

## **CHAPTER V**

### **PROHIBITIONS, DEFECTS AND CHARGES**

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#### **General :**

When a vessel is in the Canal, 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.

#### **Art.66 - Firing Shots:**

- (1) Firing shots are not allowed.
- (2) An additional due of (1000 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 in Canal, it must be immediately be 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 ( 1000 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 ( 5000 U.S. Dollars ) will be imposed for violation of this rule.

### **Art.69 – Diving Operation:**

Diving operation in the Canal, anchorage areas and berths have to be carried out only by the qualified diving team of the SCA that can perform the required duties both safely and efficiently with due consideration given to the safety of the vessel and the regularity of navigation.

Private diving teams are not authorized to carry out any operations in the Canal, without a prior consent of the SCA, and under supervision of SCA diving team.

Additional dues of 43000 U.S.Dollars will be imposed upon violation.

### **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 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 and ports unless authorized by the Suez Canal Control Office.
- (2) An additional due of (43000 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 (1000 U.S. Dollars) will be imposed for violation of this rule.

### **Art.75 - Venting** : (All tank's openings should be closed through the whole transit.)

- (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 :**

- (1) 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 par A. Art. 101 ).
- (2) If the vessel stays more than 30 days and without crew, the SCA has the right to shift the vessel outside the berthing area on account of the vessel's owner.
- (3) in case of non-transiting vessel impeding SC traffic, the SCA has the right to shift any vessel at the owner and/or operators expenses.

### **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.

An additional due of 43000 US Dollars will be imposed for violation of these Rules.

**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**

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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 :

Radio Telex ..... KHz.

Radio Telephone ..... 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) (Delete where inapplicable.) 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 :