States, Central and South America is available.

Letters may be given to the Panama Canal pilot aboard vessels to be brought ashore for mailing. Such matter should be fully prepaid with stamps affixed but may be accompanied with the required United States currency if stamps are not available. In all cases, mail sent ashore by the pilot shall be enclosed in envelopes provided for the purpose, securely sealed and properly endorsed.

SEC. 19.41 *Stamps and postage rates.* Canal Zone postage is required on mail matter sent ashore at the Canal Zone, except that matter mailed on the high seas may carry the postage of the country under whose flag the vessel is registered.

(a) *Letters.* The postage rate on letters to the United States and possessions, the Canal Zone, and the Republic of Panama is 4 cents an ounce or fraction thereof. To all other countries the rate is 8 cents for the first ounce and 5 cents for each additional ounce or fraction.

(b) *Post cards, postal cards, and private mailing cards.* The rate of postage is 3 cents each when addressed for delivery in the United States and possessions, the Canal Zone and the Republic of Panama. To all other countries the postage rate is 5 cents each.

(c) *Air Mail.* The rate of postage on air mail, except post cards, postal cards or private mailing cards, to the United States and possessions is 7 cents for each ounce or fraction thereof, up to and including 8 ounces. Over 8 ounces the rate is 80 cents per pound or fraction thereof. The rate for post cards, postal cards and private mailing cards is 5 cents each. To the Republic of Panama the rate is 7 cents for each one-half ounce or fraction thereof for all air mail. To Canada and countries in Latin America the rate is 10 cents for each one-half ounce or fraction thereof for all air mail. To Europe the rate is 25 cents for the first one-half ounce or fraction thereof and 20 cents each additional one-half ounce or fraction thereof and to other trans-Atlantic and trans-Pacific countries the rate is 35 cents for the first one-half ounce or fraction thereof and 30 cents for each additional one-half ounce or fraction thereof. The rate of postage on air letters and post cards, postal cards, and private mailing cards to Europe and other trans-Atlantic and trans-Pacific countries is 15 cents each.

(d) *Commercial and ships papers.* The rate of postage on ship's papers (bills of lading, invoices, etc.) when addressed for delivery in the United States and possessions, the Canal Zone, and the Republic of Panama is the rate provided for first-class mail, 4 cents for each ounce or fraction thereof. To foreign countries the rate is 4 cents for the first 2 ounces, and 2 cents each

additional 2 ounces or fraction, up to a weight limit of 4 pounds 6 ounces, with a minimum charge of 10 cents for each article.

SEC. 19.42 *Registered and insured mail.* Registered and insured mail should be addressed to the vessel in care of the agent or representative thereof. Articles so addressed will be delivered to the agent or representative for delivery to the vessel upon arrival. Articles not addressed in care of the agent or representative will be held at the post office to be called for by the addressee.

SEC. 19.43 *Correspondence.* For general information concerning the Panama Canal, time can be saved by addressing the Secretary, Panama Canal Company, 425 Thirteenth Street NW, Room 312, Washington 4, D.C., telegraphic address: "Pan canal, Washington." Correspondence concerning the marine operation of the Canal, individual ships, or suggestions as to improvements in service and all such matters should be addressed to the Marine Director, Panama Canal Company, Balboa Heights, C. Z. Correspondence regarding the Canal Zone postal service or inquiries concerning mail matter should be addressed to the Director of Posts, Balboa Heights, C. Z.

SEC. 19.44 *Canal publications.* The following publications are furnished free of charge to all shipping interests, and they should have at hand the current edition of each:

*Rules and Regulations Governing Navigation of the Panama Canal and Adjacent Waters.*

*The Panama Canal Tariff.*

*Rules for the Measurement of Vessels for the Panama Canal.*

*Condensed Information Pamphlet of the Panama Canal Company.*

*Rules for Docking Vessels in Drydocks Belonging to the Panama Canal Company.*

Requests for these publications should be addressed to the Panama Canal Company, Balboa Heights, C. Z.

SEC. 19.45 *Distribution of information.* All information of interest to shipping is distributed promptly and each vessel visiting the Canal is furnished a copy of the *Rules and Regulations Governing Navigation of the Panama Canal and Adjacent Waters* for which the master is required to give a written receipt or sign a statement that he has a copy on board. The other publications listed above are also furnished incoming vessels.

## Article 5

### GENERAL

SEC. 19.50 *Port Captains.* Shipmasters can place themselves in direct touch with any Canal utility, in whatever connection, most conveniently and promptly through Port Captains.

SEC. 19.51 *Handling traffic.* Every effort is made by the Panama Canal to expedite traffic and to fill promptly the needs of shipping. Delays in getting in touch with local facilities on arrival and in the necessary settlement of accounts prior to departure are reduced to a minimum, but in this connection the active and intelligent cooperation of shipmasters and local agents, as well as owners and operators, is most essential and is earnestly solicited.

SEC. 19.52 *Cooperation of masters, etc.* Masters can best assist by thoroughly familiarizing themselves with the Canal rules and regulations and carrying them out, particularly as to the following:

- (a) By complying with section 12.4.
- (b) Assisting the boarding party in quickly carrying out their duties.
- (c) Advising the pilot accurately as to the maneuvering qualities and peculiarities of the ship and of any defects.
- (d) Having ship properly trimmed.
- (e) Arriving, if possible, off the entrance in the early morning or forenoon.

SEC. 19.53 *Cooperation of agents.* Agents can materially assist by keeping the Port Captain informed of the prospective arrival and requirements of their vessels, and by keeping ships and their principals fully informed on all matters pertaining to the Canal.

SEC. 19.54 *Cooperation of ship owners and operators.* The cooperation of ship owners and operators is valuable in the above particular, both to themselves and to the Canal, and in this connection their attention should be directed particularly to the load and trim of their ships, the efficient condition of their motive machinery, steering gear, navigating and piloting appurtenances, ground tackle, mooring lines, bits and chocks; and the efficiency of the personnel.

SEC. 19.55 *Interference with navigation signals.* By the law of the Canal Zone it is unlawful to mask, alter or remove any light or signal, or wilfully exhibit any light or signal with intent to bring any vessel into danger; and such offense is punishable by imprisonment in the penitentiary for not more than 20 years.

SEC. 19.56 *Manifests.* The ports of Balboa and Cristobal are entirely under the jurisdiction of the United States Government, and no vessels discharging cargo at these ports, even when a part of the cargo is consigned to the Republic of Panama, need produce a "sobordo" or manifest certified by the Panamanian Consul at the port of shipment.

SEC. 19.57 *Narcotic laws applicable.* The United States laws regarding traffic in opium, cocaine, and derivatives thereof are applicable to the Canal Zone. Smoking opium or opium prepared for smoking is not only forbidden entry into the Canal Zone, but can not even be carried as part of the cargo of a vessel touching at Canal Zone ports or transiting the Canal. The provisions of the Narcotic Drugs Import & Export Act, as amended May 26, 1922, are effective in the Canal Zone.

SEC. 19.58 *Alcoholic beverages.* The Executive Order of March 25, 1935, prescribes regulations governing the sale, manufacture, and importation of alcoholic beverages in the Canal Zone. As used in the regulations, the term "alcoholic beverage" is defined to mean any beverage containing more than 3.2 percent of alcohol by weight. The regulations do not prohibit the possession and transportation of alcoholic beverages in the Canal Zone. Importations of alcoholic beverages into the Canal Zone are not permitted while the regulations remain in effect but it is provided that nothing in the regulations shall be construed to restrict importations into the Canal Zone of alcoholic beverages from the Republic of Panama. The entry of alcoholic beverages arriving at Canal Zone ports for ultimate delivery to points beyond the Canal Zone is permitted. Transient vessels in Canal waters are permitted to make

sales of alcoholic beverages to their passengers only; other sales by such vessels are prohibited. Violations of the regulations relating to alcoholic beverages are punishable by a fine of not more than \$500 or imprisonment in jail for not more than six months, or by both.

SEC. 19.59 *Quarantine advice.*. On request, quarantine officers will gladly give advice regarding the sanitation of vessels and the safeguarding of the health of passengers and crews.

SEC. 19.60 *Information; printed forms.* Information and supplies of Panama Canal printed forms can readily be obtained from the Panama Canal Company, Balboa Heights, C. Z., or from the Chief, Steamship Division, Panama Canal Company, 21 West Street, New York, N. Y.

#### Article 6

#### **CHOCKS AND BITTS**

(See sections 6.6 and 6.7)

NOTE.—This article has been temporarily deleted pending revision which has been necessitated because of a recent amendment to section 6.6.





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