

## **CHAPTER II**

### **ARRIVAL AND PREPARATION FOR TRANSIT**



#### **SECTION I**

#### **PRE-ARRIVAL OF VESSELS**

##### **Art.12 - Booking for Transit:**

- (1) Vessels may book for transiting the Canal. The booking notice shall reach the Suez Canal Port 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 Particulars such as draught, length overall, beam, SC.G.T. and D.W.T ... etc.**
- (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 12 hours before the date booked for, otherwise, the vessel shall be charged of (150 U.S. Dollars). In case of VLCC's and similar vessels, this charge will be (1500 U.S. Dollars) on account of the special arrangements made by the SCA. Such as escorting by tugs ...etc.**
- (4) 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 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, 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 (In case dangerous cargo is not declared or erroneous declaration See Art. 99.)**

and class according to I.M.D.G. Code ( see part (V) "Vessel Carrying Dangerous Cargo").

## **Art.14 - Contacting with Port Offices on Arrival :**

**A -Vessels have to contact the Suez Canal Port Offices by V.H.F. or via SUQ (Port Said on channel 12, 13, 16 and Port of Suez on channel 16, 14. See Art. 86):**

- (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) I.M.O. number and Suez Canal ID number (SC file number).**
- (4) S.C.G.T., S.C.N.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 and official I.M.O. 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.**

**Any other information will assist the Suez Canal Port Offices to identify the vessel through his radar, acquire and assign her identification " ID " tag which will follow her path till the other end.**

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

**D -When berthing, changing berth or sailing, the Master must handle the mooring ropes by mooring boats of the Suez Canal Mooring and Lights Company.**

## **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:**
  - a) Capacity plan.**
  - b) General arrangement plan of (hull, accommodation and machinery).**
- (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. (See Art. 78)**
- (8) Declaration mentioned for dangerous cargo appendix No. 3 part V.**
- (9) The last Classification Certificate issued.**
- (10) Any other information necessary for transiting the Canal.**
- (11) Piping plan and general arrangement plan for L.P.G. and L.N.G. vessels.**
- (12) (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.**
- (13) I.S.P.S. certificate ( International ship and port facility security code).**

**B-Vessel wishing to transit the Canal must declare at the CA Port 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- In addition the vessel must comply with the requirements of the A.R.E. Government Authorities.**

**D-As requested by the SCA to be supplied with a new Seaworthiness Certificate issued by a recognized classification society belonging to I.A.C.S.**

- |   |        |
|---|--------|
| 1 - Lloyds Register of Shipping.          | (L.R)  |
| 2 - Bureau Veritas                        | (B.V)  |
| 3 - American Bureau of Shipping.          | (ABS)  |
| 4 - Regisstro Italino Navale.             | (RINA) |
| 5 - Germanischer Lloyd.                   | (G.L)  |
| 6 – Det Norske Veritas.                   | (DNV)  |
| 7 - Nippon Kaiji Kyokai.                  | (NK)   |
| 8 - China Classification Society.         | (CCS)  |
| 9 - Korean Register of Shipping.          | (KR)   |
| 10- Russian Maritime Register of shipping | (RS)   |

**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.**

**More-over, the certificate has to be issued by the classification society (full name and initials of surveyor aside to his signature)**

**E- Navy ships (Also refer to Appendix No. 1 special cases D-Navy ships Art.96) transiting the Suez Canal must be provided with a Suez Canal Special Tonnage Certificate showing the SC.G.T and SC.N.T. If such document 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).**

## **Art.16 - Stay in the Harbour:**

**A-The Master is responsible for the mooring of the vessel in Port Said harbour and or berthing in Port of Suez and the ship has to be always ready for maneuvering .**

**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 SC 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 .Rules.**

**(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 SCA Port Office. A pilot will board the vessel in due time**

**(2)The charge for the Shift, made at the Master's request and the charge for tugs used will be as per the rates set out in Part IV. Art. 104of 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 SC 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.**