

Rules Of Navigation

For Suez Canal

Part I: Navigation.

Part II: Canal and Lakes (Characteristics).

Part III: Communications – Signals.

Part IV: Tonnage and Dues.

Part V: Vessels Carrying Dangerous Cargo.

Note: The present rules are applied to normal cases.

Special cases, each to be studied case by case.

PART I

NAVIGATION

GENERALITIES

Art.1-Transit through the Suez Canal

(1) Transit through the SC is open to vessels of all nations subject to their complying with the conditions stated in the present Rules of Navigation . All references and circulars which shall be issued by the SCA will constitute an integral part of these rules. Vessels also have to comply with the provisions of the International Regulations for SOLAS and its amendments, MARPOL 73/78, as well as the provisions of the International Regulations for Preventing Collisions at Sea and all laws, orders, and regulations issued by the Egyptian Government.

(2) The SCA reserves the right to refuse access to the Canal waters , or order the towage or convoying of vessels considered dangerous or troublesome to navigation in the Canal .

(Non or erroneous declaration of dangerous cargo see [art.47bis](#)) .

(3) By the sole fact of using the Canal waters, masters and owners of vessels bind themselves to accept all the conditions of the present Rules of Navigation , with which they acknowledge being acquainted , to conform with these conditions in every respect , to comply with any requisition made with a view to their being duly carried out , and to adhere to CA private Code of Signals as shown in Part III of these Rules.

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Art.2-Agents:

(1)Every [vessel](#) (other than navy ships) intending to transit the Suez Canal or staying at port Said or port of Suez, or at the Suez Canal basins or docks must have a shipping agent .

(2)SCA confirms that it has no agents or representatives abroad .

(3)The Egyptian Authorities are to be notified of intended transit of navy ships in SC viz., Ministry of Foreign Affairs , Ministry of Defence as well as Ports and Lights Administration.

Art.3-Canal waters

(1) Canal Waters mean the Canal proper , and the access channels [thereto](#), the waters within the Canal Authority concession adjacent to the Canal proper, port Said Harbour and port of Suez .

(2) The Canal proper: As to its length , is reckoned to run from Km 3.710 West Branch for vessels entering from port Said Harbour and from Km 1.333 East Branch for vessels entering through the East Approach Channel to Hm.3 at Suez, including the two channels of the G.B.L and all Canal by - passes .

(3) As to its width the Canal is bounded by two banks when they are immerged water, if the banks are submerged , the width of the Canal is Limited to the perpendiculars at the point of intersection of the submarine bank with the horizontal plane corresponding to the maximum draught authorized including squat .

Art. 4- Responsibilities:

(1)When on Canal waters or at its ports or roads, any vessel or floating structure of any description are responsible for any damage and consequential loss she may cause either directly or indirectly to herself or to CA properties or personnel or to third party.

(2)The vessels' or floating structures' owners and/or operators are responsible without option to release themselves from responsibility by limited liability.

(3)The words (owners and /or operators) for the purpose of the present article, shall be considered to mean person/persons or corporate body responsible for the vessel at the time of navigational accident or incident.

(4)Moreover, the vessel guarantees to indemnify the CA in respect of any claim against the latter by reason of any damage, whatsoever she may cause either directly or indirectly to third party.

(5)The vessel waives the right to claim the SCA for any damages caused by third party that she may sustain while on Canal Waters.

Art.5- Temporary delaying of vessels:

(1)The Canal Authority may delay a vessel for the purpose of investigating any claim or dispute that may arise, or any formal or informal complaint, or allegation of violation of the laws of the Canal or for security reasons .

(2)A vessel may be delayed until, in the opinion of CA, its tenderness, trim, list , cargo, hull, machinery have been put into such condition as will make the vessel reasonably safe for her passage through the Canal .

(3)No claim for damages is accepted or considered because of any such temporary delaying of vessels .

Art. 6-Pilotage :

(1) Pilotage is compulsory for all vessels , whatever be their [tonnage](#) when entering, leaving, moving , changing berth or shifting on Canal Waters or port Said and Suez harbours .

(2) Any exemption must be explicitly authorized by the Suez Canal [Authority](#).

Art.7- Changing Berth in Roads Anchorages :

Vessels at Port Said Anchorage Areas (Northern and Southern), Suez Roads, the Bitter Lakes and Timsah Lake are not authorized to change berth, anchorage or make fast alongside other vessel or carry out any cargo operations without explicit authorization from the SCA .

CHAPTER I

SUEZ CANAL NAVIGATION FEATURES

SECTION 1

APPROACHES

Art. 8 - PORT SAID:

GENERAL :

Fifteen miles before arrival to FAIRWAY [Buoy](#), all vessels arriving from sea should contact the Harbour Office by V.H.F. (channel (16), if not able to R/T (2182 KH2) or by W/T, or by R. Telex and Inmarsat Via SC Marine Communication Center SUQ for instructions (see [part III Art.86](#) and [Art.87](#)) .

FAIRWAY BUOY : Position :

Lat. . : 3121' .32 N

Long .: 3220' .81E

Characteristics : V . Q .

A- [Anchorage Areas:](#)

B- [Port Said Approach Channels:](#)

C- [Breakwaters:](#)

Art. 9 - Suez:

Five miles before arrival to the first separation Zone Buoy, all vessels coming from sea should contact the Suez Canal Harbour Office by V.H.F. (channel 16), if not able to, by R/T (2181 KHZ) or by W/T, or by R. Telex and Inmarsat via SC Marine Communication Center SUQ for instruction (see [part III Art.86](#) and [Art.87](#))

A -[Separation Zone](#) :

B -[Anchorage areas](#) :

C -[Anchorage area for trans-shipment operations " S.T.S "](#) :

D -[Arrival to Suez for northbound vessels](#) :

E -[Prohibited area for anchorage](#) :

F -[Suez Entrance Channel](#) :

G -[Canal south entrance](#) :

H -[Port of Suez](#) :

Art.10 - Roads and Harbour Pilot Signals :

Vessels requiring a pilot for :

(1) Entering from sea.

(2) Sailing out to sea.

(3) Changing berth.

(4) Entering the Canal.

should hoist a Black Ball over G by day and 3 White Lights by night in a vertical line. These signals are to be hoisted where they can best be seen.

SECTION II

PILOTAGE

Art.11 - Pilotage :

A - [General:](#)

B - [Port Said:](#)

C - [Port of Suez:](#)

D - [Master and pilot:](#)

E - [Moving in Suez Canal Waters without Pilot's Assistance:](#)

F - [Calling Pilots Unnecessarily:](#)

G - [Extra Pilots:](#)

CHAPTER II

ARRIVAL AND PREPARATION FOR TRANSIT

SECTION 1

PRE-ARRIVAL OF VESSELS

Art.12 - Booking for Transit :

(1)Vessels may book for transiting the Canal. The booking notice shall reach the SCA Offices not later than four days prior to the transit date. It must contain the name, nationality of the vessel, her type (Container, RO-RO,... etc), her draught, SC.G.T. and D.W.T.

(2)Vessels booking for fixed date will have priority to join the convoy on that date, if they arrive within the limit time defined by the present Rules.

(3)Booking can be cancelled or altered by notice to the SCA Offices at least 24 hours before the date booked for, otherwise, the vessel shall be charged of (150 U.S. Dollars).

(4)In case of VLCC's and similar vessels this charge will be (1 500 U.S. Dollars) on account of the special arrangements made by the SCA.

(5)Vessels arriving without previous booking will catch the convoy if the capacity of movement in the Canal permits, otherwise they may join the following convoy.

Art.13 - Notice of Arrival :

Masters of vessels fitted with wireless apparatus are requested to transmit the following information to their agent 48 hours prior to the vessel's arrival and to SCA via SUQ :-

(1)The name and nationality of the vessel, her ex-name if any.

(2)Suez Canal Gross Tonnage and Deadweight Tonnage, Draught and Beam.

(3)Whether they intend transiting or merely stopping in the harbours and in this case, mention the duration of stay required.

(4)The E.T.A.

(5)Whether they carry dangerous cargo stating [quantity](#) and class according to I.M.O's regulations (see part (V) [Vessel Carrying Dangerous Cargo](#)).

Art.14 - Contacting with Port Offices on Arrival :

A -Vessels have to contact the Harbour Office by [V.H.F.](#):

- (1)Fifteen miles before arrival to Fairway Buoy of Port Said.
- (2)Five miles before arrival to Separation Zone Buoy No. 1 off Port of Suez.

B - When in touch, give the following information :

- (1)Lat. and Long.
- (2)Vessel's name. and vessel's call sign.
- (3)Suez Canal official number and code number.
- (4)S.C.G.T. and D.W.T.
- (5)Draught.
- (6)Loaded or not.
- (7)Kind of cargo.
- (8)Any defects affecting the safety of navigation.
- (9)If transiting the Canal for the first time, she has to send :

a)Date of building.

Suez Canal Tonnage Certificate, if available.

b)Call sign or official number.

c)Length over-all.

d)Beam.

e)Type of engine.

f)In all cases, the Master must inform if aiming to transit the Canal or just stay in the harbour.

This information will assist the Harbour Master to identify the vessel through his radar, acquire and assign her identification " ID " tag which will follow her path till the other end.

C -Failing to contact on the assigned channels, Masters may use, with the consent of the Harbour Master, through the International R/T (2182 KHZ) or via SUQ by W/T , or R. TELEX or Inmarsat and/or any of the following V.H.F. frequencies.

Port Said :

- (1)156.650 MHz (Channel 13).
- (2)156.600 MHz (Channel 12).

Port of Suez :

(1)156.550 MHz (Channel 11).

(2)156.700 MHz (Channel 14).

D -Any vessel which does not contact the Port Offices during her approach is subject to delay in joining the convoys.

E -When berthing, changing berth or sailing, the Master must handle the mooring ropes by mooring boats of a firm approved by the SCA.

Art.15 - Documents and Requirements :

A -Documents to be produced are :

- (1)Suez Canal Special Tonnage Certificate and Calculation Sheets (3 copies in the first transit).
- (2)Certificate of Registry & ship's [drawing](#).
- (3)Statistical Declaration.
- (4)Extract from the vessel's official documents and information concerning the vessel's type and her cargo (Containers, barges, etc ...).
- (5)Declaration concerning the use of double bottom tanks and the lower parts of the high tanks.
- (6)Declaration concerning vessels in ballast.
- (7)Declaration of State of Navigability.
- (8)The last Classification Certificate issued.
- (9)Any other information necessary for transiting the Canal.
- (10)Piping plan and general arrangement plan for L.P.G. and L.N.G. vessels.
- (11)(I.O.P.P.) International Oil Pollution Prevention Certificate of Compliance and its supplement for the record of construction and equipment as amended for tankers vessels.

B-Vessel wishing to transit the Canal must declare at the CA Offices and pay the various dues mentioned in Part IV Chap. XIII of the present Rules. She must furnish the CA Officials with all the particulars requested by her agent's.

C-The vessel must in addition comply with the requirements of the A.R.E. Government Authorities.

D-In case the CA deems it necessary to be supplied with a new Seaworthiness Certificate issued by a recognized classification society belonging to [I.A.C.S.](#).

Seaworthiness Certificates to be accepted by SCA, if in native language , are to be translated into Arabic or English and duly certified by the Embassy or Consulate in the ARE.

E-Navy [ships](#) transiting the SC Waters must be provided with a Suez Canal Special Tonnage Certificate showing the SC.G. and N.T. If such documents is not on board, the Commanding Officer has to give, in writing, the following information :

- (1)Name of Ship.
- (2)Name of Commanding Officer.
- (3)Call sign of the ship (Radio Call).
- (4) L.O.A., B.O.A. and depth of the ship.

(As long as the ship is not provided with the SC Special Tonnage Certificate, transit dues will be levied on the temporary Gross Tonnage product of the empirical formula without any allowance till the presentation of the documents required).

F-Erroneous Declarations :

(See also [Art.47 bis.](#))If the CA Officials find out a wrong information concerning the cargo [carried](#) or the ship's situation ballast or loaded, resulting from the shipping clerk's or the Master's negligence, and all documents held, the tolls difference will be doubled. The tolls difference means the difference between the correct and the wrong amount of transit [dues](#).

Art.16 - Stay in the Harbour :

A-The Master is responsible for the mooring of the vessel in Port Said harbour and Port of Suez.

B-Mooring lashing ropes :

For the safety and quick berthing of vessels in Port Said Harbour, the only Lashing ropes allowed to be used for fixing ship's ropes on the buoys are those provided by the Suez Canal Mooring and Light Company. For this purpose, the said company provides vessels making fast in the harbour with 2 inch Manilla or Sezal ropes. This service is against 40 U.S. Dollars per vessel to be added to the invoice of the Suez Canal Mooring and Light Company.

C-The Master is to pay attention to the instructions hereunder :

(1)When the vessel is moored to the buoys, the mooring ropes must be watched to ensure safe mooring. If two vessels are moored to the same buoy, when one leaves, the other must adjust her mooring.

(2)Masters must comply with the Harbour Master's advice regarding mooring ropes during the stay of their vessels in port; especially when, in case of expected bad weather, it is necessary to increase the mooring if required.

(3)When a vessel is moored with her stern to the bank, the Master must keep himself continuously informed of the depth of water aft, to avoid grounding on the submerged slope either as a result of the settling of the vessel as she loads, or her proximity to the bank.

(4)At night, the vessel, whether moored or manoeuvring, must show the lights prescribed by the International Regulations for Preventing Collisions at sea, in addition to the SC light signals.

(5)Unless authorized, barges alongside a vessel must not be more than two abreast each other.

(6)It is forbidden to try projectors, or to turn the propellers during the process of warming up, in the absence of the pilot, or without informing him when on board.

(7)Vessels must not put their engines out of working order for any reason whatsoever without permission from the CA.

(8)The Master must always keep on board sufficient crew to ensure efficient handling of the moorings, fire fighting and damage control.

(9)The Harbour Master or his delegates should have free access on board to ensure application of the Regulations, to verify the vessel's Seaworthiness, and to ascertain that dangerous cargo on board complies with the SC.R.

(10)Vessels cancelling booking berth at Port Said for commercial operations, bunkering, etc....., must do so 6 hours prior to arrival, otherwise an additional due of (300 U.S. Dollars) will be charged.

Art.17 - Change of Berth :

(1) If the Master wishes to change the berth of his vessel, he should notify the Harbour Office stating the desired time when the shift should take place. A tug or more will be imposed to assist in the manoeuvres.

The change of berth will take place at the time fixed by the Harbour Office. A pilot will board the vessel in due time.

(2) Shifting at the Master's request and the tugs used are charged for as per rates set out in Part IV. p. 208 of these Rules.

(3) Charges for shifting due to erroneous or incomplete declarations by the Master must also be paid by the vessel.

(4) When necessary, the Harbour Master may order a vessel to shift, when so ordered, it should be made as quickly as possible. In such a case it is free of charge.

SECTION II

PREPARATION FOR TRANSITING THE CANAL

Art.18 - Measures Taken Before Entering the Canal :

All vessels ready to enter the Canal must have their ladders and jibbooms run in, their boats swung in and any derricks or cranes obstructing the view forward, lowered.

Art.19 - Mooring Ropes :

(1)At least 6 flexible floating mooring ropes of appropriate size for the vessel, in good condition, fitted with spliced eyes must be in readiness for any emergency, at suitable points on deck. All arrangements must be made for their quick handling.

(2)For vessels equipped with tension mooring wires, the number of floating ropes may be reduced to 4. It is to be noted, however, that any mooring lines, likely to produce sparks by their manipulation are absolutely forbidden on board petroleum tankers, LPG, LNG or any vessel carrying inflammable substances.

(3)It is recommended that :

a)One of the ropes which is selected as " First line Ashore " must be of floating material to ensure quick securing to the shore.

b)Wires should not exceed 5.5' circumference to facilitate handling.

c)All vessel should have Two fire ropes (wire) made fast one forward and one aft, hung over the vessel's side ready for use in case of emergency.

Art.20 - Mooring Boats :

(1)Vessels transiting the Canal must have mooring boats as mentioned hereafter hired from the Suez Canal Mooring Company approved by SCA

In case no mooring boats from the said company are available, ship's boats if suitable for [mooring](#) in the Canal can be used and must be manned by shore crew , hired from the SC mooring company, each boat is to be manned by three men.

(2)One mooring boat or one motor boat for vessels under 2500 tons gross, SC.G.T.

(3)One motor boat for vessels from 2500 to 5000 tons gross, SC.G.T.

(4)Two motor boats or one motor boat and one mooring boat for vessels from 5000 SC.G.T. to 30000 SC.G.T.

(5)Two motor boats for vessels over 30000 tons gross, SC.G.T.

(6)Ships may ask for additional motor boats or mooring boats according to Master's request.

These mooring boats must be in constant readiness for lowering to run the ropes to the mooring posts without any delay during the transit of the vessel

(7)Ships must be fitted with well maintained lifting appliances capable of lifting mooring boats of 4 tons weight (Including crew members).

(8)Ships may carry extra mooring boats as passengers for the interest of navigation. However, L.P.G, L.N.G, and Loaded Tankers are not allowed any extra boats.

(9)The handling of mooring boats must be carried out well clear from the ship's propellers.

(10)Masters are requested to reduce speed during lifting or lowering operations of mooring boats, an officer must be in charge, to avoid accidents that may endanger the life of mooring men.

(11)If the vessel has no means for lifting mooring boats and ship's [boats](#) are not suitable for mooring in the Canal, the vessel shall not be allowed to transit the Canal.

Art.21 - Spreaders (Slings) :

Containerships are advised to have their own spreaders (slings) to assist unloading and reloading containers in case of necessity. But those carrying different sizes of containers must have their own spreaders.

Art.22 - Indicators :

There must be a rudder angle indicator and an engine R.P.M. indicator in the wheelhouse so located and illuminated as to be easily visible by the [pilot](#) .

Art.23 - Bow Anchors :

(1) Any transiting vessel must be equipped with two classed anchors located forward of the collision bulkhead. Each anchor must be fitted with its own chain or wire cable, and be capable of being released, and raised by means of a windlass or [capstain](#)

(2) In lieu of 1, vessels of less than 1500 SCGT must be equipped with one working anchor.

Art.24 - Accommodation and Pilot Ladders :

A-Pilot Ladder :

(1) In Anchorage Areas, outside the Canal North or South, pilot ladders can be used to embark, and disembark pilots. The ladder shall be secured in such a position that each step rests firmly against the vessel's side and so that the pilot can have safe access to the vessel. Whenever the distance from sea level to the point of access to the vessel is more than 12 feet (or 3.65 meters) , access from the pilot ladder to the vessel shall be by means of an accommodation ladder or other equally safe and convenient means.

(2) The treads of the pilot ladder shall not be less than 19 inches long, 4.5 inches wide and 1 inch in thickness. Steps shall be joined in such a manner as will provide a ladder of adequate strength with treads maintained in a horizontal position and not less than 12 inches or more than 15 inches apart.

(3) A man-rope properly secured, and a safety line shall be available and ready for use if required.

(4) Handholds are to be provided to assist the pilot to pass safely and conveniently from the head of the ladder into the vessel or onto the vessel's deck and vice versa.

(5) If necessary spreaders shall be provided at such a distance as will prevent the ladder from twisting.

(6) Arrangements shall be such as :

a) The rigging of the ladder, the embarkation and disembarkation of the pilot is supervised by a responsible officer of the vessel.

b) A self igniting life buoy is to be available at hand.

B - Accommodation Ladders :

(1) Accommodation ladders are to be used in the Canal harbours, and lakes to embark and disembark pilots.

(2) In case no accommodation ladder is available, or difficult to rig, the vessel has to inform SCA before entering harbour or Canal. The change of pilot which is originally carried out at Ismailia, will take place in the Bitter Lakes after anchoring. In such case, the vessel will be charged extra (300 U.S. Dollars) as pilotage dues for each relieving pilot.

(3) Ships with freeboard of less 10 feet may use pilot ladder.

Art.25 - Efficiency of Vessel's Equipment :

(1)Before entering the Canal, it must be ascertained that main engines, compasses, steering gear, engine room, telegraph, rudder angle and R.P.M. indicators, W/T, VHF and radar are in good working order.

(2)Every vessel navigating in the SC Waters under the advice of SC Pilot, should maintain a bridge and engine bell books.

(3)In the bridge bell book, each engine movement and the time of its transmission from the bridge to the engine room is recorded as well as in the engine room bell book.

(4)No Vessel is required to maintain any bell book if equipped with an automatic device which produces a permanent legible record of every engine movement.

(5)The bell books and the automatic records must be handed, upon request, to SC Officials for the purpose of investigation if necessary.

Art.26 - Deck Cargo:

(1)Deck cargo is to be stowed in a way so as to provide clear view from the navigating bridge while transiting the Canal, as well as not to affect the vessel's stability.

(2)The deck cargo should not protrude more than half the vessel's breadth on any side, with a maximum of 15 meters on each side if breadth exceeds [30 meters](#).

(3)If the protrusion exceeds the maximum allowed, each case is to be studied separately and an additional due of 2% of the transit dues is levied on each foot or fraction of foot in excess.

Art.27 - Ballast Water :

Vessels in ballast must fill spaces intended to be used for carrying water ballast in such proportion as the Officials of the SCA may direct.

Art.28 - Searchlight :

Before transiting the Canal, the vessel should be provided with a searchlight (projector) complying with the following conditions and specifications.

(1)It should be placed on the bow in the axis of the vessel and show the Canal clearly.

(2)Specifications are as follows :

a)Minimum range of radiation of single beam 1800 m. ahead (Brightness of 1 LUX approx, at the atmospheric transmission factor $T = 0.85$) .

b)The power of the lamp must give a luminous intensity of single light beam not less than 3×10^6 (3 million) candles, which is equivalent to a high efficiency incandescent lamp of :

i - 2000 watts for vessels up to 30000 SC.G.T.

ii - 3000 watts for vessels over 30000 SC.G.T.

iii - Or any kind of lamps which fulfill the specifications, under item (2) above and to be of the nonexplosive type.

c)The drum and stand should be of high corrosion resisting material and can be operated both horizontally and vertically.

d)The front glass must be of hardened type and can stand rapid cooling.

e)The reflector must be in two halves of precise ground glass mirror of highest quality or of polished aluminum having at least 95% the reflective capacity of the glass mirror.

f)The two halves of the reflector can be brought together (zero position) to make a single reflector light beam and can be parted to give two separate light beams each of 5 degrees at least on the horizontal level with adjustable dark sector from 0 to 10 degrees.

g)The searchlight drum must be watertight (pressure test 0.25 kg/cm^2) and gastight (according to the classification rules for the vessel's electric appliances within the dangerous area) and provided with a vent - out of which a flexible hose can be fitted on the drum to dissipate the heated air out of the searchlight in addition to a safety vent. On vessels carrying Petroleum products, L.N.G. or inflammable substances or vessels Not Gas Free, exit of hot air must be effectuated in a place devoid of inflammable gas.

h)The searchlight must be equipped with 2 lamps carrier that can be turned into position to let the lamp exactly in the focus of the reflector, and the current must be switched on automatically.

i)The electric system (switches, plug, socket and cables) must be of 1st class marine type.

The degree of protection IP 55 or similar standards.

j)The searchlight must have a certificate for the " Type Test " . This type test must include illuminate test to fulfill the above specifications, issued by one of the Classification Societies (Lloyd's Register, etc.) . The original to be submitted to Suez Canal Officials and thereby, after test by SCA Inspector, the searchlight can be accepted .

(3)On all vessels of whatever type, electric cables installations for searchlight and all electric connections leading to it must be permanently fixed, insulated and gastight.

At the end of the cables, a fixed and gastight socket should be installed close to the searchlight .

(4) On board vessels, electrically propelled or having electrically driven gear (steering, winches, etc.) the number of generators and their individual power output must be sufficient to ensure uninterrupted functioning of the searchlight in the event of stoppage of one of the generators, No exception to this rule will be allowed except when there is an independent generator and circuit on board specifically set apart for the searchlight.

(5) A portable projector can be hired locally from the Canal Mooring and light Company (weight of projector about 22 kgs) .

(6) For vessels fitted with their own projector, two shore electricians should operate it during the transit .

(7) Vessels with special cases :

a) L.P.G. and L.N.G. vessels, without any exceptions, must be provided with their own searchlight.

b) Vessels entering the Canal, direct from sea, must be provided also with their own searchlight.

c) New built tugs and yachts up to 1500 tons SCGT can transit the Canal with their own Projectors, on condition that the unit is equipped with at least 2 projectors, each with a capacity of not less than 1000 watts for each.

(8) If electrical connections and/or searchlight are not in conformity, the vessel is liable to transit only in day-time and therefore, subject to delay. An additional due of (4 300 U.S.Dollars) will be imposed when the searchlight and/or electrical connections are not conform for the 3rd transit and each following .

Art.29 - Overhead Lights (Deck Lights) :

Overhead lights visible all round the horizon with a minimum range of 200 meters (roughly 650 feet) .

Art.30 - Bridge Wing Projectors :

Bridge wing projectors on either side of the bridge must be fitted to show the Canal banks clearly during the transit and mooring operations, it must have the following characteristics :

- Power about 4 LUX at an atmospheric transmission factor ($T = 0.74$) and minimum range 200 m.

Art.31 - Funnels :

Funnels must be lit to facilitate the identification of the vessel by night.

Art.32 - Bridge and Engine Room Communications :

Communication system between engine room and bridge must be in good working condition.

Art.33 - Pumping-Draining Arrangements :

The pumps and pumping arrangements including valves, pipes and strainer from several holds as well as from the engine and boiler spaces must be in good working condition.

Art.35 - Draught Marks :

All vessels shall have the draught plainly marked and painted upon the stem, amidships (including Plimsoll Mark and Deck Line) and stern post or rudder post according to load line convention. (See [drawing No. 23 for Canal and Lakes](#)) .

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Art.36 - Whistles and/or Sirens :

Whistles and sirens must be always ready for use, as prescribed in Part III, [Art.92](#).

Art.37 - Fire Fighting Equipment on Vessels :

(1)Vessels transiting the Canal should be equipped with the fire fighting equipment in accordance with the requirements of the SOLAS and its amended. All equipment should be in a good and efficient condition .

(2)Fire hoses with suitable nozzles attached shall be connected to the outlets of fire lines at all times while in Canal Waters. Sufficient hoses shall be connected to reach all parts of the vessels .

(3)Approaching Canal Waters, as precautionary measures, all vessels must have a fire [wire](#) hanging over the side ready for use fore and aft, before entering Canal Waters.

Art.38 - Side Doors :

When side doors are used for boarding, and the minimum vertical distance between the waterline and the bottom of the side door is less than six feet, they should be closed immediately after embarking and disembarking of pilot and during transit through the Canal.

Art.39 - Manning Vessels :

The crew of vessels intending to transit the Canal should have efficient and good knowledge of their vessel and be sufficient in number to permit safe handling of the vessel during transit.

Art.40 - Deck Watch and Engine Room :

When under way in Canal Waters, the vessel shall keep a full watch in the bridge and in the engine room, as well as anchor watch.

Art.41 - Special arrangements for VLCC's

(see [Art.58](#)).

Art.42 - Accommodations :

(1)A suitable (Officer Class) accommodation is to be put at the pilot's disposal while anchoring in the Bitter Lakes or making fast in mooring places alongside the Canal. In case of no suitable accommodation available, the vessel will pay extra dues of (300 U.S.Dollars) for each relieving pilot. She may be delayed if no relieving pilot is available.

(2)A sheltered place is to be provided for the mooring boatmen (3 to 6 men according to the size of the vessels) and two shore electricians for the projector, during transit.

Art.43 - Vessels Carrying Timber :

(1)The timber deck cargo shall be compactly stowed, lashed and secured in a way that it shall not hinder the navigation and allow safe access on deck.

(2)The loading must not exceed the Tropical Timber Load Line (L.T.) . The height of the deck cargo above the weather deck shall not exceed one third of the extreme breadth of the vessel.

Art.44 - Life Saving Appliances :

Life Saving appliances for vessels navigating in the Canal Waters should meet with the requirements of the SOLAS and amended.

Art.45 - Anchor Watch :

Anchor station is to be established during bad weather or poor visibility and when advised by the pilot.

Art.46 - Stoppage in Canal :

When anchored in the Bitter Lakes, Lake Timsah or stopped in the Canal, the engines should be always ready for use .

* * *

NOTE : In case of failing to comply with any of the previous requirements, a vessel may be delayed from joining the convoy and/or may be subject to special arrangements for her transit. This includes imposing convoying tugboats. Access to the Canal may also be refused.

SECTION III

INTERDICTION TO ENTER CANAL

Art.47 - Vessel not Allowed to Transit :

A vessel will not be allowed to transit the Canal in any of the following cases :

A-Any vessel whose Tropical Load Line is submerged, or Plimsoll Marks not plainly visible (Overloaded) .

B-Any vessel considered by the Suez canal Officials, dangerous for navigation.

C-If carrying dangerous cargo and not conforming to Part V of these Rules or carrying prohibited cargoes.

D-If having a list more than 3 degrees.

E-If trimmed in a way causing bad manoeuvrability.

F-If having deck loads protruding from vessel's sides in a manner endangering the safety of [transit](#).

G-If the vessel is so tender or loaded in a manner that dangerously affects her stability.

H-If her draught is in excess of maximum permitted according to these Rules.

I -For VLCC's and ULCC's if there is bad weather.

J -The SCA may consider delaying the vessel's entry to the Canal in case of bad weather.

K - Any vessel without anchors.

SECTION IV

PROCEEDING TO THE CANAL

Art.48 - Generalities :

(1) Masters shall ask for pilots by clearly displaying the signal described in Part III, Art. 93 at least two hours before the time they expect their vessel to be ready to get underway.

(2) Single up should not be before the pilot is on board .

(3) When several vessels are ready to get underway at the same time, the order of their sailing will be fixed by the CA.

(4) All vessels must stop whenever the passage ahead is not clear.

(5) They must slow down passing collapsed or under repairs banks, as well as when passing all vessels in sidings, hoppers, dredgers and other floating plant made fast.

(6) As soon as a vessel is made fast, she must hoist the signals described in Part III, Art. 92 : the vessel must be ready to slack down rope or cut them in case of need. Engines must always be ready to start.

CHAPTER III

CONVOY SYSTEM - MAXIMUM DIMENSIONS

TOWAGE AND ESCORTING

SECTION I

CONVOY SYSTEM

Art.49 - Formation of Convoys :

Three convoy system is applied in the Suez Canal.

A - [Northbound Convoy](#) :

B - [Southbound First Convoy \(N1 \)](#) :

C - [Southbound Second Convoy \(N2 \)](#) :

Art.50 - Limit Time of Arrival to Join Convoys :

A - Southbound Convoy :

(1) 4th Generation Containerships, 3rd Generation Containerships and VLCC's in ballast and loaded vessels over 42 draught who will anchor in the New Anchorage Area (V Berths) North West of Port Said and declared by Agents ready for transit, have to reach the anchorage Area within the limit time of 1900 hours.

Note:

a) Ships that arrive between 1900 and 2100 hrs can join first Southbound Convoy (N1) against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.

b) Ships that arrive after 2100 up to 2200 hrs can join first Southbound Convoy (N1) against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

c) See [Circular No. 1/96](#).

(2) Other vessels entering from Port Said Harbour have to reach the Anchorage Area (C berths) within the limit time of 1900 hours.

(3) Ships arriving after the limit time of 1900 hours and not later than 0300 hours will join the second Southbound convoy either from Port or direct from sea and be declared by Agents ready for transit, provided that the capacity of the Canal permits [art049 – C](#).

Note:

a) Ships that arrive between 0300 and 0400 hrs can join second Southbound Convoy (N2) against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.

b) Ships that arrive after 0400 up to 0500 hrs can still join second Southbound Convoy (N2) against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

c) See [Circular No. 1/96](#).

B - Northbound Convoy :

(1) Ships anchoring South of Conry Rock : 4th Generation Containerships, 3rd Generation Containerships, VLCC's Super Tankers, Heavy Bulk carriers LASH over 35.000 SC.G.T., L.P.G & L.N.G (Loaded or N.G.F) and vessels over 38 feet draught, have to reach the Anchorage Area (V Berths) and be declared by Agents ready for transit within the limit time of 0100 hours.

Note:

Ships that are allowed to join the tanker group:

a) When arriving between 0100 and 0300 hrs can join tankers group against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.

b) When arriving after 0300 and up to 0330 hrs such ships can still join the tankers group against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

c) See [Circular No. 1/96](#).

(2) Other vessels who will anchor North of Conry Rock have to reach the waiting area and be declared by Agents ready for transit within the limit time of 0300 hours.

Note:

Ordinary Ships allowed to join the NB Convoy:

a) Ordinary ships arriving between 0300 and 0400 hrs can join this convoy against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.

b) When arriving between 0400 and 0500 hrs they are allowed to join the same convoy against the payment of a surcharge of 5% of the transit tolls with a maximum of SDR 10500.

c) See [Circular No. 1/96](#).

C- In all cases, the documents required should be produced before the passage of the vessel by the Canal Office at Port Said or Port of Suez.

Art.51 - Courses to Keep on Leaving for Sea :

A - Port Said :

Vessels of Northbound convoy have to maintain course through the East Approach channel till Hm. 195 then alter course North 000 degree for five miles before altering to destination.

B - Port of Suez :

Vessels proceeding to sea have to maintain through the channel till the last pair of buoys, then keep the separation zone on the port side till the separation zone Buoy No.1.

SECTION II

MAXIMUM DIMENSIONS

VESSEL'S SIZES AND DRAUGHTS

Art.52 - Dimensions of Vessels Authorized to Transit

These dimensions are given hereunder :

A - Maximum Length : No restrictions.

B - Maximum Beam : [245 feet](#).

C - Maximum Draught :

Tables, I, II, give the maximum draught authorized in relation to the beam of vessel according to the following :

(1)Table I : For vessels In ballast transiting in either direction (See [Art.54](#)).

(2)Table II : For Loaded vessels transiting southbound & northbound (See [Art.54](#)).

D - Maximum Height : 68 m.

Art.53 - Conditions of Transit :

The Maximum draught for loaded vessels is according to Table II (must not exceed the Tropical Load Line). For vessels without tropical load Line indicated in the load Line Certificate, the maximum draught allowed will be the summer load Line.

(1)Vessels allowed to transit with a draught of over 50 feet up to 58 feet must, for the first passage, effectuate successful sea trial before entering the Canal either at Suez or Port Said Roads.

(2)Sister-ships are not to get benefit of authorization granted to a particular ship of the group.

(3)For safety measures, L.P.G., L.N.G in ballast or loaded, and loaded dangerous chemicals in bulk are included in the " Tankers " Group and they are placed ahead of the loaded tankers.

Art.54 - Speed :

Station	Tanker's Group	Other Vessels
Port Tewfik-Geneva, head current	11 km/hr	13 km/hr
Port Tewfik-Geneva, stern current	14 km/hr	15 km/hr
Geneva-Kabrit	14 km/hr	15 km/hr
Kabrit-Deversoir	15 km/hr	16 km/hr
Deversoir-PortSaid	14 km/hr	15 km/hr

TABLE I**DRAUGHT FOR VESSELS IN BALLAST TRANSITING****NORTH OR SOUTHBOUND (1) , (2)**

BEAM MAXIMUM DRAUGHT

Up to

245 ft. (74.67 m)

For. Aft.

32 ft. 36 ft.

(9.75 m.) (10.97 m.)

Over 245 ft.

(Over 74.67 m)

(1)Vessels of a Beam Over 210 ft. transit the Canal in a beam wind Not exceeding 10 Knots.

(2)Vessels of a Beam Over 245 ft. may be allowed to transit the Canal under special request.

BEAM AND DRAUGHT TABLE II

Loaded Vessels (Southbound & Northbound)

BEA DRAU BEA DRAU

M GHT M GHT

Ft.	in.	m.	cm.	ft.	in.	m.	Cm.	ft.	in.	m.	cm.	ft.	In.	m.	cm.
163	9	49	91	58	00	17	68	187	0	57	00	50	10	15	48
164	0		99	57	11		65		3		07		09		46
	3	50	06		10		63		6		15		08		44
	6		14		09		60		9		23		07		42
	9		22		08		57	188	0		30		06		40
165	0		29		07		55		3		38		06		38
	3		37		06		52		6		45		05		36
	6		44		05		49		9		53		04		34

9	52	04	47	189	0	61	03	32							
166	0	60	03	44	3	68	02	30							
166	3	50	67	57	02	17	42	189	6	57	76	50	02	15	28
6	75	01	39	9	84	01	26								
9	83	00	36	190	0	91	00	24							
167	0	90	56	11	34	3	99	49	11	22					
3	98	10	31	6	58	06	10	20							
6	51	05	09	29	9	14	10	18							
9	13	08	26	191	0	22	09	16							
168	0	21	06	23	3	29	08	14							
3	28	05	21	6	37	07	12								
6	36	04	18	9	45	06	10								
9	44	03	16	192	0	52	06	08							
169	0	51	51	02	17	13	3	60	05	06					
3	59	01	11	6	67	04	04								
6	66	00	08	9	75	03	02								
9	74	00	06	193	0	83	03	00							
170	0	82	55	11	03	3	90	02	14	98					
3	89	10	01	6	98	01	96								
6	97	09	16	98	9	59	06	00	94						
9	52	04	08	96	194	0	13	00	92						
171	0	12	07	93	3	21	48	11	90						
3	20	06	91	6	28	10	89								
6	27	05	88	9	36	09	87								
9	35	04	86	195	0	44	09	85							
172	0	43	03	83	3	51	08	83							
3	50	02	81	6	59	07	81								
6	58	01	78	9	66	06	79								
9	65	00	76	196	0	74	06	77							
173	0	73	54	11	74	3	82	05	75						
3	81	10	71	6	89	04	73								
6	88	09	69	9	97	03	72								
9	96	08	66	197	0	60	05	03	70						
174	0	53	04	07	64	3	12	02	68						
3	11	06	62	6	20	01	66								
6	19	05	59	9	27	00	64								
9	26	04	57	198	0	35	00	62							
175	0	34	03	54	3	43	47	11	60						
3	42	02	52	6	50	10	59								
6	49	02	50	9	58	10	57								
9	57	01	47	199	0	66	09	55							
176	0	64	00	45	3	73	08	53							
3	72	53	11	43	6	81	07	51							
6	80	10	40	9	88	07	49								
9	87	09	38	200	0	96	06	48							

177	0		95		08		36		3	61	04		05		46
	3	54	03		07		33		6		11		05		44
	6		10		06		31		9		19		04		42
	9		18		05		29	201	0		26		03		40
178	0		25		04		27		3		34		02		39
	3		33		03		24		6		42		02		37
	6		41		03		22		9		49		01		35
	9		48		02		20	202	0		57		00		33
179	0		56		01		17		3		65		00		32
	3		64		00		15		6		72	46	11		30
	6		71	52	11		13		9		80		10		28
	9		79		10		11	203	0		87		10		26
180	0		86		09		08		3		95		09		24
	3		94		08		06		6	62	03		08		23
	6	55	02		08		04		9		10		07		21
	9		09		07		02	204	0		18		07		19
181	0		17		06		00		3		26		06		18
181	3	55	25	52	05	15	97	204	6	62	33	46	05	14	16
	6		32		04		95		9		41		05		14
	9		40		03		93	205	0		48		04		12
182	0		47		02		91		3		56		03		11
	3		55		01		89		6		64		03		09
	6		63		01		86		9		71		02		07
	9		70		00		84	206	0		79		01		05
183	0		78	51	11		82		3		87		01		04
	3		85		10		80		6		94		00		02
	6		93		09		78		9	63	02	45	11		00
	9	56	01		08		76	207	0		09		11	13	99
184	0		08		08		74		3		17		10		97
	3		16		07		71		6		25		09		95
	6		24		06		69		9		32		09		94
	9		31		05		67	208	0		40		08		92
185	0		39		04		65		3		47		07		90
	3		46		03		63		6		55		07		89
	6		54		02		61		9		63		06		87
	9		62		02		59	209	0		70		05		85
186	0		69		01		57		3		78		05		84
	3		77		00		55		6		86		04		82
	6		85	50	11		52		9		93		03		80
	9		92		10		50	210	0	64	01		03		79

SECTION III

TOWAGE AND ESCORTING

Art.55 - Canal Authority Tugs :

(1)At Port Said Harbour, tugs may be placed at the disposal of Masters if the CA deems it necessary. No charge is made for the assistance given by these tugs to transiting vessels, for mooring and getting underway. In all other cases, a charge is levied as indicated in [Part IV, Art.105](#).

Vessels manoeuvring in the harbour are required to provide their own ropes. Wire tow ropes are [prohibited](#).

(2)In other cases, tugs may be hired for mooring, towing for getting a vessel afloat. Charges paid by vessel will be according to rates indicated in [Part IV, Art.105](#).

(3)In accordance with the terms of Art. 57 of the present Chapter, the Officials of the CA may impose on certain defective vessels, or vessels carrying dangerous cargo a tug or more for towing or escorting during the transit of the Canal. In such cases, charges are paid according to [Part IV, Art.105](#) and follow the present Rules.

(4)The Master of a vessel using a tug placed at his disposal has the exclusive direction and control of the manoeuvres of both the vessel and the tug.

(5)Whatever may be the conditions or circumstances under which the Canal Authority tugs are made use of by a vessel, the Master of the vessel is responsible for any damages or accidents whatsoever resulting directly or indirectly from the use of the said tugs, including damage which may occur to tugs themselves, and to equipment.

Art.56 - Use of Private Tugs :

(1) In case the SCA tugs are not available, shipping companies will be allowed to tow their "towed units" by tugs to be provided by them (see [appendix](#)).

Such tugs should be approved by the Suez Canal Authority, prior to transit.

(2) Apart from the special towage dues, tugs belonging to private owners are subject to the strict observance of all Parts of the Rules relative to vessels manoeuvring, in transit or berthing.

(3) Towing arrangement must be supervised and approved by SCA personnel.

Art.57 - Cases of Imposed Tugs :

Chargeable tugs shall be imposed during Canal transit in the following [cases](#):

- (1)The CA may require any vessel to take a tug or tugs through the Canal, when in its judgement such action is necessary to ensure safety of the vessel or to the Canal.
- (2)Any vessel without mechanical power, or the machinery of which is/or becomes disabled, or steers badly, or which is liable to become unmanageable for any reason, shall be towed through the Canal.
- (3)Vessels having engine or steering gear trouble for the second time during the same passage.
- (4)Bad view vessels owing to deck cargo, containers, cranes or constructions impeding the view from the wheelhouse and wings.
- (5)a- Vessels unable to use one of both anchors. ([Ref. Art.23](#)) .
b- Vessels over 1500 SC.G.T. built with one anchor.
c- Vessels over 1500 SC.G.T. built with more than one anchor if only one of them on the bow.
- (6)Drilling vessels.
- (7)Vessels with two engines on one propeller of which one is out of order for any reason and can not maintain speed of 10 knots at least without current after sea trial to assure the speed and valid sea worthiness certificate.
- (8)Vessels with two engines on two propellers of which one is out of order.
- (9)On Master's request for one tug or more.

Art.58 - Escorting :

First: Escorting the ships transiting the Suez Canal is effectuated according to the SC net tonnage and not the summer dead weight.

The escort of VLCC's, ULCC's, L.P.G, L.N.G, Large Bulk carriers and other [vessels](#), will be as follows:

(1) Loaded vessels less than 70,000 SC N.T. will be escorted by one tug if for technical reasons SCA finds it necessary, or when the vessels draught is more than 47 feet.

(2) Loaded vessels from 70,000 SC N.T. to 90,000 tons will be escorted by one tug.

(3) Loaded vessels over 90,000 SC N.T. will be escorted by two tugs.

(4) Vessels in ballast over 130,000 SC N.T. will be escorted by one tug.

(5) L.P.G., and L.N.G. over 25,000 SC N.T. ([except G.F.](#)), will be escorted by one [tug](#).

(6) Vessels in ballast with beam over 218 feet up to 233 feet will be escorted by one tug.

(7) Vessels in ballast with beam over 233 feet will be escorted by two tugs.

(8) Towed scrapped vessels in ballast 80,000 SC N.T. and over will be escorted by one tug.

Second: The SC net tonnage is assessed regardless of sizes that are temporarily added in each transit (such as double bottom tanks or containers on deck .. etc)

N. B. (1) :

Reference to [Art.57](#) and [Art.58](#) :

(1) Any vessel escorted by one tug and the situation requires another imposed tug, same tug is considered imposed needles for a second tug.

(2) Any vessel escorted by two tugs and the situation requires a third imposed tug, one of the two escorting tugs will be for escort and the second is imposed needless for a third tug.

N. B. (2) :

The prementioned vessels in Art.57 and 58 have to prepare two polypropelene ropes 16" [circumference](#) to join the stern of the tug during stopping operations.

The ropes should be eye spliced to fit in the quick release hook on the tug with adequate length to give distance between fore of the tug and stern of the vessel at about 50 meters.

On the vessels, these ropes will be made fast on stern bitts port and starboard. Their eyes will be hanging over the stern about 2 meters above water and lashed with rope stoppers to break loose when necessary.

Responsibility in cases mentioned before : Either imposed or escorted tug, the Master is responsible for any damage that may happen to SC tugs, directly or indirectly during the voyage, whatever the reasons of the damage may be.

CHAPTER IV

ACCIDENTS AND SAFETY

PRECAUTIONS AGAINST FIRE AND POLLUTION

Art.59 - Accidents :

(1)Whenever a vessel is underway and accidentally stopped, she must if other vessels are following, attract their attention by giving five or six short blasts on the whistle or siren. This signal is to be repeated at short intervals. It means :

" I am reducing speed and may have to stop and make fast "

Vessels stopped accidentally at night, must in addition, immediately replace their White light astern by a Red light.

(2)In case of grounding, the Master must immediately hoist the signal shown in Part III, Art. 93 of these Rules, and send a radio message whether a tug is required or not, whether or not passage is clear for the tug and whether lightening is necessary, etc.

(3)When a vessel runs aground, CA Officials are alone empowered to order and direct all operations required to get the vessel afloat and in case of need, to get her unloaded and towed. Nevertheless, Masters remain responsible for all damages or accidents of any kind which may be direct or indirect consequent to the grounding.

(4)All attempts on the part of other vessels to get off a vessel aground are strictly prohibited.

(5)When a vessel stops in the Canal itself in consequence of an accident other than (collision, engine troubles auxiliary and steering gear troubles) CA, in order to clear the way with all possible speed and to get her underway, will assist by the necessary tugs to afloat her, free of charge.

(6)If once afloat, and the Canal Officials find it necessary to tow or escort the vessel by a tug or more, she must from that moment, pay towage charges as mentioned in Part IV , p. 208. Moreover, it is understood that the vessel bears all expenses necessary for repairs of any damage or breakdown which might interfere with her getting underway, regardless of the time when such damage or breakdown takes place.

(7)When a vessel grounds or stops outside the Canal itself or if the grounding or stoppage is due to a collision, all charges for getting the vessel afloat, towing, unloading, etc..., are payable by the vessel and must be settled as per statement drawn up by CA before the vessel leaves Port Said or Port of Suez.

(8)Whenever a collision appears probable, vessels must not hesitate to run aground should this be necessary to avoid it.

(9)When a vessel or floating structure of any description runs aground or strands or sinks or is left abandoned, either in the Canal itself or in one of its ports, Waiting and Anchorage Areas and CA deems an obstruction or a menace to navigation in Canal Waters, the Authority has the right to take of its own accord such action as may be necessary for the purpose of removing or destroying the vessel or floating structure by whatever means CA may select and at the risk and expense of the owner of, or the person responsible for the vessel or the floating structure. The SCA has in this case, the right to sell the vessel or the floating structure of the wreck salvaged or all of them together in public auctions with a view to covering all kinds of expenses.

Art.60 - Leak :

(1) In Case of leak, when the ship is approaching channel, sea waiting areas and Harbour the Master must inform the Harbour Office at once.

(2) When in Canal or anchored in lakes, the Master must inform immediately the Movement Office. At the same time he must make the appropriate International Signal and Call attention by sounding a prolonged blast on the whistle or siren; and take all necessary measures to stop the leakage and ensure the safety of the vessel and environmental protection.

(3) The SCA officials, whose decision shall be final, may order any action deemed necessary in the best interest of all concerned; change of berth or mooring, beaching or taking the vessel out to sea.

(4) The Master, the owner and/or operators of the vessel is nevertheless responsible for all damages or accidents arising directly or indirectly from the salvage operations.

(5) The Master, the owner and/or operators of vessel shall be liable to indemnify any damage that may occur from pollution directly or indirectly to the environment and shall pay all expenses incurred for its removal, cleaning costs and all costs and compensation for any damage to the environment. (E.E.P.A No.4,1994 shall be applied)

Art.61 - Fire Fighting :

(1)Vessels transiting the Canal should be equipped with the fire fighting equipment in accordance with the requirements of the SOLAS. All equipment should be in a good and efficient condition.

(2)Fire hoses with suitable nozzles attached shall be connected to the outlets of fire lines at all times while in Canal Waters. Sufficient hoses shall be connected to reach all parts of the vessel.

(3)Approaching Canal Waters, as precautionary measures, all vessels must have a fire [wire](#) hanging over the side ready for use fore and aft, before entering Canal Waters.

Art.62 - Fire on Board :

(1) In case of fire on board, when in harbour, the Master must inform the Harbour Office at once.

(2) When underway in the Canal or anchored in the Lakes or made fast in Canal, Master must inform the Movement Office. He must at the same time, make the appropriate International Signal and call attention by sounding a prolonged blast on the whistle or siren. Also, he must make ready to get underway if required to do so.

(3) Neighbouring vessels must in such cases also be ready to change berth.

(4) Masters are responsible for the use of, on board their vessels, the fire fighting appliances and installations for the stability and safety of their vessels.

(5) The SC officials will cooperate with the Master for the purpose of directing the fire fighting operations.

(6) If in the opinion of CA officials, whose decision shall be final, there is a risk of fire spreading, they may order any action deemed necessary in the best interest of all parties concerned; change of mooring, beaching or taking vessel out to sea. It is understood that Masters are nevertheless responsible for all damages or accidents arising directly or indirectly from outbreaks of fire or salvage operations.

Art.63 - Fuelling :

(1)A vessel at fuel berth or while being supplied by fuel in waiting areas, shall at all times be ready for immediate fire fighting. She shall keep up steam and be ready to move on short notice.

(2)The Master, the owners and/or operators of the vessel shall be liable to indemnify any damage that may occur from pollution during fuelling operation.

Art.64 - Pollution :

A - Discharge of substances polluting waters :

Vessels must not discharge or throw into the Canal waters any polluted ballast water, heavy slops, engine or fire room polluted bilge water, oil or any other substances that will cause pollution.

The Egyptian Environmental protection Act. No. 4, 1994 Prohibits the discharge of any polluting substances into waters. The Provisions of this Act will apply for any discharge of polluting substances.

B - Oil pollution notification :

Whenever a vessel observes oil slick or oil mixture discharge in the sea waiting areas, Approach Channels, Port Said harbour, Canal water and anchorage areas in lakes, she must at once inform SCA with the following informations if possible :

- (1)The Time of observation.
- (2)The location and place and area covered by the slick.
- (3)The directions of movement of the slick.
- (4)The approximate oil thickness if possible.
- (5)If know, the name of vessel causing the slick.
- (6)The meteorological and oceanographic conditions, if possible.
- (7)Any other informations.

CHAPTER V

PROHIBITIONS, DEFECTS AND CHARGES

General :

When a vessel is in Canal Waters, either in anchorage areas or ports or during transit, the following is prohibited :

Art.65 - Use of Anchors, Thrusters, Gyropilot and Whistle or Siren :

(1) Masters must avoid anchoring or using the thrusters in the Canal, except in case of absolute necessity.

(2) The use of Gyro-pilot (Automatic steering) in the Canal is absolutely forbidden.

(3) Vessel unable to use both of her anchors is prohibited to transit Canal on her own power. She may transit as a towed unit after survey (See [Appendix](#)).

(4) The sounding of a whistle or siren is prohibited except for giving any authorized or required signal, as mentioned in Part III, [Art.92](#).

Art.66 - Firing Shots :

(1)Firing shots are not allowed.

(2)An additional due of(300 U.S. Dollars) will be imposed for violation of this rule.

Art.67 - Picking up Objects from Water :

(1)Whenever any object or merchandise whatsoever falls overboard, it must be immediately reported to the Canal Authority. If it is considered that the picking up can not be affected by the vessel without impeding transit, CA will proceed to carry it out, at the expense of the vessel.

(2)An additional due of (300 U.S. Dollars) will be imposed for violation of this rule.

Art.68 - Riveting Welding ... etc :

(1) Riveting, welding, burning, metal cutting or similar operations requiring the use of heat, are not allowed unless authorized by SCA.

(2) An additional due of (750 U.S. Dollars) will be imposed for violation of this rule.

Art.69 - Pollution :

(1)See [Art.64](#).

(2)In case of leakage of any polluting material from a vessel, due to any reason, the Master, the owners and/or operators of the vessel shall be liable to indemnify any damage that may occur from the pollution directly or indirectly or to the environment and shall pay all expenses incurred for its removal and all compensations. Moreover, she shall pay for all claims regarding cleaning costs and all environmental economic losses caused from the pollution.

Art.70 - Direct Lights :

Under no circumstances shall the rays of any blinding lights be directed to the bridge or any other direction which would interfere with the safe navigation of other vessels.

Art.71 - Embarking and Disembarking of Persons :

(1)Unless authorized by CA or Port Officials, no person shall embark or disembark from a vessel while passing through the Canal or in Ballah, Timsah Lake or the Bitter Lakes.

(2)An additional due of (300 U.S. Dollars) will be imposed for violation of this rule.

Art.72 - Boats, other than the Canal Authority's Own :

Not allowed to come alongside vessels underway or manoeuvring except the following at their risk :

(1)Quarantine and Police boats.

(2)Mooring boats.

(3)The ship's agent's boats.

Art.73 - Vessel Overtaking Another :

(1)Vessels proceeding in the same direction are not allowed to overtake one another while underway in the Canal Waters and ports unless authorized by the Suez Canal Control Office.

(2)An additional due of (750 U.S. Dollars) will be imposed for violation of this rule.

Art.74 - Boat Drills :

(1)No boat drills are allowed except after authorization.

(2)An additional due of(300 U.S. Dollars) will be imposed for violation of this rule.

Art.75 - Venting :

(1) Venting of toxic and explosive gases is prohibited in Canal Waters.

(2) An additional due of (20000 U.S. Dollars) will be imposed for violation of this rule.

Art.76 - Long Stay :

Unless due to conditions of traffic or incidents in the Canal, transiting vessels should not remain more than 24 hours in Port Said berths, anchorages in Port Said and Port of Suez roads, Timsah Lake or Bitter Lakes ([See berthing dues part IV, Art. 102](#)).

Art.77 - Vessels Having Damaged Container with Dangerous Cargo :

If upon arrival of a vessel in Waiting Areas or Port or while transiting the Canal, it is found that a container of dangerous cargo has been damaged or leaking, the Master of the vessel has to notify the Suez Canal Port Authority at once. In case of dangerous situations, the vessel may be ordered to leave the Port or Waiting Area to sea.

Art.78 - Declaration of State of Navigability :

The Master shall hand in duly filled and signed, the declaration of state of Navigability.

The form to be handed to him by the pilot on his arrival on board :

DECLARATION FORM

I, the undersigned, Master of the

(1) Certify that my ship satisfies the conditions laid in Part I Article 18 to 45 of the Navigation Regulations and that in particular, the engines and the steering gear are in good working order.

(2) I declare that my ship has, at the present time, the following defects in engines or steering gear

(3) I declare, also, that the wireless installations on my ship permit to transmit on the frequencies, in KHz :

Telegraphy KHz.

Telephony KHz.

(4) I state also that my ship is/is not fitted with a Rudder angle indicator and Engine R.P.M. indicator on the bridge in such a position that the pilot may read both without having to move away from his station, and that the

[\(Rudder angle indicator](#)/Engine R.P.M indicator) is/are in good working condition.

I undertake to bring to the notice of the Suez Canal Authority, before my ship enters the Canal, any defects, not specified above, which may appear.

Made at Port, the signature :

PART II

CANAL AND LAKES (CHARACTERISTICS)

CHAPTER VI

CANAL AND LAKES

Art. 79- Canal and Approaches :

A- Length of the Navigable Channel :

(1)East Approach Channel (Port Said) : km.

a)Distance from outer pair of light buoys

(East Branch) at Hm. 195 to Hm. 94.90

where it joins the west approach channel is 10.010

b)Distance from Hm 94.90 to the pair of

revolving light beacons at Km.2.738 E 12.228

(2)West Approach Channel (Port Said) :

a)Distance from Fairway buoys to Port Said

Light- house is 11.040 Km.(Bear'g 017degree)

b)Distance from Port Said Lighthouse (Km. 0.000)

or (Km.3 east branch) to Ismailia is78.500

c)Distance from Ismailia to Port Tewfik (Km. 162.250) is .. 83.750

d)Distance from Port Tewfik (Km. 162.250) (Hm.000) to the outer pair

of buoys Hm. 80.50 is8.050

TOTAL Length of the Navigable Channel192.548

B-Characteristics of the Navigable Channel (Canal and Approaches) :

(1) North approaches :

a)Port Said East Approach Channel from Hm. 195 to Km. 1.000 :

i)Depth of water21.00 m.

ii)Channel width measured at 21 m. depth :

Hm. 195.00 745 m.

Hm. 80.00 E 400 m.

Km. 1.000 E 130 m.

iii)Side Slopes :

Natural land side slopes, ranging from 5/1 near shore to about 15/1 in the offshore part.

b) Port Said West Approach Channel from Hm. 95.00 to Port Said :

i)Depth of water16.50 m.

ii) Channel width measured at 16.50 m. depth :

Hm. 80.00 520 m.

Hm. 25.00230 m.

(2) Canal Cross Sections [See [Drawings No. \(10 \) a, b](#)] :

a) The Canal cross sections are trapezoidal in shape, having side slopes of 4/1 in the northern part, up to Km. 61.00 and 3/1 in the southern part.

Toussoum Zone is the only place where the Western slopes are 2.5/1.

b) Tables of main dimensions of cross sections all through the Canal ([See the corresponding table](#))

c) Both sides of the Canal are provided with mooring bollards.

(3) South Approach from Hm. 0.00 (Km. 162.250) to Hm. 80.50 :

a)Depth of water 23.50 m.

b)Channel width measured at 19 m. depth from Hm. 0.00 to Hm. 80.50 is 292.00 meters.

c) Side slopes 3/1.

C - DEPTH AND WIDTH OF DIFFERENT PARTS OF THE CANAL :

1- [Main Canal and Bitter Lake East Channel.](#)

2- [Canal West Branches and Bitter Lake West Channel.](#)

D - Bends in the Canal :

The bends in the navigable channel have the following characteristics :

(1)Radius of navigation line = 5000 meters.

(2)Width of channel at 11.00 meters depth = 225 - 242 meters.

(3)Width of channel at 19.00 meters depth. North of Km. 61.000 (side slopes 4/1) = 176 meters.

(4)Width of channel at 19.00 meters depth, South of Km. 61.000

(side slopes 3/1) = 177-192 meters.

(5)At the ends of two bends, there is usually a funnel made to allow increasing the width of the channel from the width of the straight part to the width of the curves, (At 11.00 meters depth).

(6)Location of beginning and end of each bend are included in the following table :

Canal Bends	Kilometric indication of beginning point	Kilometric indication of end point
Km.51	Km.49.510	Km. 51.480 W Km. 51.790 E
Km. 53	Km. 52.050	Km. 53.520
Km. 57	Km. 56.870	Km. 58.800
Km. 61	Km. 60.310 W Km. 59.940 E	Km. 63.300
S' curves	Km. 71.960	Km. 75.300
Timsah curve	Km. 76.520	Km. 81.700 E
Km. 85	Km. 85.030	Km. 87.400
Km. 103	Km. 102.600	Km. 105.30
Km. 122	Km. 121.940 E Km. 122.500 W	Km. 125.510
Km. 130	Km. 129.500	Km. 131.980
Km. 146	Km. 145.500	Km. 146.330
Km. 154	Km. 154.700	Km. 155.720
Km. 157	Km. 156.280	Km. 160.000

Note :At the approaches of the by-passes, bends are made with radius more than 5000 meters.

E - By-passes and Loops :

(1)Port Said By-Pass ([See Drawing No. 4 Part II](#)) :

A by-pass is dredged East of Port Fouad starting at Km. 17.00 and extending straight to join the existing Port Said roadstead at Hm., 94.90 and continuing till Hm. 195 This channel (By-pass) is used for the exit of Northbound ships, the entry of VLCC's in ballast, 4th generation containerships and 3rd generation containerships, LASH over 35.000 SC.G.T.,L.P.G., L.N.G. tankers and Vessels with draught over 42 feet coming from North .

Characteristics and Dimensions :

The kilometric marks are followed by letter "E" to distinguish them from those of the West branch .The inland part (from Km. 1.500 E to Km. 15.465 E) width (at 19.00 meters depth) is 146 meters with side slopes 4/1. Theoretical depth 20.50 meters . It is fitted with bollards on the Western side, spaced every 100 meters.

The seaward part (from Km. 1.000 E to Hm. 94.90 E) with width (at 21 meters depth) ranging from 130 meters at Km. 1.000 E to 400 meters at Hm. 80.00 E with natural side slopes ranges from (5/1-15/1).

Two revolving light beacons on each bank, to indicate the entrance of Canal from East Approach channel at Km. 2.738 E.

(2) Ballah Loop ([See Drawing No. 5 part II](#)) :

Between Km. 51 and 61 the Canal is doubled in the East by a branch. The zone

comprising the 2 branches of the Canal limited by the North and South ends where the 2 branches meet, is called " Ballah Loop ".

In the East Branch the kilometric marks are followed by letter "E". The length of the East Branch is 8.490 Km.

WestEast

BranchBranch

Kilometric marking of North end51.47751.449 E

Kilometric marking of South end60.33359.943 E

Slope of Bank 4/1.

In the West branch, 15 mooring berths are situated on the Eastern bank and numbered South to North.

(3)Timsah By-Pass (See [Drawing No. 6 Part II](#)) :

Between Km. 76.580 and Km 81.700 E.

Characteristics and Dimensions:

The kilometric marks are followed by letter" E".

Length: 5.110 Km. counted at right angle from Km. 76.578 to Km. 81.700.

Width: 182 meters at a depth of 19 meters.

Slope: The side slope is 3/1.

The radius of its axis 4905 meters

The by-pass is used by North and Southbound vessels.

(4)Deversoir By-Pass (See [Drawing No. 7 Part II](#)) :

A branch is dredged East of the existing channel at Deversoir zone. This branch begins at Km. 95.000 and joins the main East channel in the G.B.L. at Km. 104.160. This branch is used by Northbound vessels.

Dimensions:

Width : 142 meters at 19 meters depth.

Depths: 20.500 meters from Km. 95.000 to Km. 100.670.

20.000 meters from Km. 100.670 to Km. 102.600.

19.500 meters from Km. 102.600 to Km. 104.160.

Side Slope: 3/1.

(5)Kabrit By-Pass (See [Drawing No. 9 Part II](#)) :

The By-Pass is situated in the East of the Main Canal. It begins at Km. 114.957 and ends at Km. 122.100. It is (250 - 152 meters) wide at a depth of 19 meters, the bank slope is 3/1.

The by-pass is separated from west branch by a submerged island at a depth between 2 and 6 meters.

The width of the island varies between 200 meters in the North and 66 meters in the South. Some mooring bollards have been installed on the submerged island to be used in case of emergency.

The two extremities of the submerged island are marked at Km. 115.025 and 122.150 by a light buoy painted horizontally Black and Yellow and showing a flashing White light.

The by-pass (East channel) is used by Northbound vessels. Southbound vessels use the West channel.

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CANAL AND LAKES (CHARACTERISTICS)

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Width: 182 meters at a depth of 19 meters.

Slope: The side slope is 3/1.

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Dimensions:

Width : 142 meters at 19 meters depth.

Depths: 20.500 meters from Km. 95.000 to Km. 100.670.

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The by-pass is separated from west branch by a submerged island at a depth between 2 and 6 meters.

The width of the island varies between 200 meters in the North and 66 meters in the South. Some mooring bollards have been installed on the submerged island to be used in case of emergency.

The two extremities of the submerged island are marked at Km. 115.025 and 122.150 by a light buoy painted horizontally Black and Yellow and showing a flashing White light.

The by-pass (East channel) is used by Northbound vessels. Southbound vessels use the West channel.

Art.80-Lakes:

A -Lake Timsah (See [Drawing No. 6 Part II](#)) :

Lake Timsah extends from Km. 76.500 to Km. 80.520. In the presence of the Timsah by-pass, Lake Timsah is used mainly as an anchorage area.

B -Great Bitter Lake (See [Drawing No. 8 Part II](#)):

There are 2 dredged channels in G.B.L. The East is the main channel about 358 meters wide at 19.00 meters depth and dredged to 19.50 meters for Northbound vessels. The West channel 232 meters wide at 14.00 meters depth dredged to 14.50 meters depth for Southbound vessels. These channels divide the Great Bitter Lake into two anchorage areas :

- One to the East for the Northbound convoy .
- One to the West for the Southbound [convoy](#) .

Each convoy is to keep strictly to its assigned channel.

Art.81- Floating Bridges :

The fixed parts of floating bridges are outside the line of navigational buoys. The bridges may be rigged day or night. Positions of floating bridges at Km. 88.200, 67.550, 47.200.

CHAPTER VII

BUOYAGE SYSTEM IN THE CANAL

Art.82- Buoyage:

The navigable channel is marked by pairs of light buoys.

On the east side: **Green** buoys showing **Green light**.

On the west side: **Red** buoys showing **Red light**.

In the straight parts, the distance between each pair is 1.5 kilometers .

In the north section and 1.0 kilometer in the south section.

In the curves, the distance will be less than 1.0 kilometer.

All buoys in the Canal and its approaches are fitted with radar reflectors.

Art.83- Position and Characteristics of Buoys in the Suez Canal :

A - Approaches and Sea Channels:

1- [Port Said:](#)

2- [Port of Suez:](#)

B- The Suez Canal:

1- [West Branch “Port said”:](#)

2- [East Branch “Port said”:](#)

3- [Main Canal:](#)

4- [West Branch “Ballah”:](#)

5- [East Branch “Ballah”:](#)

6- [Timsah Lake:](#)

7- [East Branch “Timsah”:](#)

8- [West Branch “Deversoir”:](#)

9- [East Branch “Deversoir”:](#)

10- [Great Bitter Lake:](#)

11- [West Branch “Kabrit”:](#)

12- [East Branch “Kabrit”:](#)

CHAPTER VIII

NATURAL CONDITIONS

Art.84 - Tides and Currents in SC :

The SC is divided into three main sectors according to the nature of tide in each.

The characteristics of each can be summarized as follows :

A -The Northern Sector :

This part is located between Port Said and the G.B.L. :

(1)The height of tide at Port Said co-oscillates with the tide of the Mediterranean Sea with 0.50 meter extreme tidal range (Difference between highest and lowest levels) at Spring tides.

This tidal range decreases gradually going South, to be about 0.20 meter at the entrance of Lake Timsah.

(2)In this sector, the peak tidal current may reach 1.0 knot (in case of no wind).

(3)Currents may be doubled by strong prevailing winds.

(4)Peak currents occur about 50 minutes after predicted HW and LW at Port Said.

(5)The duration and velocity of currents in this sector are greatly affected by the relative mean sea levels between the Mediterranean Sea, the Bitter Lakes and the Red Sea as follows :

a)In Summer: between July and October, the mean sea level at Port Said is slightly higher than that of the Bitter Lakes. This difference (which reaches its maximum of about 0.20 meter in September), beside the great evaporation at the Bitter Lakes, causes the predominance of the Southward current in duration and velocity.

b)In Winter: between December and May, the Mean sea level at the Bitter Lakes is slightly higher than that of Port Said. This difference which reaches its Maximum of about 0.30 meter in January, causes the predominance of the Northward current in duration and velocity.

B -The Lakes : (Timsah and Bitter Lakes) :

(1)The Lakes along the Canal have an important role in dampening the effects of sudden meteorological changes.

(2)The Bitter Lakes with a surface of about 250 Km² reduce the vertical movement of the tide to a minimum between Km.100 and Km. 130.

(3)The high spring tide range (MHWS) in G.B.L. may reach 0.25 meter.

(4)The phase of the vertical tide in G.B.L. is about 3 hours later than that of Port Tewfik.

(5)The vertical tide in Lake Timsah is almost in phase with the tide in G.B.L.

C -The Southern Region :

This part is located between Port of Suez and the Bitter Lakes :

(1)The height of tide in Suez co-oscillates with the tides of the Red Sea with extreme tidal range of about 1.90 meters at Spring tides. This range decreases gradually going North till the Bitter Lakes entrance to be 0.15 meter at Genefa.

(2)The tidal volume of the Bitter Lakes is very large compared to the tidal volume of the Southern section. Consequently, the currents are relatively strong and almost uniform between Port Tewfik and Genefa

(3)In this region, the Northward current is called Flood and the Southward current is called Ebb.

(4)Peak currents occur about 50 minutes after predicted HW and LW at Port Tewfik.

(5)At the entrance of the Canal, Km. 159, the Flood tide starts at an average of 3 hours after the Low Water at Suez. The Ebb tide 3 hours after High Water in Suez.

(6)Generally in Summer, the duration of the Ebb exceeds the average of 6 hours. In Winter, the Flood is the predominant. The Ebb is prolonged by " Strong Northerly Winds". The Flood is prolonged by "Strong Southerly Winds".

(7)In this region, the average peak current is about 1.5 knots. In Spring tides, current may reach 2.5 knots.

(8)The change of current occurs 5 to 10 minutes later on the bottom of the Canal, than on its surface.

D -Current Buoys:

In the Canal, there are current buoys indicating the direction of the current :

Head Current : Red & White horizontal bands or 1 reflector at night.

Stern Current : Black & White vertical stripes or 2 reflectors at night.

These buoys are laid in the following positions :

El RaswaKm. 3.710 East

Port FouadKm. 2.750 "

Ras El Ech (E)Km. 12.800 "

Ras El Ech (W)Km. 14.304 "

TinehKm. 24.775 "

CapKm. 35.420 "

KantaraKm. 45.130 "

Ballah (E & W)Km. 54.770 "

FerdanKm. 64.894 "

IsmailiaKm. 76.127 "

ToussoumKm. 86.780 "

Deversoir (E & W)Km. 97.845 "

Kabrit (E & W)	Km.120.827 "
Genefa	Km.133.950 "
Chaloufa	Km.146.125 "
Port Tewfik	Km.160.300 "

Art. 85 - Weather Forecast :

Six Meteorological stations are installed on the Canal area. Information about weather will be passed to vessels through pilots, Ismailia Radio station.

PART III

COMMUNICATIONS SIGNALS

CHAPTER IX

RADIO COMMUNICATIONS

Art.86 - Wireless and Inmarsat Service :

(1)General :

Vessels must have their W/T and radiotelephony apparatus in good working order before entering the Canal.

They must also be fitted with a V.H.F. set easily operated from the bridge. It must have the working frequency range of the marine band (156 to 174 MHz) especially channels 6, 8, 9, 10, 11, 12, 13, 14, 15, 16, 71, 73, 74. If not, they will rent one from SCA for transit.

(2) SCA Marine communication center (SUQ) :

SC wireless station (marine communication center) SUQ has different communication facilities to contact with vessels in the open sea or approaching areas and while transiting the Canal.

All these communication facilities are in compliance with the latest GMDSS regulation :

I - Radio Telex :

a)Frequency allocated to contact with vessels by radio telex from open sea to inform SCA of their expected time of arrival (E.T.A) to Port Said or Port Tewfik harbours.

ID.NO.4820/Hours of service : 24 H.

TransmitsReceivesModeWatch hours

42506310FIBH 24

4205

Vessels are requested to send the following data before arrival by 48 H and 24H and when arriving the approaches.

Vessel name Call sign SCID ETA Draft SCGT

.....

Cargo Dangerous Cargo and Flash point

.....

Origin Destination Agent name.

.....

b)Frequencies allocated to contact with vessels by radio telex while transiting Suez Canal or from waiting areas.

ID.NO.4820/Hours of service : 24 H.

Transmits Receives Channel Mode Watch hours

1612 2147 211 FIB H 24

Rtty and broadcast facilities are available on the same frequencies.

II - W/T Morse :

W/T Morse will continue to contact with Vessels transiting the Canal and from waiting areas.

W/T (MF) Hours of service : 24 H.

Call sign Transmits Receives Channel Mode Watch Hours

SUQ 520.5 469.5 109 A1A-A2A 24 H

and 454

III- Inmarsat communication :

Vessels have on board Inmarsat station to contact SCA's (SES) at SC marine communication center SUQ to send their E.T.A before arrival by 48 H and 24 H and when arriving the approaches.

The SCA's (SES) identification numbers ID are as follows :

a) Telex : 581 - 1622570

b) Voice : 871 - 1622570

c) Fax : 871 - 1622574

Answer back : Suez

IV - International Land Telex and Fax :

SC Marine communication center SUQ has international

Telex NO. 63528 SUQ SC UN.

And also international Fax No. 002-064-393517

V - Weather Reports :

SUQ has broadcasting daily weather reports and navigational warnings (If exist) to vessels transiting the Canal or in the approaches.

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Answer back : Suez

IV - International Land Telex and Fax :

SC Marine communication center SUQ has international

Telex NO. 63528 SUQ SC UN.

And also international Fax No. 002-064-393517

V - Weather Reports :

SUQ has broadcasting daily weather reports and navigational warnings (If exist) to vessels transiting the Canal or in the approaches.

Art.87 - VHF-UHF Radiotelephony :

A - VHF Radiotelephony for vessels from Sea :

(1) At Port Said :

a) Port management (Listening) :

Call sign : (Port Said 16) (HP-1) 156.800 MHz

b) Pilot vessel and Radar guidance :

i) Outside the harbour :

Call sign : (Port Said 12) (HP-2) 156.600 MHz

ii) Inside the harbour :

Call sign : (Port Said 13) (HP-3) 156.650 MHz

c) Admeasurement Office :

Call sign : (Port Said 73) (M) 156.675 MHz

(2) At Port of Suez :

a) Port management (Listening) :

Call sign : (Suez 16) (HP-1) 156.800 MHz

b) Pilot vessel and Radar guidance :

i) Outside the harbour :

Call sign : (Suez 11) (HP-2) 156.550 MHz

ii) Inside the harbour :

Call sign : (Suez 14) (HP-3) 156.700 MHz

c) Admeasurement Office :

Call sign : (Suez 74) (M) 156.675 MHz

B - UHF Radiotelephony in the Canal :

(1)UHF voice communication system was built to cover all the Canal and its approaches to facilitate communication between pilots and the main movement office at Ismailia and the port management offices.

The Canal pilot uses a special portable UHF personal transceiver which has the following frequencies.

CH.	Reception	Transmission	
NO.	Frequency	Frequency	Function

	MHz	MHz	
1	415.35	412.85	Vessels from North (SB)
2	415.60	413.10	Vessels from South (NB)
3	415.85	413.35	Emergency (EM)
4	416.60	141.10	In Port of Suez harbour HP (T)
5	416.35	413.85	In Port Said harbour HP (S)
6	416.13	413.60	Emergency (EMC) Critical Vessels (out of convoy)

(2)Escort tugs-towing tugs will use special portable UHF transceiver set which has the following frequencies :

Ch. 1 414.750 MHz

Ch. 2 414.775 MHz

Ch. 3 414.800 MHz

CHAPTER X

THE SUEZ CANAL VESSEL TRAFFIC

MANAGEMENT SYSTEM (SCVTMS)

Art.88 - Overview :

Suez Canal has upgraded its VTMS installed in 1978 to readjust some of the planning movement concepts to the new generation of vessels and technology. The new system will provide complete surveillance and tracking by radar coverage of vessels throughout the Canal and its approaches at Port Said and Port Tewfik harbours, tracking by Loran-C will be used as a backup for the radar surveillance. The new developed VTMS system will provide the following services :

(1)Automatic surveillance and tracking of vessel arriving at SC approaches (15 miles faraway) until anchorage in the waiting areas.

(2)Automatic determination of arrival times at ports.

(3)Automatic continuous tracking and monitoring of vessel's position, speed and separation distances for all vessels transiting the SC.

(4)Provide the Port management centers at P.S and P.T as well as Ismailia main traffic management center with sufficient instantaneous information about vessels transiting the Canal by means of displaying complete televised radar pictures of the whole Canal and very powerful informatics system.

(5)Provide automatic displaying system for pilots at all signal station (signal state board) which display his arrival time, meteorological data, and emergency information.

(6)Provide integral data base for vessel information, transit regulations, traffic flow transit pattern, pilot assignment, vessel billing and navigation reports.

(7)Provide an efficient and quick means of communication with vessels arriving at ports and with pilots on board of vessels transiting the Canal.

This system will add more safety values for vessels and cargo during passage through the SC. The newly adopted computerized ideal/real transit pattern will ensure optimum and safety transit passage for the benefit of her world users, owners of vessels and the international trade.

Art.89 - System Operation :

(1)Transit Request :

In order to assign a vessel in the system informatic a transit request must be received from the vessel owners/or agent at one of the port management offices.

Vessel transit request usually takes one of the following forms :

- Booking in advance; usually three or four days prior to arrival at port.
- SCA informed by telex or agent that ship will arrive within 48 H.
- SCA advised that ship will arrive at any time.

A vessel that has previously transited the Canal will have a unique Suez Canal file NR (SCA ID).

It is required that this ID must be provided when the request for transit is made.

If the vessel is not currently in system informatics and data base, the port management operator will create vessel particular and automatically assign a unique SCA ID.

(2)Vessel Arrivals :

- A vessel approaching the Canal at either end is requested to call the port management office on one of the frequencies listed in chapter IX Art. 88.
- The vessel is requested to declare her position, her international call sign and SCA ID.
- The vessel will be tracked automatically by the radar subsystem and displayed on the graphic display, then the port management operator will be able to infolink it with the informatics on the arrival list.

(3)Vessel Reaching The Anchorage Area :

At both Port Said and Port Tewfik, anchorage areas are indicated on radar graphic displays.

Whenever a linked vessel reaches an anchorage area, the informatics will record the time the vessel reaches an anchorage area.

(4)Vessel Berth List :

The port management office will continue tracking the vessel till entering the assigned berth location and stops and vessel berth list is created in the informatics.

Each berth location will be indicated on the port management graphic displays as well as Ismailia graphic displays.

The vessel berth list will refresh periodically to reflect any going changes to the port operators.

(5)Creation of the Transit Pattern :

The main management center at Ismailia will generate the optimal convoy pattern based on the vessel currently in the waiting areas or estimated to be in the waiting areas by the limit times.

The transit pattern will determine each convoy's start time and maximum time width.

(6)Convoy Creation :

At Port Said and Port Tewfik, the harbour master will order the vessels in the convoy patterns that were generated by the main management Center at Ismailia.

The official convoy list will only be comprised of vessels that have marked as eligible for transit (paid the transit fees, performance certificate ... etc.).

(7)Assign Pilot to Vessels :

The Port management office will assign the road and Canal transit pilots. Pilot list and pilot convoy list will be printed.

(8)Pilot Boarding Order :

After the official convoy list is created, the convoy list report will be printed. After pilot (S) have been assigned, Boarding order reports will be printed.

These reports will be given to each transit and Roads pilot as part of their pilot Boarding orders.

(9)Vessel Enter the canal :

As vessels leave their berths at the port, the port management office will follow and track them till entering the Canal.

As the vessels enter into the Canal their identifiers will be automatically updated to add their ID and relative position within the convoy against their displayed picture on the display at Port office and main management office at Ismailia.

(10)Real Transit Pattern :

As the convoy progress along the Canal, the real-time transit pattern is displayed and plotted.

The real-time transit pattern screen will provide the capability of viewing real time information as X, Y positions, speed, km positions and off axis for each vessel as well as the meteorological data of all signal station includes the wind speed and direction, visibility, current speed and direction, and height of the tide.

(11)Vessel passes Check Points :

Check points are the inlets and outlets of by-passes, siding, each signal station, the Canal start and the Canal end.

The ordering of vessels within the convoy is re-checked at each check point. If the vessels has changed position within the convoy, this is automatically recorded in the transit history.

The informatic data base is updated to reflect the convoy and new convoy position displayed against the target.

(12)Information Displayed on the Signal Station Board :

As each vessel passes a signal station, the informatics will then update the signal station Boards to provide convoy progress the following information (Table 1 to 5) for a vessel as it passes the station.

Information of vessels (as vessel name, convoy position, SCA ID, call sign, speed, location and meteorological data)will be displayed to the signal station operators on signal station PCs.

(13)Vessels Leaves the Canal :

When vessels get out of range of radar the informatics will close the vessel transit and is saved as a closed transit for Historical reporting purpose.

(14) In case of emergency or radar failure, the Canal pilot will board the vessel with Loran-C court to be installed on board the vessel by SCA personal.

By initializing command from the Canal main management office at Ismailia tracking by Loran-C chain is executed.

In some cases tracking by both radar and Loran-C chain will be executed to monitor the progress of vessel during their transit through the Canal in order to assure safety transit and increase Canal efficiency.

* * *

1 - PRESENTATION OF SIGNAL STATEBOARD

AND NAVIGATION INFORMATION DISPLAYED

Signal station	Boards for vessels from North (SB)	Boards for vessels from South (NB)
PF	(VSP) (MET,CY.NO,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
(PS)	(VSP) (MET,CY.NO,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
KM 3.7	(VSP) (MET,CY.NO,E)	(VSP) (MET,B,E)
	Z	Z
	Y	Y
RAS EL ICH	(VSP) (MET,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
TINEH	(VSP) (MET,E)	(VSP) (MET,B,E)
	Z	Z
	Y	Y
EL KAP	(VSP) (MET,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
KANTARA	(VSP) (MET,P,M,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
BALLAH	(VSP) (MET,P,M,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
EL FERDAN	(VSP) (MET,T,TM,E)	(VSP) (MET,E)
	Z	Z
	Y	Y
ISMAILIA	(VSP) (MET,T,P,E)	(VSP) (MET,E)
	Z	Z
	Y	Y

	(VSP) (MET,E)	(VSP) (MET,T,TM,E)
TOUSSOUM	Z	Z
	Y	Y
	(VSP) (MET,E)	(VSP) (MET,T,TM,E)
DEVERSOIR	Z	Z
	Y	Y
	(VSP) (MET,E)	(VSP) (MET,P,E)
KABRIT	Z	Z
	Y	Y
	(VSP) (MET,E)	(VSP) (MET,E)
GENEFA	Z	Z
	Y	Y
	(VSP) (MET,E)	(VSP) (MET,E)
CHALOUFA	Z	Z
	Y	Y
	(VSP) (MET,E)	(VSP) (MET,E,CY.NO)
SUEZ	Z	Z
	Y	Y

The characteristic Letter used are :

VSP:Variable system parameter (6 characters) which may be inserted manually on request by movement office or signaling station for navigational information and meteorological. These 6 characters must be alphanumeric characters.

Y :Your time at the signaling station.

Z :Time of passage of vessel ahead of you.

P :Estimated time to get underway for vessels stopped at crossing zones (PREVI).

M :Number of vessels mooring in the branch you are going through.

TM :Vessels already anchored at Timsah.

T :Vessels must be anchored.

CY. No.:Convoy ordering number for ship in convoy.

E :Emergency information.

MET :Meteorological information.

B :Berthing area.

STATEBOARD REPRESENTATION

2 - State of Southbound convoy :

S	B				
	VSP				
	Z				
	Y				

3 - State of Northbound Convoys :

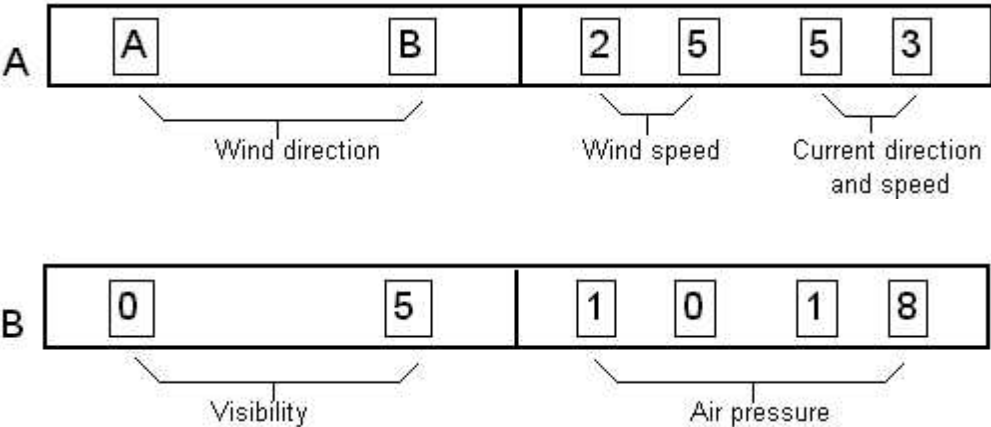
N	B				
	VSP				
	Z				
	Y				

N.B. : The stateboard will be rotated to face the NB or SB convoy.

Explanation of the stateboard display :

- *1st line indicates the convoy direction and the current time.
- *2nd line (VSP) indicates the Met., Emergency and the navigational information alternatively.
- *3rd line indicates time of the preceeding vessel.
- *4th line indicates time of the vessel in front of the signal station.

4 - Meteorological Information :



N.B.: The stateboard will be rotated to face the N.B or SB convoy.

* A and B will be displayed alternatively (One at a time) starting with A.

5 - Emergency Information :

In case of emergency the second alteration :

(B) of the (VSP) line will be replaces by the emergency or navigational information if either is needed to be displayed as the following examples :

B

		S	T	O	P
--	--	---	---	---	---

State of emergency information

B

	P	1	2	3	0
--	---	---	---	---	---

State of navigational information
(Previ time)

Art.90 - New Information For Vessels Transiting the Canal :

(1)Each vessel has special SCA FILE NR (SCA ID) in the new informatics system in Suez Canal.

SCA distributes free of charge special SCA ID card to be kept in the radio room, vessel must report SCA FILE NR on all arrival messages for transits or port calls.

Any change in vessel's characteristics should be reported to SCA officially to be filled in SCA ID.

(2)Meteorological data will be displayed on signal state boards (2nd line) to inform vessels of the prevailing weather conditions as they pass the signal station.

Also emergency or navigation instructions from the main management office at Ismailia can be displayed on the same line alternatively.

(3)The CORT should be mounted on either of the two wings on entrance of the Canal the area around should be clear of obstruction within 10 feet radius.

A trained SCA technician will mount the CORT in place and operate before disembarking.

The vessel is asked to install electrical outlet 110/220 VAC (Hubbel socket type 2356 flunged receptacle nylon casing Hubbel catalogue number 35-R-2B 37), on the two wings to supply the CORT with electrical power.

Before vessel exits the Canal at either end of the Canal the CORT will be dismounted by a SCA technician.

CHAPTER XI

SIGNALS

Art.91 - Generalities :

- (1) All signals used in Canal Waters are Mentioned hereafter.
- (2) All flags and pendants to be hoisted by vessels, as mentioned hereafter, should be those in the International Code of Signals.
- (3) Night signals shall be hoisted where best be seen by other vessels.

Art.92 - Sound Signals :

A - Normal manoeuvre:

(1)The International Regulations for Preventing Collisions at Sea signals.

One short blast : I am altering my course to **starboard**.

Two short blasts : I am altering my course to **port**.

Three short blasts: I am operating astern **propulsion**.

(2)The signal **5 or 6 short blasts** repeated several times at short intervals to say : **I am reducing speed and may have to stop or make fast**.

At night besides the blasts, four to five long flashes with the Aldis lamp or signal mast lamp.

(3)The signal **one prolonged blast** to attract attention.

The expression "short blast" means a blast of about 1 second duration.

The expression "prolonged blast" means a blast of 4 to 6 second duration.

B - Obstruction in channel in all circumstances :

A vessel which under any circumstance or finds obstruction in the Channel must right away warn the vessels in the vicinity.

That warning is given by whistle or siren :

4 long blasts meaning : "**The channel is not free**".

That warning must be repeated every 3 minutes until vessels concerned have answered in the same manner. As soon as they hear the signal mentioned above, the vessels take steps to stop and instruct for Radio Watch, to receive a full detail of the alert given by the vessel that sent the said signal.

The vessel should maintain Radio Watch until otherwise advised.

C - Ship failure (to dredgers) :

In Case of engine or steering failure making the vessel not under command, while approaching a dredger, the vessel has to give the signal :**one long blast followed by two short blasts (- ..)**.

D - Vessel mooring voluntarily for fog or sand storm :

During the mooring manoeuvre, the vessel sounds every 2 minutes a series of 6 short blasts.

One made fast { [Signal No. 16 "G.V."](#) hoisted }, the vessel must ring rapidly the bell for 5 seconds at intervals not exceeding one minute. For vessels of 100 meters and over, they will have to ring the bell forward and in addition a gong aft, at intervals not exceeding one minute (a gong or any other instrument whose tone and sound will be different to that of the bell forward).

These signals are stopped when the vessel is told that all vessels concerned have been notified of her mooring.

E - Vessel aground or across :

See Art. 92 B - Obstruction in channel.

F - Between vessels and tugs :

(1)Vessel aground in the Canal :

Between a vessel aground in the Canal and a tug.

These signals are for manoeuvre of refloating, as long as the vessel has one of the grounding signals :

Pull slowly- .

Increase- . .

Stop- -

Slack the line- - .

I am going to let go- - . .

These signals are to be repeated by the tug.

(2)Vessel towed in the Canal :

Between a vessel towed in the Canal and a tug.

Radiotelephony is used as communication between ship and tug, besides the following signals :

By Day (flag)At Night (sound)

Slow speed : "A" hoisted above bridge- .

Half speed : "A" hoisted half way- . .

Normal tow : "A" hoisted right up - . . .

Steady : "A" lowered- -

(or sound signals if considered surer)

- The sound signals are to be repeated by the tug.

- The flag signal remains flying as long as the tug is to give the signalled speed.

- By day, every change of flag signals is followed by a long blast.

G - Signals between VLCCs and escort tugs :

(1)Attention to start manoeuvre:

Several prolonged blasts given by the ship.

(2)Stern tug:

Bring my stern to starboard .

Bring my stern to port. .

Keep my stern in the axis. . .

Pull my stern aft slowly. . . .

Increase pulling my stern. . . . _

up to half speed astern.

Increase pulling my stern. _

up to full speed astern.

Stop pulling (very long blast) _____

(3)Forward tug :

Give me a push on starboard bow_

Give me a push on port bow_ _

Stop pushing_ _ _

Art.93 - Visual Signals :

A - Signals displayed on station signal masts to vessels :

Signal No. :

- (1) [Stand by proceed \(general \)](#)
- (2) [Proceed \(general \)](#).
- (3) [Stand by to make fast \(signal mast Km. 18 \)](#)
- (4) [Make fast \(signal mast Km. 18 \)](#)
- (5) [Attention](#).
- (6) [Immediate stopping](#)
- (7) [Make fast \(vessels from North \)](#)
- (8) [Make fast \(vessels from South \)](#)
- (9) [Proceed \(vessels from North \)](#)
- (10) [Proceed \(vessels from South \)](#)
- (11) [Current signal](#)
- (12) [Port closed](#)
- (13) [W/T watch \(vessels from North \)](#)
- (14) [W/T watch \(vessels from South \)](#)
- (15) [Passage authorization \(Ferry Boats \)](#)
- (16) [Isolated signal station](#)

B - Special signals used by vessels in Ports and in the Canal :

Signal No.:

- (1) [Vessels carrying bulk petroleum flash point between 73o and 150o F](#)
- (2) [Vessels carrying explosives - vessels N.G.F](#)
- (3) [Vessels carrying bulk petroleum flash point under 73 F](#)
- (4) [Vessels carrying radioactive substances](#)
- (5) [I require a pilot](#)
- (6) [I require Free Pratique](#)

- (7) [Coming from infected port](#)
- (8) [Under Quarantine](#)
- (9) [Tug required \(in ports \)](#)
- (10) [Mooring boats](#)
- (11) [Searchlight](#)
- (12) [Last in convoy](#)
- (13) [Making fast](#)
- (13-bis) [Doubling in G.B.L.](#)
- (14) [Vessel manoeuvring to sea](#)
- (15) [Vessel manoeuvring to Canal](#)
- (16) [Voluntary stopping \(G.V. \)](#)
- (17) [Aground](#)
- (18) [I have a pilot :](#)
 - a) On board
 - b) To disembark
- (19) [My vessel is isolated, I have no means of communication](#)

C - Signals used by dredgers :

(1) Dredgers working underway :

Signal No. :

- (1) [Dredgers underway](#)
- (2) [Passage clear on side shown](#)
- (3) [Passage clear on both sides](#)
- (4) [Passing not allowed on clear side](#)
- (5) [I am going about](#)
- (6) [I am not under command](#)

(2) Stationary dredgers and floating equipment :

- (1) [Passage clear on side shown](#)
- (2) [Passage clear on both sides](#)

- (3) [Passage clear on side shown, with speed reduction](#)
- (4) [Passing not allowed on either side](#)
- (5) [Passing not allowed : manoeuvring to clear passage](#)
- (6) [I am not under command - passing not allowed](#)

[Appendix](#)

PART IV

TONNAGE AND DUES

NOTICE

(1)Erroneous Declarations:

If the CA Officials find out erroneous information concerning the [cargo carried](#) or the ship's situation: ballast or loaded resulting from the shipping clerk's or the Master's negligence; in all [documents](#) held; the tolls difference will be doubled.

The tolls difference means the difference between the correct and the wrong amount of the transit dues.

Non or erroneous declaration of dangerous cargo ([see Art. 47bis](#))

(2)Tonnage dues are payable in advance.

(3)Claims for errors in the declaration of tonnage or in the levying of the dues must be sent in within six months of the vessel's passage through the Canal, starting from the sixth day of transit.

(4)In Case of submitting claims after period of six months necessary procedures of correction will be taken as from next transit without any retrofinancial settlement.

CHAPTER XII

COMPUTATION OF TONNAGE

Art.94-Extract from the Regulations for the Measurement of tonnage recommended by the International Tonnage Commission assembled at Constantinople , In 1873.

(Minutes of proceedings XXI, Appendix II).

A - Rule 1: General Principles :

(1)The gross tonnage or total capacity of ships comprises the exact measurement of all spaces (without any exception), below the upper deck, as well as of all permanently covered and closed - in spaces on the deck.

N. B. : By permanently covered and closed - in spaces on the upper deck are to be understood all those which are separated off by decks or coverings, or fixed partitions and therefore represent an increase of capacity which might be used for the stowage of merchandise, or for the berthing and accommodation of the passengers or of the officers and crew.

Thus, any one or more openings, either in the deck or coverings, or in the partition, or a break in the deck, or the absence of a portion of the partition, will not prevent such spaces being comprised in the gross tonnage, if they can be easily closed - in after admeasurement , and thus better fitted for the transport of goods and passengers.

But the spaces under awning decks without other connection with the body of the ship than the props necessary for supporting them , which are not spaces " separated off " and are permanently exposed to the weather and the sea, will not be comprised in the gross tonnage, although they may serve to shelter the ship's crew, the deck passengers and even merchandise known as " deck loads".

(2)" Deck loads" are not comprised in the measurement.

(3)Closed spaces for the use or possible use of passengers will not be deducted from the gross tonnage.

(4)The determination of deduction for coal spaces may be effected either by the rules of the European Danube Commission of 1871 or by the exact measurement of fixed bunkers.

B - RULE 2 - For Laden Ships:

(Art.9)-When ships have their cargo on board, or when for any other reason their tonnage cannot be ascertained by means of Rule 1, proceed in the following manner :

Measure the length on the upper deck from the outside of the outer plank at the stem to the aftside of the stern-post, deducting there from the distance between the aftside of the stern - post and the rabbet of the stern - post at the point where the counter - plank crosses it.

Measure also the greatest breadth of the ship to the outside of the outer planking or wales.

Then , having first marked on the outside of the ship , on both sides thereof , the height of the upper deck at the ship's sides, girth the ship at the greatest breadth in a direction perpendicular to the keel from the height so marked on the outside of the ship , on the one side, to the height so marked on the other side by passing a chain under the keel; to half the girth thus taken add half the main breadth; square the sum , multiply the result by the length of the ship taken as aforesaid; then multiply this product by the factor 0.17 (seventeen hundredths) in the case of ships built of wood, and by the factor 0.18 (eighteen hundredths) in the case of ships built of iron. The product will give approximately the cubical contents of the ship, and the general tonnage can be ascertained by dividing by 100 or by 2.83, according to

the measurements taken in English feet or in meters .

(Art.10)-If there be a break , a poop, or other permanent covered and closed - in spaces (as defined in the general principles) on the upper deck , the tonnage of such spaces shall be ascertained by multiplying together the mean , breadth and depth of such spaces and dividing the product by 100 or 2.83, according to the measurements taken in English feet or meters, and the quotient so obtained shall be deemed to be the tonnage of such space, and shall be added to the other tonnage in order to determine the gross tonnage or total capacity of the ship.

C- Deductions:

To be made from the Gross Tonnage in order to ascertain the Net Tonnage:

(Art.11)- To find from the gross tonnage of vessel as above set forth the official , or net registered tonnage, either for sailing vessels or for steam ships, the following mode of operations must be resorted to :

(1) Sailing Vessels:

(Art.12)- For sailing vessels deduct : the spaces exclusively and entirely occupied by the crew and ship's officers, those taken up by the cookhouse and latrines exclusively used by the ship's officers and crew whether they be situated above or below the upper deck; the covered and closed in spaces , if there be any situated on the upper deck , and used for working the helm , the capstan, the anchor gear, and for keeping the charts , signals and other instruments of navigation.

Each of the spaces deducted as above may be limited according to the requirements and customs of each county , but the deductions must never exceed in the aggregate 5 [percent](#) of the gross tonnage.

(Art.13)- The measurement of these spaces is to be effected according to the rules set forth the measurement of covered and closed - in spaces on the upper deck, for result , obtained by deducting the total of such allowances from the gross tonnage , represents the net or register tonnage of sailing vessels.

(2) Steam Ships :

(Art.14) - For vessels propelled by steam or any other mechanical power , deduct:

A-The same spaces as for sailing vessels ([Art. 12](#)) with the limitation to five [percent](#) of the gross tonnage.

B-The spaces occupied by the engines, boilers, coal bunkers, shafttrunks of screw steamers, and the spaces between decks and in the covered and closed-in erections on the upper deck surrounding the funnels, and required for the introduction of air and light into the engine-rooms and for the proper working of the engines themselves. Such deductions cannot exceed 50 percent of the gross tonnage.

(Art.15)- The measurement of the spaces allowed for both in sailing vessels and in steam ships (section A of [Art. 14](#)) is to be effected according to rules set forth in Articles [12](#) and [13](#) for sailing vessels.

Spaces for which allowances are made in steam ships only (section B of [Art.14](#)) are measured according to the following rules

(3) Ships having coal -bunkers with movable partitions:

(Art.16)- In ships that do not have fixed bunkers but transverse bunkers with movable partitions, with or without lateral bunkers, measure the space occupied by the engine-rooms, and add to it, for screw steamers 75 percent, and for paddle steamers, 50 percent of such space.

By the space occupied by engine - rooms is to be understood as that occupied by the engine -room itself and by the boiler -room together with the space strictly required for their working, with the addition of the space taken up by the shaft -trunk in screw steamers and the spaces between decks which enclose the funnels and are necessary for the admission of air and light into the engine -rooms.

These spaces are measured in the following manner:

Measure the mean depth of the space occupied by the engines and boilers from its crown to the ceiling at the limber strake, measure also three, or, if necessary, more than three breadth of the space at the middle of its depth, taking one of such measurements at each end and another at the middle of the length; take the mean of such breadths; measure also the mean length of the space between the foremost and aftermost bulkheads or limits of its length, excluding such parts, if any, as are not actually occupied by or required for the proper working of the engines and boilers.

Multiply together these three dimensions of length, breadth and depth, and the product will be the cubical contents of the space below the crown.

Then find the cubical contents of the space or spaces, if any, between the crown

aforesaid and the uppermost or poop deck, as the case may be, which are framed in for the machinery or for the admission of light and air, by multiplying together the length, depth and breadth thereof.

Add such contents as well as those of the space occupied by the shaft-trunk to the cubical contents of the space below the crown; divide the sum by 100 or by 2.83, according to the measures taken in feet or meters and the result shall be deemed to be the tonnage corresponding to the engine and boiler room which serves as basis for the deductions referred to.

If in any ship in which the space aforesaid is to be measured, the engines and boilers are fitted in separate compartments, the contents of each shall be measured separately in like manner, according to the above rules, and the sum of their several results shall be deemed to be the tonnage of the engine-rooms which serves, as aforesaid, as basis for the total deductions.

(4) Ships with fixed coal-bunkers :

(Art.17)- In ships with fixed coal-bunkers measure the mean length of the engine and boiler room, including the coal-bunkers. Ascertain the area of three transverse sections of the ship (as set forth in the rules given in Art.3 and 4 for the calculation of the gross tonnage) to the deck which covers the engines.

One of these three sections must pass through the middle of the aforesaid length, and the two others through the two extremities.

Add to the sum of the two extreme sections four times the middle one, and multiply the sum thus obtained by the third of the distance between the sections. This product divided by 100, if the measurements are taken in English feet, or by 2.83 if they are taken in meters, gives the tonnage of the space in question.

If the engines, boilers and bunkers are in separate compartments they are separately measured, as set forth above, and the results are added together.

In screw steamers the contents of the shaft-trunk are measured by ascertaining the mean length, breadth and height, and the product of the multiplication of these three dimensions divided by 100 or 2.83 according to the measurements taken in feet or in meters, gives the tonnage of such space.

The tonnage of the following spaces between decks, and in the covered and closed-in erections on the upper deck, is ascertained by the same method :

- a) The spaces framed-in round the funnels.
- b) The spaces required for the admission of light and air into the engine-rooms.
- c) The spaces, if any, necessary for the proper working of the engines.

(Art.18)- Instead of the measurement of fixed bunkers, the rules for bunkers with movable partitions as set forth in Art. 16 may be applied

(Art.19)- In the case of tugs the allowances are not limited to 50 percent of the gross tonnage; all the space occupied by machinery, boilers and coal-bunkers may be deducted.

Nevertheless, if such vessels are not exclusively employed as tugs, the deductions in question cannot exceed 50 percent of the gross tonnage.

Art.95 - Additional Deductions allowed by the Suez Canal Authority :

The SCA allows the following spaces to be included in the deductions specified in Art.12 of the Regulations for the Measurement of Tonnage, provided the deductions do not, in the aggregate, [exceed 5%](#) of the gross tonnage and subject to the condition that they are clearly and permanently marked so as to show the purpose to which they are exclusively appropriate :

A - Spaces for the exclusive use of officers, engineers and crew :

- Master's accommodation.
- Officer's smoking room.
- Chief engineer's and Chief officer's dayrooms and/or offices.
- Doctor's and dentist's cabins (if they are occupied by the doctors and dentists for whom they are intended).
- Consulting rooms.
- Hospital.
- Infirmary.
- Surgery or operating room.
- Chemist's laboratory.
- Cabins of wireless operators (if utilized).
- Stewards cabins (if the stewards are solely employed for the officers, engineers or crew).
- Cabins of the engineers storekeepers and water tenders.
- Mess rooms. (No deduction is allowed for officers mess room in vessels having passenger accommodation which are not also provided with a passengers mess room).
- Bath-rooms. (With the exception of such bath-rooms as are available for passengers when no bath-room for their exclusive use is provided).
- Lavatories.
- Library.
- Bar.
- Gallery, cook-house.
- Pantry.
- Scullery
- Bakery (only on vessels having no passenger accommodation).

- Laundry.
- Drying room.
- Heating boilers.
- Refrigerating machinery(excluding cold storage rooms and store rooms).
- Distilling apparatus.
- Disinfecting apparatus.
- Wardrobes, oilskin and life belt lockers.
- Ventilators (utilized neither for passengers nor cargo).
- Night watchmen accommodation (provided these men are signed on as crew and are not employed in connection with passengers or cargo).
- Accommodation of fire fighting [personnel](#).
- Domestic water pump room
- Switchboard [lockers](#).
- Transformer [rooms](#).

B - Navigation spaces (if above the uppermost deck) :

- Chart house.
- Master's spare room on the bridge (especially on warships).
- Searchlight spaces.
- Submarine telephone spaces.
- Direction finder spaces.
- Sounding spaces.
- Gyro compass spaces.
- Wireless telegraphy spaces.
- " Radar " spaces (exclusively used for navigational purposes).
- Lamp room (if only containing signal lamps).
- lookout houses.
- Emergency compressors (if used exclusively in case of accident for pumping out water and not for any commercial purposes).
- Switchboard lockers.

- Transformer rooms.

Art.96 - Measurement of Deck Spaces :

For vessels fitted with superstructures, the following rules, which concern only such spaces as are excluded from the national tonnage, are applied.

A-Vessels with one tier of superstructures only :

(1) Poop, bridge, forecastle :

The following [exemptions](#) are allowed under certain conditions :

- a) Such length of the poop measured from the inside of the stern timber, at half height of the said poop, as shall be equal to 1/10th of the full length of the ship.
- b) The portion of the bridge in way of the light and air spaces of the engine and boiler spaces, is being understood that such light and air spaces are not considered to extend beyond the forward bulkhead of the stoke-hold and the after bulkhead of the main engine-room.
- c) Such length of the forecastle measured from the inside of the stem at half height of the said forecastle, as shall be equal to 1/8th of the full length of the ship.
- d) In each of the above three cases of superstructures, such portions as are in way of corresponding openings in the sides of the ship, not provided with any means of closing.

(2) Poop and bridge combined, or forecastle and bridge combined :

In each of these combined spaces, the following [exemptions](#) are allowed under certain conditions :

- a) That length only which corresponds to the openings of the engine-room and boiler spaces as specified in (1b) above.
- b) Such portions as are in way of corresponding openings not provided with any means of closing in the sides of the ship .

(3) Shelter - decks.

In the case of shelter - decks . the following exemptions are allowed under certain conditions:

- a) The portions in way of corresponding openings in the side plating of the ship not provided with any means of closing .
- b) Such air spaces as are situated within the shelter - decks must be measured into the engine - room space and deducted together with 75% of their volume.

B - Vessels having more than one tier of superstructures:

(1) The exemptions Prescribed in paragraph A - (1),(2) and (3) above are applicable in their entirety to the lowest tier only.

(2) Tiers above the lowest tier, are only allowed the [exemption](#) of such portions as are in way of corresponding openings in the side plating of the vessel not provided with any means of closing.

Art. 97 - Suez Canal Tonnage:

(1)The tonnage on which all dues and charges to be paid by vessels , as specified in these regulations , are assessed , is the net tonnage resulting from the system of measurement laid down by the International Commission held at Constantinople in 1873, and duly entered , on the special certificates issued by the competent authorities in each country .

In assessing the dues , any alteration of net tonnage subsequent to the delivery of the above mentioned certificates is taken into account.

(2)In order that the exemptions from measurement shown on the special certificate may apply, there must be no merchandise, commercial stores ,or supplies , of any kind in the portions of spaces which are entitled to exemption.

a) Should a vessel, at anytime, transit with passengers, merchandise of any kind or bunker coal , or commercial stores of any description, in any portion whatever of any exempted or deducted spaces, the whole of that spaces is added to the net tonnage and can nevermore be exempted from measurement.

b)Nevertheless , the SCA agrees that in cases where the vessel is sold , the new owners can again claim exemption of the exemptable spaces previously taxed. The sale of the vessel must of course be effective and bona fide . A new SC Special Tonnage Certificate must be obtained.

(3) Double Bottom:

a)When any bottom space is utilized over 6 inches for the carriage of bunker during the transit of the Canal, its cubical capacity will be added to the tonnage.

b)Contrary, however, to the rules now in force, this addition will not be a permanent character, the cubical capacity of the said spaces will only by added to the tonnage when they are utilized .

(4) Verification :

a)The CA [Officials](#) are empowered to ascertain whether cargo or passengers, are carried in any space not included in the net tonnage entered on the vessel's special certificate.

b)And, generally, may verify whether all spaces which ought to be included in the tonnage are entered on the certificate and are correctly determined thereon. Seamen occasionally taken on board vessels passing through the SC are considered as passengers, unless they are duly entered on the ship's articles and certified as being intended for vessels belonging to the same owners.

(5)Dock loads :

Unfixed and unenclosed deck loads are not included in the measurement. Closed deck loads including containers on weather deck of cargo ships are to be included in the measurement.

(6)Vessels without a valid special tonnage certificate:

a)Every vessel not provided with a valid special tonnage certificate showing the net tonnage prescribed by the Constantinople commission, is measured by the CA Officials in conformity with the Rules laid down by the Constantinople commission.

b) The net tonnage thus arrived at, is provisionally used for the assessment of dues, until such time as the vessel tenders at a subsequent transit, a special certificate duly drawn up by the competent authorities.

c) If there are any difficulties in assessment of the net tonnage, especially in Maiden voyage, the dues shall be levied provisionally on the gross tonnage until measured in other trips.

(7)Navy ships:

a) As long as the ship is not provided with SC Special Tonnage Certificate, transit dues will be levied on the temporary gross tonnage product of the empirical formula without any allowance till the presentation of the documents required.

b)Meanwhile, owing to special arrangements necessary for transit of navy ships, a surcharge of 25 % of the transit dues is to be applied for Navy and Auxiliary ships belonging to the Navy of different countries.

(8)Vessels in ballast distinctive character:

a)Merchant vessels :

i - Which are not earning freight on their voyage.

ii - Which are only carrying fuel for their own consumption.

iii-Carrying only its own crew, with their private provisions, are considered as being in ballast.

b)Containers on containerhips, trailers on vehicle carriers, and bargers on lash vessels are considered as a permanent vessel's equipment if fulfilling SC Conditions.

c) The presence of oil [residues](#) on tankers, as well as dry bulk cargo on bulk carriers or combined carriers, does not lose the vessels the privilege of being in ballast.

d) A small quantity of the previous [cargo](#) on the liquefied gas carriers, to maintain in a low temperature inside the cargo tanks to be able of receiving the new cargo, does not lose the vessel the privilege of being in ballast.

e) Small quantity remainder of previous packed cargo garbage, dump, sweeping, ...etc., not exceeding 2M/ton on general cargo vessels does not lose the vessel the privilege of being in [ballast](#) .

f) For human reasons, the SCA will, however, tolerate the presence of shipwreck survivors rescued at sea on board vessels in ballast. The presence on board of such survivors shall not render the vessel liable to dues at the full rate.

g) A vessel landing her passengers or cargo before passing through the Canal and taking them on board afterwards will in no case be considered as being in ballast.

h) Further, in order to be entitled to claim the benefit of the ballast rate, the volume of bunker coal or fuel must not exceed 125% of the engine room space as shown on the Suez Canal Certificate. Bunker coal or fuel should, primarily, be contained in the vessel's permanent or movable bunkers.

i)On board vessels in ballast, the CA allows part of the bunkers to be carried in the exempted portion of the exempted portion of the bridge without loss of the exemption.

j) In any case, owners will have to take the necessary steps to ensure that the total volume of all bunkers on board can be easily [ascertained](#)

Art.98-Regulations concerning the "Containerships":

A- The (Containers) are closed space increasing the carriage capacity of the ship when situated over the main deck (weather deck).

They are considered as a ship's permanent equipment. It is a matter of fact that those in the cargo holds are included in the underdeck tonnage. A surcharge on Canal dues relevant to number of tiers on weather deck is taxed.

B-Conditions to consider the containers as part of the ship's permanent equipment :

(1)They must belong to :

a) The ship's owner.

or b) The time charterer.

or c) The container's consortium.

or d) Containers leasing company.

(2)They must bear a serial number as well as the owner's name.

(3)They must be registered on the ship's official documents.

(4)The Master of the containerships must assure to SCA Representatives all facilities concerning the measurement and number of containers, their internal capacities and the kind of cargo contained.

(5)Containerships are considered in ballast:

a)If all containerships on the main deck as well as those inside the cargo holds are empty.

b)If the main deck is clear and there are empty containers in the cargo holds; in this case, a ratio of 6% of the SC dues is to be added.

C)Presence of uncontainerized cargo 300 metric ton or more, other than floating unit, on board (in holds/or on upper deck) container vessels.

The actual volume of containers on deck are to be added to the taxable tonnage.

D- Con-bulker vessels:

This type of vessels will be treated, regarding dues and tonnage as follows:

(1)If the vessel carries dry bulk cargo only, the rate of loaded dry bulk carriers is applied.

(2)If the vessel carries containerized cargo only, the rate of loaded container vessel is applied, plus the surcharge on dues relevant to number of tiers on weather deck.

(3)If the vessel carries bulk cargo & containers, the rate of laden container vessel is applied. Meanwhile, the actual volume of containers on upper deck is taxed.

(4)When the vessel is completely empty, transit dues of ballast dry bulk carriers are applied.

(5)If the vessel is carrying empty containers only, the rate of ballast container vessel is applied, plus the surcharge on

dues relevant to number of tiers on weather deck.

Art.99-Regulations to be applied to cargo ships carrying containers on weather deck :

The volume of the containers on deck is to be added to the taxable tonnage :

- (1) If such containers are full, the ship is considered loaded.
- (2) If such containers are empty and the ship is in ballast, the ship is considered in ballast.
- (3) If some of the containers are empty and others are full, the ship is considered loaded even if the ship is in ballast.
- (4) If the containers on the main deck as well as those in the holds are empty, the vessel is considered loaded.
- (5) If there are no containers on the main deck, but they are in the holds, the ship is considered loaded even if the containers are empty.

Art.100-Computation of tonnage and state of vessels Roll-On/ Roll-Off carrying containers:

A- Computation of tonnage :

(1) If the containers on the main deck not exceed 2 tiers :

- A ratio of 5% of the vessel's net tonnage is to be added to the ship's net tonnage on the condition that the tonnage of these containers should not exceed 20% of the vessel's SC.N.T.

(2) If the tonnage of the 2 tiers exceeds the 20% of the vessel's SC.N.T:

- The difference is added to the taxable tonnage.

(3) If the number of tiers of containers is more than 2 tiers :

- The tonnage of tiers of containers exceeding the 2 tiers is to be added to the taxable tonnage even if the tonnage of the first 2 tiers is less than 20% of the vessel's SC.N.T.

B-State of Vessel:

(1) The vessel is considered in ballast, in the following conditions:

a) If all the containers and/or the ship's rolling equipment over the main deck, as well as those inside the cargo holds are empty.

b) If the main deck is clear, and there are empty containers inside the cargo holds and the rolling equipments are empty; in this case, a ratio of 5% of the net tonnage is to be added to the taxable tonnage.

(2) The vessel is considered loaded, in the following condition:

The presence of any loaded containers and/or rolled cargo.

(3) These regulations do not apply to Roll-On /Roll-Off vessels carrying containers if they carry besides any bulked or staked cargo.

In this case, they are considered as Conventional Cargo Ships.

(4) By rolling equipment above mentioned - and which are considered as permanent ship's equipment - it is understood the ship's cranes, tractors and trailers.

CHASPTER XIII

TRANSIT AND TOWAGE DUES

Art.101 -Canal dues :

A - Transit dues :

- (1) Transit dues are assessed on SC.N.T.
- (2) Transit dues rates will be levied according to the last circular to be issued by SCA.
- (3) Transit dues are payable in advance.

B - Division of transit :

A reduction of a quarter, half or three quarters of the transit dues is allowed to vessels using only three quarters, half or one quarter of the Canal.

Once a vessel just entered the Canal; a quarter of transit dues is to be [levied](#).

C - Additional dues on slow vessels :

Additional transit dues are levied on slow vessels on the basis indicated hereunder:

Ship's speed is less than the speed
of the vessels of her group in the
convoy, by not more than

Additional Dues

1 Km/H	10% of the transit dues
2 Km/H	20% of the transit dues
3 Km/H	30% of the transit dues
4 Km/H	40% of the transit dues
5 Km/H	80% of the transit dues
6 Km/H or more	160% of the transit dues

D- Towage Dues :

(1)Vessels towed or escorted in the Canal:

- a) Transit dues are to be calculated in accordance with the regulations for vessels that transit under their own power.
- b) Extra dues of 100% are to be levied in case of engine and/or steering failure or in case of scrap vessels.

However, there must be a person in charge on board the vessel, together with at least 10 crew members, as stated in the Suez Canal Rules of [Navigation -Special Cases- F item 4](#).

c) Dues on scrap vessels are to be calculated on the basis of SCGT, with due consideration of the rates for each category.

d) If towed by tugs not belonging to the Suez Canal Authority, Vessels have to pay the towage dues of USD 0.25 per

SCNT, while scrap vessels have to pay the same dues of USD 0.25 per SCGT.

e) Approved tugs not belonging to SCA pay transit dues as a laden vessel.

f) In case of towing or escorting with a tug not belonging to SCA, a pilot is imposed against a payment of a lumpsum of 450 U.S. Dollars.

g) The towed unit is charged by the pilotage dues for the additional pilots appointed to assist the pilot on board that unit. The rate being 300 U.S. Dollars for every extra pilot in the Canal and 150 U.S. Dollars for every extra harbour pilot.

(2) Towed Large floating units :

Transiting Canal dues are to be collected as follows:

a) Transit dues:

i- Towed Large floating units:

Transit dues are collected on the basis of SC.N.T. The tug of the unit will be treated as conventional ship regarding dues.

ii- Unmanned or scrapped vessels arriving in the Canal:

Transit dues are levied on the basis of the SC.G.T.

b) Towage dues:

Dues are collected on the towed manned unit at a rate of 25 U.S. Cent per ton of Net Tonnage. For scrapped or unmanned vessels, they are levied on the basis of SC.G.T.

c) Extra Charges:

i- Length:

If the length of the towed unit, together with its deck load exceeds 200 (two hundred) feet, an extra charge equal to 0.25% of the transit dues will be collected for every foot in excess.

This extra charge will not exceed 125% of the unit's or vessel's transit dues.

ii- Beam:

If the maximum beam of the towed unit or the deck load it carried exceeds 100 (one hundred) feet, an extra charge equal to 1% of the transit dues will be collected for every foot in excess.

This extra charge will not exceed 125% of the unit's or vessel's transit dues.

iii- Draught:

If the draught of the towed unit exceeds ten feet, an extra charge equal to 4% of the transit dues will be collected for every foot in excess.

This extra charge will not exceed 125% of the unit's or vessel's transit dues.

iv- Height:

If the height of the towed unit or if the cargo carried exceeds 15 (fifteen) feet calculated as from the water level, a charge equal to 0.5% of the transit dues is collected for every foot in excess.

This extra charge will not exceed 125% of the unit's or vessel's transit dues.

v- Non self steering unit:

If the towed unit is not fitted with an efficient apparatus self steering and its beam exceeds 50 (fifty) feet, a charge equal to 2% of the transit dues is collected for every foot in excess in beam.

This extra charge will not exceed 125% of the unit's or vessel's transit dues.

vi- Ocean going barges (non self steering units):

The above charge is reduced to 0.5% of the transit dues for every foot in excess of 50 feet in the beam of Ocean going barges if the following conditions are fulfilled:

- The Ocean going barge should transit the Suez Canal regularly (10 round trips, at least, per year).
- The barge is to be used for the transport of goods, containers or trailers.
- The barge should prove in a successive number of transits, (to be determined by SCA) that the method of external steering used is efficient and allows the unit to transit SC with the regular speed of convoy without any trouble or accidents.

vii- Speed of transit:

The towed unit must have a sufficient ability to transit the Canal with the help of the towing units belonging to the owner or hired, at a speed not less than 12 (twelve) kilometers per hour.

All towed units other than ships not sailing in the Canal under their own power will be considered with no steering.

If the speed of transit is below this limit, the towed unit will be subject to the following charges:

Speed of Transit Charges to be

less than collected

12 Km/h 5% of the transit dues

11 Km/h 10% of the transit dues

10 Km/h 20% of the transit dues

9 Km/h 40% of the transit dues

8 Km/h 80% of the transit dues

7Km/h 160% of the transit dues

viii- Pilotage dues:

The towed unit is charged with the pilotage dues for the additional pilots appointed to assist the pilot on board that unit, at a rate of (300 U.S. Dollars) for every extra pilot in the Canal and of (150 U.S. Dollars) for every extra

harbour pilot.

(3)Guarantee deposit:

Before entering the Canal, towed units, unmanned or scrapped vessels must deposit a "guarantee deposit" (either cash or letter of guarantee, through the ship's agency) That bank guarantee must be confirmed by any Egyptian bank. Plus to the transit dues the value of this Bank guarantee is to be calculated as follows:

a)80% of the transit dues to cover the extra expenses for slow [speed](#)

b)A lumpsum on account of any damage occurring to SCA property and/or

equipment and installations during transit as follows:

Less the 1000 SC.G.T 4000 U.S. [Dollars](#)

Up to 2000 SC.G.T 10000 U.S. Dollars

Up to 4000 SC.G.T 20000 U.S. Dollars

Up to 6000 SC.G.T 30000 U.S. Dollars

Up to 10000 SC.G.T 50000 U.S. [Dollars](#)

In abnormal cases, a bigger amount may be imposed.

c)The approximate cost of hire of assisiting tugs (taking into account the number of tugs required and expected duration of the transit), on the basis of (15 000 U.S. Dollars) per tug and per day.

d)Letter of Bank Guarantee ... See [art109](#).

Note: The said deposit shall be refunded after deduction of the exact extra expenses, if any.

Art.102- Berthing Dues:

A- Vessels in harbours and not transiting the Canal:

(1)Vessels not intending to transit the Canal and anchoring or mooring in port said [Harbour](#), Timsah Lake, G.B.L. anchorage, have to pay berthing dues follows:

a) 1 st day till 10th.

5 U.S. Cent / Net Ton /[Day](#)

b) 11th day till 20th.

10 U.S.Cent / Net Ton/[Day](#)

c) 21st day till 30th.

20 U.S Cent / Net Ton /[Day](#)

d) Over 30 days.

30 U.S. Cent/ Net Ton /[Day](#)

If the vessel stays more than thirty days and without crew, the SCA has the right to shift the vessel outside the berthing area on account of the vessel's owner.

(2)Units or vessels authorized by official authorities to offer services in harbour (as launches, barges, bunkering barges, tugs, floating cranes, floating silos, hopper barges or any floating unit serving the harbour): have to pay a rate of (5 U.S. Cent/Net Ton/Day SC.V.T.).

B- Transiting vessels:

(1)Berthing dues are not payable by transiting vessels for the first 24 hours in harbour of arrival. The untaxable period can be increased if the vessel is delayed from transit due to traffic conditions in the Canal.

(2)If during the Canal transit, the vessel stops in any of the anchorages of Bitter Lake, Timsah Lake or the port of Port Said for reasons from the vessel herself, berthing dues will be paid as mentioned in para. A above.

C- Changing berths:

(1)Pilotage [dues](#)

(2)Tug [charges](#) Changing berth on SCA's request is free of charge, except vessels staying more than 30 days and without [crew](#).

(3)Vessels in Port Said Anchorage Area (Northern and Southern Anchorages), the Bitter Lake or Lake Timsah, if changing berth or anchorage without explicit authorization from SCA, shall be charged an additional due of (5 200 U.S. Dollars) and (3 200 U.S. Dollars) for vessels in Suez VLCCs, 4th Generation containerships and 3rd Generation containerships Anchorage.

Art.103- Pilotage Dues:

A- vessels not transiting the Canal:

(1)Port Said:

Pilotage is compulsory for vessels from Anchorage Area to Port or from Port to sea. The dues are as follows:

Vessel S.C.T. Day Night

Pilotage Pilotage

Up to 2 500 tons U.S. Dollars 60 U.S. Dollars 90

Up to 5 000 tons U.S. Dollars 90 U.S. Dollars 130

Up to 10 000 tons U.S. Dollars 115 U.S. Dollars 175

Up to 20 000 tons U.S. Dollars 150 U.S. Dollars 220

Up to 30 000 tons U.S. Dollars 175 U.S. Dollars 260

Up to 50 000 tons U.S. Dollars 200 U.S. Dollars 300

Over 50 000 tons U.S. Dollars 230 U.S. Dollars 350

(2)Port of Suez:

a)Pilotage is compulsory from Waiting Area to Port of Suez anchorages, from Port of Suez anchorage to [Basins](#), also from Basins to Anchorage areas or sea. The dues are as per port of Suez Tariff.

b)In case of non- transiting vessels impeding SC Traffic, the SCA has the right to shift any vessel at the Owners and/or Operators Expenses.

(3)Changing Berth (Port Said):

For changing berth, the pilotage rate mentioned in para(1) is doubled; in addition, the vessel will have to pay the following:

Up to 2 500 [tons](#) U.S. Dollars 30

Up to 5 000 tons U.S. Dollars 45

Up to 10 000 tons U.S. Dollars 60

Up to 20 000 tons U.S. Dollars 75

Up to 30 000 tons U.S. Dollars 85

Up to 50 000 tons U.S. Dollars 100

Over 50 000 tons U.S. Dollars 115

B - Vessels transiting the Canal :

(1) pilotage dues are not payable by vessels transiting the Canal :

a) Southbound from port Said Anchorage Area to Km. 162 pilotage dues are payable from Km. 162 to Hm. 80 south or to Port Suez anchorages.

b) Northbound, vessels pay pilotage dues from Anchorage Area for VLCCs or Waiting Area to Port of Suez Anchorages, also from this latter area to Km. 162 . From Km. 162 Northward, no pilotage dues are payable for transiting vessels.

(2) In all cases when the pilot is disembarked and another pilot comes on board, owing to vessel stopping in Canal Waters for any reason relating to the vessel herself, such as engine trouble, steering trouble, etc ..., the vessel will pay the charges for the new pilot as mentioned in para C. hereafter.

C- Extra Pilot Dues:

In case of having an extra pilot on board, the vessel shall pay extra due of (300 U.S. Dollars) per Canal Pilot and (150 U.S. Dollars) per Roads Pilot.

In case of bad view vessels, they will pay the dues for extra pilots.

If that vessel is piloted by one pilot only , she will pay 50% of these rates.

D- Moving in SC Waters without Pilot's Assistance:

(1) Whenever a vessel without authorization of the SCA moves in Canal waters or Port Said Harbour without having a Pilot on board, she shall be charged an additional due of (21 500 U.S. Dollars).

(2) An additional due of (3 200 U.S. Dollars) shall be charged to vessels moving without authorization of SCA in Port of Suez Anchorages, or entering or leaving Basins at Port of Suez without having a pilot on [board](#) .

These dispositions do not apply in the event of the pilot being suddenly unable to carry on with his duties owing to sickness or [death](#).

E- Calling Pilot Unnecessarily:

When a vessel signals for pilot, and it is found when boarding, that she is not ready to get underway in the limited time, the vessel is liable to be delayed and pilot disembarked. The vessel will pay extra pilot dues for the new pilot.

Art.104- Trial Charges:

For the safety of navigation, trials may be requested by the SCA before entering the Canal or resuming the transit.

A pilot will supervise the trials.

A charge of (170 U.S. Dollars) is to be paid by the vessel for each pilot or Canal expert for each trial.

If trials are made outside Canal Waters. the charge will be (340 U.S. Dollars).

Art.105- Charges for SCA Tugboats:

Will be Levied according to the last circular to be issued by S.C.A.

A- Charges for harbour tugs applied at Port Said Harbour:

(1)Vessels transiting the Canal are free of charge.

(2)For other vessels, are payable for mooring or getting underway:

Will be Levied according to the last circular to be issued by S.C.A.

These charge are payable each time the CA sends one or two tugs to assist in maneuvering the vessel; if more than two, charges will be as above.

(3)In case of changing berth, the charges are doubled.

B- Rates of Escorting Tugboats (see [Art.58](#)):

A unified Canal passage rate of 6 600 SDR. is to be paid for each escorting tug in the following cases:

(1)Loaded vessels under 130 000 tons DWT when for technical reasons the SCA finds it necessary.

(2) Loaded vessels of 130 000 tons DWT and over.

(3) Vessels in ballast over 250 000 tons DWT.

(4) Vessels with draught over 47 feet.

C- Hire of Tugboats:

(1)Tarriff per tug:

Will be Levied according to the last circular to be issued by S.C.A.

a)Hire is reckoned from the time of starting preparations to get underway and ceases when tug returns to its base.

b)Fractions of an hour will be reckoned as full hour.

c)Hire charges are increased by 10% when tug is used after official hours and on Fridays or Public Holidays.

d)Hire charges are increased by 100% when tug is used outside Canal Waters.

e)Hire charges outside the Territorial Waters are to be agreed upon with SCA.

f)This tariff may be revised every 3 months without notice.

(2)The tarriff is applied in the following conditions:

a)Towing of vessel or floating unit in Canal Waters.

b)If the towed vessel or unit calls for the assistance of one or more of the Authority tugs to help or escort during the towing operation. Or if the Authority considers it necessary to escort the towed unit by one or more of its tugboats to

ensure the safety of transit.

c)In case SCA Officials consider the transit of a vessel dangerous to navigation due to defects in the vessel, such as engine trouble, etc. ..., or bad view. In such a case the vessel will be escorted by tug or more.

d)In case of refloating a vessel, except for vessels aground or stopped in the Canal, in consequence of an accident other than collision, and obstructing the passage for other vessels : the refloating is free of charge.

e)In any other cases of hiring of tugboats.

(3)Hire of Plant other than tugboats:

The tariff for the hire of other plant is at the disposal of clients at SC Offices.

Art.106- Additional Dues- Various:

Additional Dues

In U.S. Dollars

(1)Boat drill (Violation of the indication

to carry out boat drills).. 300

(2) Booking for transit alteration of date or cancellation:

a) VLCCs 1450

b) Other vessels 150

c) Booking a berth at Port Said Harbour for commercial

operations, bunkering, repairs etc, cancellation 6 hours

or less before arrival to Port Said 300

(3) Changing berths or anchorages without authorization:

a) Port Said Anchorage Area, Bitter

Lakes, Timsah Lake 5 200

b) Suez VLCCs 4th generation Containerships

and 3rd generation Containerships

Anchorage 3 200

(4) Declaration (erroneous declaration), see [art 15 – F](#)

(5) Dues of transit, change in payment currency.. 15

(6) Embarking-disembarking persons without

authorization 300

(7) Firing shots 300

(8)Overtaking underway without authorization.... 750

(9) Picking objects from water without

authorization 300

(10) Pilots:

a)Accommodation for pilot unavailable. 300

per relieving pilot

b)Accommodation ladder unavailable, entailing

relief of pilot in Bitter Lakes instead of

Timsah Lake 300

per relieving pilot

c)Extra pilots.

Canal Pilot. 300

per pilot

Roads Pilot. 150

per pilot

d) Navigation or movement without pilot: ____

i- in Canal Waters. |__ 21 500

ii- in Port Said Harbour. ____|

iii- in Suez VLCCs 4th Generation Container- |

ships and 3rd Generation Containerships Anchorage.|

iv- in Port of Suez Anchorages. |__ 3 200

v- in Port of Suez Basins. ____|

e) Pilot's advice concerning orders issued from

SCA (refusal of execution) 21 500

f) Pilotage dues for tug or salvage tugs not be-

longing to SCA, carrying out towage 450

g) Omitting or erroneous declaration of dangerous

cargo and discovery during the transit

(See [Art. 47 bis](#)) 43000.0

(11)a)Throwing wastes 5000.0

b) Venting gas 20000.0

(12) Riveting ____

Welding | without

Metal cutting |__ authorization.. . . . 750

Operation requiring |

use of heat __|

(13) Slow speed:

a)Vessels (See [Art 101 – C](#)).

b)Towed units and unmanned or disabled or

scrapped vessels (See [Art 101 – D – 2 –vii](#)).

(14) Vessels indicators (rudder and/or engine RPM):

a) Same indicators still defective or still not in-

stalled:

The 2nd consecutive transit and each follow-

ing transit 3000 S.D.R

b) Both indicators still defective or still not in-

stalled:

The 2nd consecutive transit and each follow-

ing transit 5000 S.D.R

(15)Deck Load protrusion in excess:

- 2% of transit dues on each foot or fraction in

excess of the maximum breadth authorized

by Art. 26.

(16)[Heavy Lift Ships](#) loaded with drilling rigs

or large floating units 300 SC.G.T or more

- 125% of transit dues, plus 2% of transit dues

for each foot or fraction in excess of the

maximum breadth authorized by Art. 26.

(17)[Other self steering vessels](#) carrying floating

units 300 SC.G.T or more:

- 300 % of the floating units SC.G.T. plus 2%

of transit dues for each foot or fraction in excess

of the maximum breadth authorized by Art. 26.

(18) Navy and auxiliary ships belonging to different

countries, an addition of 25% of transit dues is

to be applied owing to special arrangements.

(19) Searchlight and/or electrical connections not in

conformity with SCA regulations for the 3rd

transit and each following transit.. .. 4300

CHAPTER XIV

PAYMENT OF CANAL DUES

Art.107- Determination and payment of the Suez Canal dues:

(1)The dues rates are determined on the basis of SDR Units (SDR means Special Drawing Right).

(2)Dues calculated on this basis are payable in one of the hard currency declared by the Exchange Control according to rates of currencies in relation, to SDRs as declared by the International Monetary Fund.

(3)Following are the acceptable currencies for payment of dues:

The Sterling Pound The U.S. Dollar

The Canadian Dollar The Danish Kroner

The Swedish Kroner The Norwegian Kroner

The Belgian Franc The French Franc

The Italian Lira The Deutsch Mark

The Japanese Yen The Florin (Netherlands Guilder)

The Austrian Schilling The Swiss Franc

(4)Canal dues may be paid in Egyptian pounds in the following conditions:

a)Vessels under Egyptian flag.

b)The owner's nationality is Egyptian- Meanwhile he is not subject to any of the vestment laws.

c)If the [timecharter](#), is Egyptian, in this case chartering [agreements](#) must be introduced.

(5)Accordingly, shipowners, charterers or agents dealing with SCA are requested to include in the Statistical Declaration submitted to the Authority by dues payers a statement of the kind of currency in which dues will be paid.

(6)The Central Bank of Egypt, Cairo, shall furnish SCA, Ismailia, every day with a list of rates of hard currency in relation to SDRs according to the bulletin of the International Monetary Fund taking into consideration that the latter does not issue bulletin on SDR on Saturdays and Sundays due to official and weekly holidays, as well as on official holidays of the IMF.

Accordingly, rates given in the latest IMF bulletin notified to SCA by the Central Bank of Egypt shall be applied. This, consequently requires considering rates notified on Saturday morning a basis for calculating dues on Saturday, Sunday, Monday of every week as well as on the IMF holidays. Therefore, the basic rule is to apply the latest bulletin of currency rates in relation to SDR Units, issued by the IMF and furnished to the Authority by the Central Bank of Egypt.

(7)Transit dues and services related to, have to be paid in any of the hard currency fixed for the payment of dues by the debit of the following accounts:

a) Accounts for the SC transit dues.

b) External non-resident accounts in foreign currency.

c) Free non-resident accounts in Egyptian Pounds.

(8)Accounts for payment of transit dues-which are permissible for Banks to open.

Banks can open the following accounts in foreign currency for the payment of transit dues and for services related to:

a)Transit dues accounts :

These accounts are opened in the name of non-resident for owners or charterers of foreign ships or in the name of their consignees in Egypt. They bear no specific quality and are fed by any acceptable hard currency in which dues are payable.

Re transferring from these accounts abroad at the request of their owners or their agents in Egypt, is possible.

b)Accounts of advance payments for paying transit dues:

These accounts are opened in the name of SCA and are fed by funds credited in hard currency for paying the Canal transit dues ,for the account of non-resident foreign shipowners and charterers.

These accounts are used for payment of transit dues and related services due on foreign vessels belonging to these owners.

It is possible to retransfer any balances of these accounts according to the request of the SCA in the same currency received from abroad to feed them.

(9)Exemption of Canal dues :

The following vessels may be exempted from Canal dues:

a)Vessels belonging to the Egyptian Government, on condition that it did not carry any cargo or passenger.

b)Vessels belonging to United Nations, Multi- National [Troops](#).

c)Vessels under 300 tons SC.G.T. (Small Craft) in condition that:

i- She is not carrying any passengers or cargo.

ii-She is not replacing any ship or any small craft subject to pay Canal [dues](#).

d)Motor boats belonging to Canal shipping Agents, on condition that she is not carrying passengers.

Art.108- Determination of accounts:

(1)According to the country where the main centre of the shipowners is if the vessel is king for his account or chartered for a trip or more.

(2)According to the permanent residence of charterer of the ship if time chartered.

Art.109- Change in the transit dues modality:

A sum of 15 U.S.D is collected if the currency of the transit dues is changed after the vessel's transit.

Letter of Bank Guarantee:

We Hereby Guarantee to pay to M/S SCA

Value

For

This Bank Guarantee sum should be payable to M/S SCA upon First DEMAND without Proof or Conditions.

This Guarantee is valid Till

And will be Automatically Renewed Till the Date of

PART V

VESSELS CARRYING DANGEROUS CARGO

CHAPTER XV

CARRIAGE OF DANGEROUS CARGO

Art.110 - DEFINITIONS :

A-For the purpose of these regulations, the meaning of the terms and expressions mentioned in each of the following articles will be as defined in the respective subparagraph :

(1) "Dangerous Cargo" Means the following :

a)Any substance whether packaged or in bulk, intended for carriage or storage and having properties coming within the classes listed in the I.M.D.G Code as amended from time to time.

b)Any substance shipped in bulk not coming within the I.M.D.G Code classes but is subject to the requirements of the Codes for the dangerous chemical in bulk, liquefied gases in bulk and solid bulk as amended from time to time.

(2)" Packaged Dangerous Goods" means any dangerous cargo contained in a receptacle, portable tank, freight container or vehicle. The term includes an empty receptacle, portable tank which has previously been used for the carriage of a dangerous substance, unless such receptacle or tank has been cleaned and permits transport with safety.

(3) "Hazardous Wastes "Means wastes having hazard characteristics according to Basel Convention on the control of transboundary movements of hazardous wastes and their disposal.

(4)"Dangerous Cargo in Bulk" Means any dangerous substance, carried without any intermediate form of containment, in a tank or cargo space which is a structural part of a vessel or in a tank permanently fixed in or on a vessel.

(5)"Petroleum" : reference to Petroleum in these Regulations shall be deemed to include all products such as : Rock oil, Rangoon oil, Burmah oil, oil made from petroleum, rosin, boghead, coal, schist, shale peat and other bituminous substances and any products of petroleum, and any of the above mentioned oils, (such as benzene, kerosene, gasoline, fuel oil, toluene, turpentine, paraffin wax etc.).

For the purpose of these Regulations, Petroleum is classified :

a) **Grade A** - Those of the above mentioned products or any other not mentioned and having a flash point below 23 degrees Centigrade (73 Fahrenheit).

b) **Grade B** - Those of the above mentioned products or any other not mentioned having a flash point between 23 degrees Centigrade (73 F) and 66 degrees Centigrade (150 F).

c) **Grade C** - Those of the above mentioned products or any other not mentioned having a flash point above 66 degrees Centigrade (150 F).

(6)"Tanker " Means any vessel that transports bulk inflammable liquids. She shall comply with standards of "SOLAS 74/78" and must be classified in one of the Recognized Classification Societies belonging to the IACS to carry inflammable liquids (petroleum) and still under its supervision.

(7)"F.P." Means Flash Point for petroleum and must be ascertained by Open Cup test or any other closed test of an

equal degree of accuracy.

(8)"I.G. Means Inert Gas used in cargo tanks and must be checked to ensure that the oxygen concentration is below the required level and the mixture of gases are below the flammable limit, i.e. can be considered as free from explosive gases.

(9)"N.G.F." Means Non Gas Free, i.e. not sufficiently free at the time of test from toxic and explosive gases.

(10)"Code for liquefied gases in bulk" Means the code for the construction and equipment of ships carrying liquefied gases in bulk, as amended, published by I.M.O.

(11)"Liquefied inflammable gas carrier" Means any vessel that transports bulk liquefied inflammable gas. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying liquefied inflammable gas in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS and still under its supervision.

(12)"Code for dangerous chemical in bulk" Means the code for the construction and equipment of ships carrying dangerous chemical in bulk, as amended, published by I.M.O.

(13)"Dangerous chemicals in bulk Carrier" Means any vessel that transports bulk dangerous chemical. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying dangerous chemicals in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS, and still under its supervision.

(14)"Code for solid bulk" Means the code of safe practice for solid bulk cargoes.

(15)"Prohibited Goods" Means :

a) Any goods which are specified by "I.M.D.G" code as carriage prohibited.

b) Bulk dangerous cargoes not listed in the code of dangerous chemical in bulk, the code of liquefied gasses in bulk or solid bulk code.

c) Dangerous cargoes that are not listed on ship certificate of fitness.

d) Dangerous cargoes that are not listed in dangerous cargo manifest.

e) Any goods which are not in conformity with cargo requirements in these Rules.

(16)"MARPOL 73/78" Means the International Convention for the Prevention of Pollution from Ships, as amended from time to time.

(17)"I.O.P.P Certificate" Means the I.M.O International Oil Pollution Prevention certificate, certifying that the ship has been surveyed in accordance with "MARPOL 73/74". [See Art.126](#)

(18)"Certificate of Fitness" Means a certificate issued by a national government, or society on behalf of government, certifying that the construction and equipment of the ship are in accordance with the code for dangerous chemicals in bulk or the code for liquefied gases in bulk or to similar recognized national provisions in bulk or to standards at least as effective.

PART V

VESSELS CARRYING DANGEROUS CARGO

CHAPTER XV

CARRIAGE OF DANGEROUS CARGO

Art.110 - DEFINITIONS :

A-For the purpose of these regulations, the meaning of the terms and expressions mentioned in each of the following articles will be as defined in the respective subparagraph :

(1) "Dangerous Cargo" Means the following :

a)Any substance whether packaged or in bulk, intended for carriage or storage and having properties coming within the classes listed in the I.M.D.G Code as amended from time to time.

b)Any substance shipped in bulk not coming within the I.M.D.G Code classes but is subject to the requirements of the Codes for the dangerous chemical in bulk, liquefied gases in bulk and solid bulk as amended from time to time.

(2)" Packaged Dangerous Goods" means any dangerous cargo contained in a receptacle, portable tank, freight container or vehicle. The term includes an empty receptacle, portable tank which has previously been used for the carriage of a dangerous substance, unless such receptacle or tank has been cleaned and permits transport with safety.

(3) "Hazardous Wastes "Means wastes having hazard characteristics according to Basel Convention on the control of transboundary movements of hazardous wastes and their disposal.

(4)"Dangerous Cargo in Bulk" Means any dangerous substance, carried without any intermediate form of containment, in a tank or cargo space which is a structural part of a vessel or in a tank permanently fixed in or on a vessel.

(5)"Petroleum" : reference to Petroleum in these Regulations shall be deemed to include all products such as : Rock oil, Rangoon oil, Burmah oil, oil made from petroleum, rosin, boghead, coal, schist, shale peat and other bituminous substances and any products of petroleum, and any of the above mentioned oils, (such as benzene, kerosene, gasoline, fuel oil, toluene, turpentine, paraffin wax etc.).

For the purpose of these Regulations, Petroleum is classified :

a) **Grade A** - Those of the above mentioned products or any other not mentioned and having a flash point below 23 degrees Centigrade (73 Fahrenheit).

b) **Grade B** - Those of the above mentioned products or any other not mentioned having a flash point between 23 degrees Centigrade (73 F) and 66 degrees Centigrade (150 F).

c) **Grade C** - Those of the above mentioned products or any other not mentioned having a flash point above 66 degrees Centigrade (150 F).

(6)"Tanker " Means any vessel that transports bulk inflammable liquids. She shall comply with standards of "SOLAS 74/78" and must be classified in one of the Recognized Classification Societies belonging to the IACS to carry inflammable liquids (petroleum) and still under its supervision.

(7)"F.P." Means Flash Point for petroleum and must be ascertained by Open Cup test or any other closed test of an

equal degree of accuracy.

(8)"I.G. Means Inert Gas used in cargo tanks and must be checked to ensure that the oxygen concentration is below the required level and the mixture of gases are below the flammable limit, i.e. can be considered as free from explosive gases.

(9)"N.G.F." Means Non Gas Free, i.e. not sufficiently free at the time of test from toxic and explosive gases.

(10)"Code for liquefied gases in bulk" Means the code for the construction and equipment of ships carrying liquefied gases in bulk, as amended, published by I.M.O.

(11)"Liquefied inflammable gas carrier" Means any vessel that transports bulk liquefied inflammable gas. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying liquefied inflammable gas in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS and still under its supervision.

(12)"Code for dangerous chemical in bulk" Means the code for the construction and equipment of ships carrying dangerous chemical in bulk, as amended, published by I.M.O.

(13)"Dangerous chemicals in bulk Carrier" Means any vessel that transports bulk dangerous chemical. She shall comply with the standards of "SOLAS 74/78" and must be constructed according to IMO code for the construction and equipment of ships carrying dangerous chemicals in bulk, as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS, and still under its supervision.

(14)"Code for solid bulk" Means the code of safe practice for solid bulk cargoes.

(15)"Prohibited Goods" Means :

a) Any goods which are specified by "I.M.D.G" code as carriage prohibited.

b) Bulk dangerous cargoes not listed in the code of dangerous chemical in bulk, the code of liquefied gasses in bulk or solid bulk code.

c) Dangerous cargoes that are not listed on ship certificate of fitness.

d) Dangerous cargoes that are not listed in dangerous cargo manifest.

e) Any goods which are not in conformity with cargo requirements in these Rules.

(16)"MARPOL 73/78" Means the International Convention for the Prevention of Pollution from Ships, as amended from time to time.

(17)"I.O.P.P Certificate" Means the I.M.O International Oil Pollution Prevention certificate, certifying that the ship has been surveyed in accordance with "MARPOL 73/74". [See Art.126](#)

(18)"Certificate of Fitness" Means a certificate issued by a national government, or society on behalf of government, certifying that the construction and equipment of the ship are in accordance with the code for dangerous chemicals in bulk or the code for liquefied gases in bulk or to similar recognized national provisions in bulk or to standards at least as effective.

Art.111 - Preliminary Regulations :

- (1) These regulations apply to the transport of dangerous goods through the S.C., as amended.
- (2) The classification in these regulations are in accordance with I.M.D.G code.
- (3) Dangerous cargoes in these regulations are divided as follows :
 - a) The dangerous packaged goods, as classified in accordance with I.M.D.G. code.
 - b) The dangerous cargoes in bulk (Petroleum, liquefied inflammable gases and dangerous chemicals).
 - c) The radioactive substances, as mentioned in Class 7 of I.M.D.G code.
- (4) All dangerous cargo alarms, safety equipment and fire fighting equipment must be checked within 24 hours prior to the arrival to S.C. The ship's log shall be available for inspection by the boarding pilot or inspector.
- (5) SCA may consult a recognized surveyor, where such consultation is required by the SCA.
- (6) Advanced notice of arrival must reach the CA'S Offices at least 48 hours before the vessel's arrival to the Canal entrances.
- (7) The Master, owner and/or operator is responsible for any damage, direct or indirect, caused to CA or to third party, which may result by presence of dangerous goods on board of his vessel, and their stowage and handling.

CHAPTER XVI

VESSELS CARRYING DANGEROUS

PACKAGED GOODS

Art.112 - General Terms and Conditions :

A - Grouping System :

For purpose of berthing and cargo handling each of IMDG classes (Except Class 7, [radioactive](#)) is further divided by SCA into three groups. These groups are as follows :

(1)**Group 1** : Substances representing high danger : no handling is allowed either for ordinary goods or dangerous goods; vessels carrying these substances are only allowed to have a berth at Port Said outer harbour , bunkers taking place at the outer harbour basin.

(2)**Group 2** : Substances representing medium danger, handling of cargo is allowed as follows:

a) Containers can be handled in the inner harbour.

b) General Cargo [vessels](#) can be handled by isolating the vessel in Port Said outer harbour basin. A vessel carrying not more that 100 tons total of these substances will not be given a special berth for handling the ordinary cargoes, provided that holds containing these dangerous substances are kept closed while ordinary cargoes are being handled on these vessels.

(3)**Group 3** : Substances representing minor danger : vessels carrying these substances shall be considered as ordinary vessel.

B - Description of Groups in Different IMDG Classes :

(1) **Group 1** : (Substances representing high danger) :

It contains the following :

a) Class 1, explosives, (div. 1.1, div.1.2 and div. 1.3).

b) Class 2, gases in large welded receptacles.

c) Class 3, Inflammable liquids (div. 3.1 and div. 3.2) in large welded receptacles.

d) Discovery of substances of its existence and/or stowage on board the ship, the Master has no [knowledge](#).

e) Hazardous wastes.

(2) **Group 2** : (Substances representing medium danger) :

It contains all substances of the Classes which do not belong to either Group 1 or Group 3.

(3) **Group 3** : (Substances representing minor danger) :

It contains the following :

- a) Class 1, explosives, (div. 1.5,).
 - b) Class 2, gases (non flammable compressed gas only).
 - c) Class 3, Inflammable liquids (high flash point group only).
 - d) Substances in Class 4,5,6,8 and 9 stated in [Appendix No. 4](#).
- (4)Vessels carrying more than one group at the same time will be treated as vessels of the higher dangerous group.

Art.113 - Cargo Requirements :

(1)The Packing, labeling, marking, stowage, segregation, maintenance and certification of packaged dangerous goods shall be in compliance with the I.M.D.G. code, or to standards at least as effective.

(2)In respect of Hazardous Wastes, transit documents must be sent to both EEAA and SCA for prior approval. The transit of the Hazardous Wastes is not granted until SCA receives the E.E.A.A approval.

Art.114 : Vessels Carrying Dangerous Goods in Limited Quantities :

Limited quantities of dangerous goods can be carried according to I.M.D.G code and the Certificate of Compliance specified by these Rules must be produced to SCA on arrival of the vessel to Canal entrances.

Art.115 : Prohibited Cargoes:

- (1) Packaged dangerous goods which are specified by I.M.D.G code as Carriage Prohibited.
- (2) Packaged dangerous goods which are transported with dangerous cargoes in bulk.
- (3) Dangerous goods that are not declared in the Dangerous Cargo [Manifest](#).

See also [art.117](#)

- (4) Any Cargoes which are not in conformity with cargo requirements.

Art.116 : Vessel Requirements :

Vessels carrying dangerous packaged goods must comply with the standards of "SOLAS 74/78" as amended and must be classified in one of the recognized classification societies belonging to the IACS and still under its supervision.

Art.117 : Certificates and Declarations :

(1) The Master of the vessel shall submit to the CA's Officials on arrival the list or the manifest or the stowage plan for the dangerous goods placed in the vessel signed by the shipowners and/or their representatives and approved by an official authority of the port of loading and includes the followings :

- a) The chemical name and the quantities of the dangerous goods classified in accordance with IMDG.
- b) The substances group as according to [Art. 112 – B](#) of these Rules.
- c) Certificate of complying with cargo requirements.
- d) The flash point for inflammable substances in degrees centigrade, if applicable .

(2) Further, the Master of the vessel must furnish a signed SC [declaration](#) which will be handed to him by the pilot when he comes on board.

Art.118 - Arrival :

Any vessel carrying dangerous goods must hoist the special signal indicating the nature of her goods before entering SC (See [Appendix 5](#)).

Art.119:

Compensation warranty the Master shall submit a certificate issued by an official Recognized Authority in charge of the protection and compensation of ship owners against damage, and approved by SCA , this certificate must indemnify SCA & third party against any compensation for all kind of damage that may occur directly or indirectly, to the environment and shall pay all expenses incurred for its removal, cleaning costs and all compensations.

Art.120 - Berthing Places :

A certain berth or mooring place at portsaid shall be assigned for any vessel carrying dangerous goods, such place will be selected by the Authority's Officials according to the information sent in advance and the declarations of the Master.

Art.121 - Permission to take in provisions and fuel or to handle cargo :

(1)Vessels of group 2 and 3 enter SC, take in provisions and fuel and handle cargo within the limits set in [Art.112-A](#).

(2)When taking in provision or fuel, they must begin the necessary operations at once, carry them out as quickly as possible and be ready to enter the canal immediately afterwards.

Except in case of emergency, of which CA shall be sole judge, such operations shall not last more than 12 hours.

Art.122 - Permission to carry out Repairs :

The CA's Shipyard shall be sole judge whether or not repairing operation can be done.

Art.123 - Control:

(1)The CA reserves the right to inspect the stowage of dangerous goods, and if the information given is found to be [incorrect](#), access to the Canal may be forbidden or the change of berth necessary shall be at the vessel's cost.

(2)For the safety of the navigation, the Harbour Master is entitled to stipulate any further safety measures that are required with regard to local conditions, other vessels traffic and other circumstances.

(3)During the whole stay in SC, vessels carrying dangerous goods from any group shall comply with the instructions of Appendix No.2 for their respective groups.

Art.124 - Responsibility of Ship's Master :

The Master is responsible for the handling and the stowage of dangerous goods on board of the vessel. He is also responsible that the dangerous goods have been packed in a good manner in accordance to Art. 112 of this Chapter.
[See also [Art.111 - \(6\) Preliminary](#)].

CHAPTER XVII

VESSELS CARRYING DANGEROUS

CARGOES IN BULK

Art.125 - General terms and Conditions :

A - Tankers in Ballast or Vessels Carrying Grade C Only :

(1) Tankers in ballast and vessels carrying Grade C only are deemed to be ordinary (non dangerous) vessels, if they have been rendered gas free or free from inflammable gases since they last carried Grade A or Grade B. They are not subject to any of the foregoing regulations, but the Master must sign the declaration which will be handed to him by the pilot when he comes onboard and hand it to the CA Officials (See [Appendix I](#)).

(2) Tankers in ballast and vessels carrying part cargo of Grade C without having been rendered gas free or free from inflammable gases since they last carried Grade A or Grade B, are subject to these Regulations.

(3) Tanks which are ballasted to the level of the expansion hatch deck coaming will be accepted as the equivalent of a tank which has been gas free since last transporting hazardous cargo.

(4) Tankers or vessels carrying two grades of hazardous cargoes at the same time, will be treated as vessels of the grade corresponding to that of the more volatile product.

B - Liquefied gas Carrier in Ballast :

Liquefied inflammable gas carrier in ballast are to be ordinary vessels, if they have been rendered gas free or free from any inflammable gas.

Art.126 - Pollution Prevention:

Ballast tankers required to reduce their draught for transiting the Canal shall
comply with the requirement of Regulation 13 "MARPOL 73/78" and have "IOPP Certificate" .

Art.127 - Prohibited cargoes:

- (1) Bulk dangerous cargoes not listed in the codes of dangerous chemical in bulk, liquefied gas in bulk, or solid bulk.
- (2) Dangerous cargoes not listed on vessel's Certificate of fitness.
- (3) Dangerous cargoes that are not declared in the cargo manifest list ([See Art.117](#)).
- (4) Any cargoes which are not in conformity with cargo requirements.

Art.128 - Safety Regulation for tankers and dangerous cargo in bulk :

(1) Further to Regulations of Appendix No.2, the vessel shall conform to the requirements of SOLAS 74/78 and must be constructed according to IMO codes for the construction and equipment of ships carrying (liquefied inflammable gas or dangerous chemical in bulk) as amended from time to time or to standards at least as effective, and must be classified in one of the classification societies belonging to IACS and still under its supervision.

(2) The vessels must have outside her cargo tanks, non dangerous substances (clean ballast water, fuel oil, etc.) which can, if needed, be easily and safely unloaded, in sufficient quantity to reduce her draught by one foot (30 cm), for tankers and by 3 feet (90 cm.), for vessels carrying liquefied inflammable gases or dangerous chemicals in bulk.

(3) Vessels carrying grade A must also comply with the following requirements:

a) Two mooring boats immediately available; that is to say, slung outboard, ready for lowering.

b) Fire wires made fast one forward and one aft and hung over the vessel's side ready for use, so that a tow rope can be easily fastened there to be a tug in an emergency.

c) A special searchlight for night transit (See [Art. 28](#)).

Art.129 - Vessels Carrying Dangerous Goods in Limited Quantities :

([Art. 115](#)).

Art.130 - Certificates and Declarations:

(1)The Master shall hand to the Authority's Officials a declaration ([Declaration "A" Appendix1](#)) showing the following :

- a) Ship safety Construction Certificate,
- b) Ship safety Equipment Certificate,
- c) Ship safety Radio Telegraphy certificate, and
- d) That the vessel is classed and still under supervision of one of classification societies belonging to IACS.

(2)Further, the Master of a vessel must furnish a signed SC declaration ([See Appendix 1](#)), which will be handed to him by the pilot when he comes onboard.

Art.131 - Arrival :

(1) If a vessel carries dangerous cargoes in bulk, the Master must state the fact to pilot as soon as he arrives on board, then the Master must comply with Regulation Art. 130 concerning the declarations of Appendix No. 1 and the port of loading certificate.

(2) Before entering SC, vessels belonging to this Chapter shall hoist the special signal indicating the nature of their cargo (See [Appendix 5](#)).

(3) All vessels belonging to this Chapter shall be assigned special mooring berths at Port Said which will be selected by CA's Officials according to the information sent in advance and the declarations of the Master.

(4) When, through failing to comply with paragraph (2) and (3) above, a vessel has been given a berth where she must not stay by reason of her carrying dangerous cargoes in bulk, the change of berth shall be at the vessel's [cost](#).

Art.132- Berthing Places :

(1)Vessels coming under the regulations of this Chapter are only allowed to have a berth at the Port Said outer Harbour Basin except gas free carriers and tankers carrying Grade C only.

(2)Vessels carrying Grade A or liquefied inflammable gas should avoid using anchor when berthing.

Art.133 - Permission to Take in Provisions and Fuel :

(1)All these operations are **Not Allowed** for N.G.F. tankers (Grade A or B) and N.G.F. Liquefied inflammable gases.

(2)All these operations are **Not Allowed** for Tankers carrying Grade A.

(3)All these operations are **Not Allowed** for liquefied inflammable gas carriers and dangerous chemicals in Bulk carriers.

(4)All these operations are **Not Allowed** for Tankers in ballast and vessels carrying part cargo of Grade C without having been rendered gas free from inflammable gases since they last carried Grade A or Grade B goods.

(5)Fuelling is only allowed by a permission from the Harbour Master for Tankers in ballast and contain Grade B vapours, also for Tankers loaded with Grade B and Tankers loaded with Grade C and contain Grade B vapours.

(6)All above mentioned operations are allowed for gas free carriers, or free from explosive gases, also for tankers loaded with Grade C.

Art.134 - Permission to Handle Cargo :

A - Cargoes of Grade A in bulk or in receptacles, and cargoes of Grade B in bulk :

Handling of cargo not allowed, except upon special application in advance. Shipping and handling of receptacles of Grade A or Grade B at specially appointed places may be carried out, provided the Regulations of Appendix No. 3 are complied with, and barges, lighters, and tugs satisfy the requirements of Appendix No.3 (IV. 6, 7, 8, 9) and are approved by SCA.

B - Cargoes of Grade B in Receptacles :

For the purpose of cargo handling, Grade B is regarded as vessels carrying dangerous goods of the second group.

C - Cargoes of Grade C :

Vessels carrying a full or part of grade C without having been rendered gas free since they last carried Grade A or Grade B are authorized to discharge their cargo of Grade C subject to comply with the following regulations :

(1)After the previous discharge, the vessel's cargo tanks must have been properly drained to clear out deposits and sediments.

(2)The tanks of the vessel must be full (to 98%) or completely empty.

(3)Empty tanks must have been previously filled with fuel oil and emptied; this washing out must have been followed by blowing air through the tanks during the days preceding the arrival of the vessel in SC.

(4)While unloading is in progress, the tank hatches must be kept closed; apart from the minimum time necessary to take soundings, sounding pipes must be covered with metallic gauze.

D - Liquefied inflammable gas and dangerous chemicals in bulk carriers :

Handling of cargo is Not allowed.

N.B. : Limited quantities of dangerous chemicals in bulk may be handled by prior authorization from SCA.

Art.135 - Permission to Carry Out Repairs :

(1) No repairs that involve burning, welding, rivetting, other hot work, high speed drilling, chipping, hammering, or other similar operations to any compartment or pipe line which has contained petroleum shall be begun or carried out in any vessel unless a certificate issued from a recognized chemist certifies that he has examined the vessel or such part of the vessel and he finds that it is free from inflammable vapours, and safe for such operations.

(2) The CA's Shipyard shall be sole judge whether or not repairing operations can be done.

(3) carrying up repairs is not allowed for liquefied inflammable gas carriers or dangerous chemicals in bulk carriers.

Art.136 - Precautions on board :

During the whole of their stay in SC, vessels carrying dangerous chemical and liquefied gases, Petroleum Grade A or Grade B or N.G.F. Carriers shall comply with the regulations of ([Appendix No.2](#)).

The handling on board of any vessel with liquid having a flash point of or below 66 degrees Centigrade (150o Fahrenheit) is strictly prohibited. The handling of receptacles of Grade A petroleum is however, allowed within the conditions specified in [Art. 134-A](#).

Further, no craft with a naked fire shall come or remain alongside a vessel carrying benzene, or liquefied inflammable gases.

Art.137 - Control :

The Master of any vessel carrying petroleum of whatever nature, liquefied gas or dangerous chemicals in bulk must help CA's officials by all possible means to inspect the vessels installations.

The CA reserves the right, after inspection of the vessel by its officials, to refuse transit, if sufficient precautions have not been taken, to obviate any danger of fire during her stay in S.C.

Art.138 - Responsibility of Shipmaster :

(1)The Master is responsible for loading the cargo in a manner adequate to withstand the ordinary risks of transport.
(See also, [Art. 112-7](#)).

(2)The Master is responsible for any damage that may occur from the passage of the vessel (See [Art. 4](#) and [Art. 60](#)).

CHAPTER XVIII

VESSELS CARRYING RADIOACTIVE SUBSTANCES

Art.139 - General Terms and Conditions :

Generalities - Documents - Grouping :

(1)[Art. 113](#), [Art.114](#) and [Art. 118](#) - shall be applied.

(2)Permission is granted to carry through the SC radioactive goods on condition that the following documents are produced :

a)Documents proving that vessel carrying radioactive substance has complied with conditions and prescriptions contained in those laws and rules in force in the exporting country and with the conditions and prescriptions recommended by the I.M.D.G code or that of the IAEA.

b)Compensation warranty document covering all direct or indirect damage that may be caused by the presence of radioactive substances on board.

c)Document similar to the declarations of the A.E.E ([Appendix 1](#)) concerning the shipment with all information required by the Establishment, each declaration concerns one of the two basic groups :

i-Declaration B, Group 1 Radioactive, which includes, fissile materials. i.e. artificially produced nuclear substances such as enriched uranium, uranium-235 and plutonium-239, which under certain conditions are capable of undergoing fission, and irradiated uranium and other fissile material.

ii-Declaration C, Group 2 Radioactive, which includes radioactive goods stated by the I.M.D.G code as exemption, Uranium ores and concentrate, natural uranium and thorium, radio isotopes for medical, agricultural, scientific or industrial use, irradiated specimens of metals or minerals except those which fall within declaration B above.

Related Articles

[Article 140](#)[Article 141](#)[Article 142](#)

[Article 143](#)[Article 144](#)[Article 145](#)

[Article 146](#)[Article 147](#)[Article 148](#)

[Article 149](#)[Article 150](#)

Art.140 - Vessel Requirements :

Vessels carrying radioactive goods shall comply with the standards of " SOLAS 74/78 " and must be classed in one of the Recognized Classification societies belonging to the IACS and still under its supervision.

Art.141 - Cargo Requirements :

Loading, packing, labeling, marking stowage, segregation and inspection certificate shall be in compliance with the I.M.D.G code.

Art.142 - Vessels carrying exemption radioactive substances :

Vessels carrying substances which are stated by I.M.D.G code as exemption are deemed to be ordinary vessels, provided they satisfy conditions in [Art.140](#) and [Art.141](#)

Art.143 - Prohibited Cargoes:

- (1)Radioactive goods not carried in compliance with I.M.D.G code.
- (2)Radioactive goods not declared in Cargo Manifest and SCA, declarations for dangerous cargoes.

Art.144 - The Authority's Approval of Transportation of the Substances :

(1)In respect of substances of Group 1 radioactive, Prior Approval of Authority for the transit of goods before shipment, is required and is not granted until approval of A.E.E. is notified to the Authority.

(2)In respect of Group 2 radioactive, the Master of the vessel shall hand to the CA's officials on arrival, all the documents concerning the goods for checking and ascertaining the authenticity of the details contained therein. These formalities are sufficient.

Art.145 - Certificates and Declarations :

The Master of a vessel shall hand to the CA's officials, on arrival, a list or manifest or stowage plan for dangerous goods places in the vessel signed by the ship owners and/or their representatives at the port of loading and including the following :

(1) Full and clear details concerning the goods, and mentioning its kind, quantity, weight, etc.. shall be furnished on declaration form to the Authority.

(2) Information in respect of goods of radioactive substances which do not require special formalities and are excluded of the regulations concerning radioactive substances and those concerning protection issued by the IAEA, must also be furnished to the Authority and to the Secretary of the A.E.E. Such information must also be in the possession of the Master to be produced to the A.E.E's delegates on request. A copy of the correspondence directly or indirectly exchanged with the A.E.E and the load owners and the vessel's Agents must also be furnished to the Authority.

Art.146 - Compensation Warranty :

(1)The Master shall hand the following Warranty Documents to SCA. These documents are to be kept by the Authority.

(2)In respect of substances of Group 1 Radioactive the Master shall hand one of the two following documents:

a)Either an insurance Policy issued by an approved protection and insurance organization for a preliminary amount of twenty Million U.S. Dollars with a guarantee certificate issued by a recognized Atomic Energy Authority. The SCA is entitled to request the increase of the insurance in any case when the circumstances of any load require such an increase pursuant to a technical study by the experts of A.E.E or.

b)A full engagement (guarantee) with unlimited compensation amount from the recognized exporting Atomic Energy Authority, accompanied by a guarantee certificate issued by its government, covering the compensation. The guarantee must also fulfil all legal conditions according to the laws of the guaranteeing country and bind its government.

(3)In respect of substances of Group 2 Radioactive the Master shall hand a certificate issued by an official recognized Authority in charge of the protection and compensation of shipowners against damage, and approved by SCA, this certificate must indemnify against any compensation for all kind of damage due to the passage of the vessel.

(4)The following provisions must also be enforced :

a)The compensation guarantee document of whatever kind (documents - insurance guarantee - engagements) must explicitly provide that the victims shall receive compensation for all direct and indirect damage resulting from the radioactivity of the load for the time during which the vessel stays in the SC or its lakes, including the two entrances and their vicinity and also the port of Suez and its entrance and their vicinity.

b)This document shall remain good as long as there exist a possibility that damage may occur as a result of the transit of the shipment, according to what SC will decide in this respect.

c)Payment of compensation in all cases mentioned in paragraphs above shall be based on the mere occurrence of a damage resulting from the load whether at present or in future. It is sufficient that the mere occurrence of damage generates the right for compensation without need for indicating the causes.

d)In Case of any accident resulting from the transit of an atomic shipment or radioactive substances of any kind, courts of the A.R.E. are solely and exclusively competent to decide thereof in claims of damage compensation and in all that may be connected with the accident or its direct or indirect consequences. The sentence shall be executory in any country and the insurance mentioned in these regulations shall be a guarantee for the execution of the sentence rendered by A.R.E. courts, without any other formalities.

e)Ship owners and/or operators whose vessels carry radioactive substances transiting the Canal must undertake, in the country of registration of these vessels, all measures ensuring that the government of such country shall respect the above prescriptions.

Art.147 - Notice on the Date of Arrival of the Vessel :

(1)The Agent of vessel carrying radioactive substances must advise SCA and the A.E.E. of the time of arrival of the vessel, at least 48 hours in advance.

(2)The vessel bears the responsibility of her delay in entering the harbour and transiting the Canal resulting from a delay in giving notice of her [arrival](#).

Art.148 - Experts of the A.E.E.

(1) Experts of the A.E.E. may go on board to inspect and examine the load, make the radioactive measures, make sure they are good and approve them before the vessel enters the port, to take a decision in the following matters :

- a) Authorizing the vessel to enter the port and transit the Canal.
- b) Handling of other goods inside and outside the vessel.
- c) Transporting the radioactive load to another vessel or to shore.
- e) Authorizing the vessel to make repairs in the port and to take supplies.

(2) The A.E.E. experts may decide to accompany the load from the moment it enters the Territorial waters of the A.R.E. till it leaves. In such a case, the vessel's Agent has to arrange with the vessel for ensuring their comfort while aboard and Masters must tender every assistance requested by the representatives of the A.E.E. and those accompanying the load and comply with their advice concerning the radioactive substances.

(3) The vessel bears the travelling expenses of A.E.E. experts to reach the vessel and their return expenses. The vessel's Agent shall pay these expenses if claimed by the A.E.E. and also, the value of the works order for any operation carried out with the Authority's equipment's or plant.

Art.149 - Organization of the Transit :

(1)Vessels carrying radioactive substances Group1 Radioactive; Southbound : may be put at the end of the No.1 convoy; Northbound : may be put at the end of convoy.

During transit, an interval of 20 minutes at least must be put between these vessels and the preceding vessel. They may also transit convoyed by a salvage at the vessel's expenses and the Agent must in this case file an order to this effect if it is necessary for safety.

(2)Vessels carrying radioactive substances Group 2 radioactive have no special regulation with respect to their position in the convoys.

Art.150 - Responsibility of the contravening vessel :

A vessel arriving in the S.C. without fulfilling the required conditions shall be considered as a danger for navigation and the security of the Canal and shall bear full responsibility if not authorized to enter the harbour or handle other goods or transit the Canal. She will also bear the responsibility for any information given which may subsequently prove to be [inaccurate](#) besides the other responsibilities provided for in common law.

APPENDIX

SPECIAL CASES

TRANSIT OF :

- A - [Drilling rigs.](#)
- B - [Heavy Lift Ships carrying drillers floating units or large units.](#)
- C - [Vessels carrying floating units.](#)
- D - [Navy ships.](#)
- E - [Integrated units.](#)
- F - [Towed units.](#)
- G - [Special requests.](#)

APPENDIX NO.1

DECLARATION

VESSELS CARRYING DANGEROUS CARGOES

(Packaged / Bulk dangerous Cargoes)

I, the undersigned, Master of M/V
....., owned by, carrying
dangerous [cargoes](#), as shown on list herewith, enclosed and established
according to Suez Canal Rules of Navigation for vessels carrying dangerous cargo , do hereby declare and certify , on
behalf of the owners, as follows :

(1)The vessel is specially classed for the [carriage of](#)..... in [Class](#).....

(2)The vessel's safety equipment and radio telegraphy were inspected under the [Authority of](#)....., and are
in good working conditions.

(3)The [cargo](#) has been packed , stowed and segregated in accordance with IMDG code, and has not been
disturbed.

(4)The vessel (has been/has not been) rendered gas free or free from explosive [gases](#).

Place and Date :

Master's Signature :

Related Declarations

[Declaration “A”](#)

[Declaration “B”](#)

[Declaration “C”](#)

APPENDIX NO.2

I-Regulations for all vessels carrying dangerous goods (1st, 2nd and 3rd groups):

(1)The vessel must fly the prescribed signal.

(2)All dispositions for coping with a fire must be attended to (steam up for the pumps, fire hose in position, inspection of sluice valves, etc.).

(3)The captain must keep on board sufficient crew to ensure the manning of all appliances for coping with a fire and for opening the sluice valves.

(4)The signal " Fire on Board " must be kept ready to be hoisted at any moment as follows :

By day : N.Q. of the International code, and giving in addition one long blast on the whistle.

By night: One long blast on the whistle and at the same time, if possible, the signal N.Q. by Morse lamp.

II - Additional Regulations for :

- Vessels carrying 1st Group substances.
- Vessels carrying liquefied gases or dangerous chemicals in bulk.
- Vessels carrying Grade A and Grade B petroleum.
- Vessels handling [2nd](#) group substances.

(1)The vessel must be ready to get under way at any moment, an officer remaining on watch throughout the vessel's stay in SC.

(2)The use of portable heating or cooking appliances and of naked fire of any kind or incandescent objects in contact with the air is prohibited.

Smoking on board, except at specially appointed places, is also prohibited.

The use of portable lighting appliances is prohibited except hand lamps fed by dry battery, unspillable accumulator or dynamo, of not more than 6 volts, and of a safety type suitable for use in fiery coal mines.

(3)Only boats and other craft of the consignees or agents or those indispensable for service requirements are permitted to go [alongside](#).

Tugs or any other steam vessels going alongside the ship must have their funnels fitted with spark screens. Fuel oil tanks and water tanks supplying benzene and kerosene vessels must compulsory be motor propelled.

Authorized tugs, lighters, tank-lighters may only go alongside the vessel at the moment of starting operations; they must remain alongside when these are completed.

(4)With the exception of the consignee's agents and of persons having duties to perform on board (stores, projector, mooring boats and where undertaken, commercial operations or repairs), no stranger is allowed [on board](#).

Persons authorized to go on board (in particular the crew of mooring boats) are not permitted access to the interior of the ship, save in cases of absolute necessity.

(5)The vessel must be moored by means of steel wire [hawsers](#).

Fire wires made fast one foreward and one aft and hung over the vessel's side ready for use so that a tow rope can be easily fastened there to be a tug in an emergency.

(6)Masters of vessels carrying Grade A petroleum or liquefied inflammable gases are advised to fit metallic spark screens on the top of the vessel's funnels during transit, to prevent the escape of insufficiently cooled flakes which might start a fire.

(7)Tankers in ballast, whether gas free or not, must keep their cargo tank hatches closed during the whole of their stay in SC.

APPENDIX NO. 3

Regulations for Handling and Towing

Dangerous Goods

I -Handling and towing substances of the 3rd Group is [allowed](#) , subject to the regulations of Appendix No. 2 & 1 being complied with.

II -Handling and towing substances of the 1st Group is not, as general rule, allowed in SC When this is exceptionally allowed by the CA, the Captain or the shipper must sign a declaration to the effect that the operations will be carried out at his entire responsibility, whether on board, or during the transport from the vessel to the landing place, or on land, further, the regulations of item IV of this Appendix must be complied with.

III-Handling and towing substances of the 2nd Group (General Cargo vessels), of [Grade A](#) and Grade B or C petroleum is only allowed on the following conditions :

(1)At Port Said the vessel shall be isolated in the Outer [Harbour](#).

(2)On being landed, dangerous substances shall be placed in stores specially fitted out for the purpose and approved by CA.

(3)The regulations of IV of this Appendix shall be complied with.

IV-When handling dangerous substances of 1st or 2nd Group is allowed in accordance with paragraph II or III above, the following instructions shall be strictly complied with :

(1)All holds must remain closed except those which contain the 1st or 2nd Group substance allowed to be handled.

(2)These operations must be carried out without interruption during day time so as to be completed as promptly as possible. They shall never be allowed during the night.

(3)Wearing boots or shoes with iron nails or shod or strengthened with iron is prohibited.

(4)The tugs or any other steam vessels taking part in these operations or coming alongside the vessel must have their funnels fitted with a spark screen.

(5)The tugs, barges and lighters must be approved by the CA.

(6)The barges and lighters must be constructed of steel plates of 6 or 7 mm. thickness; and in both their peak and stern there be made fast to bitts or clinched on board and hung over their side a connecting shackle so that a tow rope can be easily fastened thereto. The barges or lighters must be approved by SCA.

(7)Towing two boats abreast is not allowed.

(8)The tow ropes must be of metal or at any rate fastened to the shackle hanging over the side of the lighters or barges.

(9)The use of cranes or winches for loading or unloading substances of the 1st or 2nd Group which are sensitive to

shocks like chlorate of potas must be avoided as possible.

Packages shall be passed from hand to hand carefully and handled with the greatest care in order to avoid shocks.

Packages weighing more than 25 kilograms shall be handled by at least two men together.

If the use of cranes or winches and the slinging of packages cannot be avoided, these operations shall be carried out in such a manner as to prevent the possibility of any package containing 1st Group substances being roughly handled or dropped.

No substance of the 1st or 2nd Group shall remain either in barges or lighters, or on land, or on deck, except under the constant supervision of a watchman appointed by the Captain or the shipper.

(10)Bins filled with sand shall be immediately at hands where receptacles of dangerous liquid (benzene, alcohol, etc..) are being handled together with facilities (foam concentrate), a pump and branch pipes.

(11)Receptacles containing dangerous liquids shall be inspected on their being landed or put on board, and those showing traces of leakage shall be isolated at once.

(12)In the interior of vessels, lighters, or boats where 1st Group substances are intended to be placed or carried, there shall be no iron or steel unless the same be covered with leather, wood, cloth or other suitable material. Terpaulins shall be spread out both on top and under the packages of 1st Group substances.

The decks gangways, and spaces over or through which it is intended to carry 1st Group substances, shall be carefully swept and kept clean. If any category substance shall escape from the package in which it is contained, or be spilt, or if any package appears to be defective, such package or such 1st Group substance shall immediately be collected and destroyed by environmentally safe method.

(13)No substance of any of the 3 Groups shall remain on land except at places specially appointed for each group.

No substances of any of the 3 Groups shall remain in lighters except by special permission obtained in writing from the Canal Authority. The CA shall appoint a mooring place to the lighters, whose place as a general rule will be near the land depot of the corresponding group.

In any case, the Egyptian Government's Regulations concerning the care and supervision of these substances, and the CA's Regulations with regard to mooring, will have to be complied with.

(14) All the Regulations of Appendix No. 2 shall apply.

V -Handling of the 2nd Group dangerous packaged goods in containers can be handled in the inner Harbour, subject to the Regulations of Appendix No. 1 and 2 been complied with.

APPENDIX NO.4

Group 3 - (Substances representing minor danger)

I.M.D.G. Class

[Class 4 - \(division 4.1 \)](#), Inflammable solids.

[Class 4 - \(Division 4.2 \)](#), Substances liable to spontaneous combustion.

[Class 4 - \(Division 4.3 \)](#), Substances which in contact with water, emit inflammable gases.

[Class 5 - \(Division 5.1 \)](#), Oxidizing substances, other than organic peroxides.

[Class 6 - \(Division 6.1 \)](#), Poisonous substances.

[Class 8](#) - Corrosive substances.

[Class 9](#) - Miscellaneous dangerous substances.

APPENDIX No.5

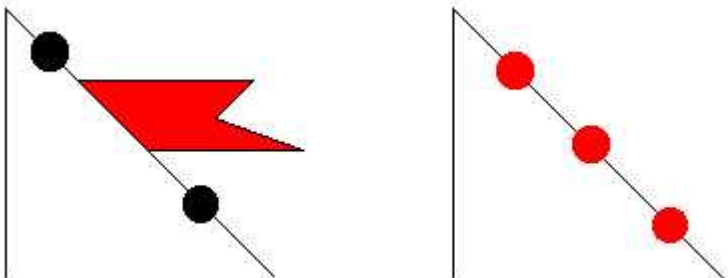
SPECIAL SIGNALS

**These special signals must be hosted by the vessels
concerned immediately on arriving
off Port Said or Suez**

Vessels Carrying :

- Bulk petroleum, flash point below 73o F.
- A full cargo of Grade A in receptacles.
- A mixed cargo of bulk petroleum, flash point between 73o F and 150o F and petroleum in receptacles flash point below 73o F.

BY DAYBY NIGHT



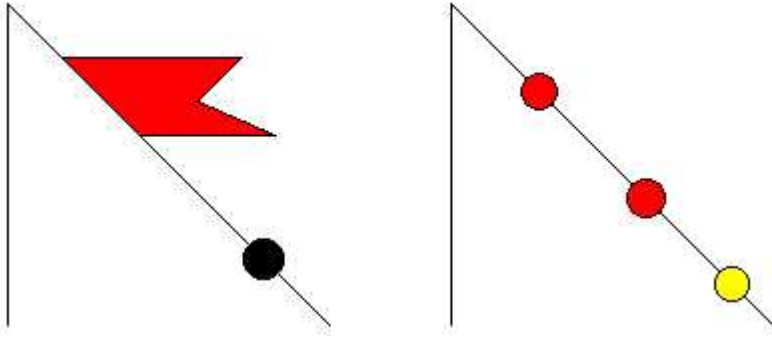
A Red Flag "B" of the Three Red lights

International Code,

between two balls.

- Vessels carrying bulk petroleum, Flash point between 73o F and 150o F.
- Non gas free petroleum tankers in ballast.

BY DAYBY NIGHT



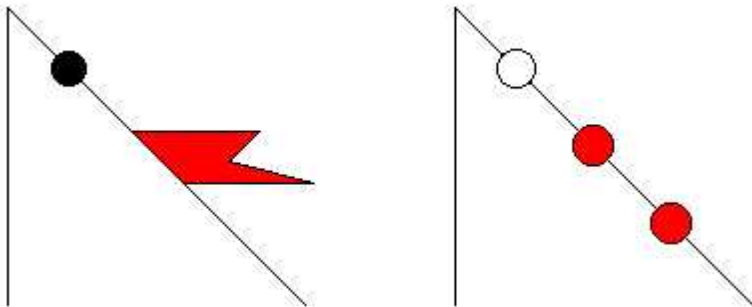
A Red Flag "B" of the Two red lights

International Code, over one White Light

over one ball.

Vessels Carrying :

- 1st group dangerous goods.
- A part cargo of petroleum in receptacles, flash point below 73o F, but no bulk petroleum.
- Liquefied inflammable gas and dangerous chemicals in bulk.



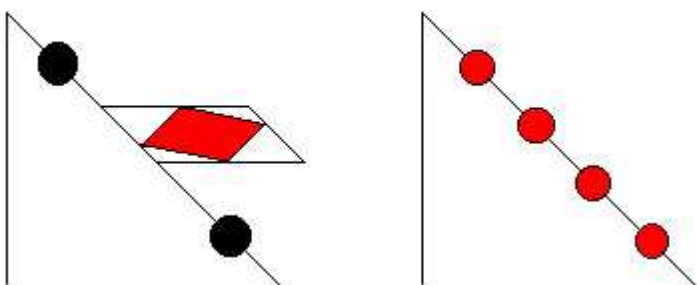
A ball over a Red A White light over

flag " B " of the two Red Lights

International Code

Vessels carrying radioactive substances.

BY DAY BY NIGHT



Flag " F " of the Four Red lights.

International Code

between two balls

Appendix No. 6

1-Vessels Carrying Dangerous packaged Goods

2-Vessels Carrying Dangerous Cargoes in Bulk

Abbreviations

A.E.E.	Atomic Energy Establishment, Cairo, ARE.
ARE	Arab Republic of Egypt.
Aft.	Afterward.
B.O.A.	Beam Overall.
B.P.	Between perpendicular.
CA	Canal Authority.
D.W.T.	Deadweight tons.
E.E.A.A.	Egyptian Environmental Affairs Agency
E.E.P.A.	Egyptian Environmental Protection Act, No. 4, 1994.
E.T.A.	Estimated time of arrival.
F.Gr	Fixed Green.
F.R.	Fixed Red.
FL.Gr	Flash Green.
FL.R.	Flash Red.
FL.W.	Flash White.
Fwd.	Forward.
G.B.L.	Great Bitter Lake.
G.F.	Gas Free.
G.R.T.	Gross Registered Tons.
H.W.	High Water.
I.A.C.S.	The International Associations of Classification Societies.
I.A.E.A.	The International Atomic Energy Agency.
I.M.D.G.	The International Maritime Dangerous Good Code, as amended, published by I.M.O.
I.M.F.	International Monetary Fund.
I.M.O.	International Maritime Organization.
I.O.P.P.	International Oil Pollution Prevention Certificate.
LASH	Lighter-Aboard-Ship.
Lat.	Latitude.
Long.	Longitude.
L.O.A.	Length Overall.
L.NG.	Liquefied Natural Gas.
L.P.G.	Liquefied Petroleum Gas.
L.W.	Low Water.
MARPOL	International Convention for Prevention of Pollution from ships, 73/78, as amended.
N.G.F.	Non Gas Free.
N.R.T.	Net Registered Tonnage.
SCA	Suez Canal Authority.
SC	Suez Canal
SC.G.T.	Suez Canal Gross Tonnage.
SC.N.T.	Suez Canal Net Tonnage.
SC.T.	Suez Canal Tonnage.
S.D.R.	Special Drawing Rights.

S.E.S.	Ship Earth Station.
S.T.S.	Ship To Ship (Trans-shipment operation).
SOLAS	International Convention for the Safety of Life at Sea,. 74/78, as amended from time to time published by I.M.O.
SC.R.	Suez Canal Regulations.
U.L.C.C.	Ultra Large Crude Carrier Ship.
V.L.C.C.	Very Large Crude Carrier Ship.