

## CHAPTER IV

### ACCIDENTS AND SAFETY PRECAUTIONS AGAINST FIRE AND POLLUTION

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#### **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 also contact movement control office by all means of connections (SUQ.VHF,FAX... etc.).  
The master must immediately contact stating:  
" 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.
- (3) All attempts on the part of other vessels to get off a vessel aground are strictly prohibited.
- (4) 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.
- (5) 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. 190. 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.
- (6) 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.
- (7) Whenever a collision appears probable, vessels must not hesitate to run aground should this be necessary to avoid it.
- (8) 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 A leak, when the ship in 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 CA 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 firefighting 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.

### **Art.62 - Fire on Board :**

- (1) In case of fire on board, when in harbour, the Master must inform the Suez Canal port office at once.

- (2) When underway in the Canal or anchored in the Lakes or made fast in Canal, Master must inform the Movement control 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. Also, he must make ready to get underway if required to do so.
- (3) Neighboring vessels must in such cases also be ready to change berth (position).
- (4) Masters are responsible for the use, 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; a 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 from 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. The vessel shall keep the engines 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 water :**

Vessels must not discharge or throw into the Canal water any objects or any polluted ballast water, heavy slops, engine or fire room polluted bilge water, oil, wastes (Additional dues of 5000 U.S.Dollars will be imposed for throwing garbage, Wastes or any objects) or any other substances that will cause pollution. The Egyptian Environmental protection Act. No. 4, 1994 prohibits the discharge of any polluting substances into water. The Provisions of this Act. Will apply for any discharge of polluting substances. If for any reason a leakage of any polluting material from a vessel, the master, the owner's and/or operators of the vessel shall be liable to indemnify any damage that may occur from the pollution directly or indirectly to the environment and shall pay all expenses incurred for its

**removal and compensations. Moreover, she shall pay for all claims regarding cleaning costs and all environmental economic losses caused from the pollution.**

**B - Oil pollution notification :**

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

- (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 in formations.**