



## **Transit Guide - Suez Canal Southbound transit**

### **Arrival limit**

#### **1st Convoy**

Fixed arrival limit: 1900 HRS South of latitude 31 28,7 N

In favourable navigational conditions, the limit time for arrivals from North is to be extended as shown below.

A ) When arriving between 1900 and 2100 hrs such ships can join the 1<sup>st</sup> Southbound convoy against the payment of a surcharge equal of 3% of the normal transit dues with a maximum of SDR 7000.

B ) When arriving after 2100hrs and up to 2200 hrs such ships can still join the 1<sup>st</sup> Southbound convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.

C ) Vessels arriving after 22000 hrs may join the 1<sup>st</sup> Southbound convoy , if traffic conditions permit, against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000

**Movement of Convoy:** From 0000 HRS to 0500 HRS

#### **2nd Convoy**

**Fixed arrival limit: 0300 HRS LT South of latitude 31 28,7 N**

In favourable navigational conditions, the limit time for arrivals from North is to be extended as shown below.

- a. Vessels arriving between 0300 and 0400 hrs can join the second southbound convoy against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000.
- b. Vessels arriving after 0400 hrs and up to 0500 hrs can join the second southbound convoy against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.
- c. Vessels arriving after 0500 hrs may join the second southbound convoy, if traffic conditions permit, against the payment of a surcharge equal to 10% of the normal transit dues with a maximum of SDR 20000.
- d. Vessels allowed to join the second southbound convoy as per Circ No. 2/2003, 3/2003, if they arrive after the limit time stated in item (a) they have to pay a surcharge of 8% of the normal transit dues with a maximum of SDR 17000, and 10% if they arrive after the limit time stated in items (b,c) with a maximum of SDR 20000.

**Movement of Convoy:** From 0630 HRS to 0900 HRS

#### **Special information for master to avoid unexpected expenses:**

Master should know that only authorized personnel are allowed to board his ship and he can always ask for their official license and/or identification card.

**Important:**

Do not sign any vouchers/invoices for services not rendered.

All vouchers/invoices should state amount and type of service requested.

Before signing any presented document, master should clarify necessity of particular service offered.

Service requested should be rendered and in a satisfactory manner before signing.

Do not sign/stamp any blank paper. No blank space below signature". Always keep a photocopy of signed papers onboard.

All spirits (incl. wines) and excess cigarettes must be properly manifested and together with any "x" rated materials to be placed in bonded store room prior to arrival and request / insist sealing by custom's officer.

Officers/crew to be warned to comply, or otherwise ship may be detained and may be charged for "smuggling."

For sake of good order, master should e-mail to Atlantic Marine when entering the canal advising name of ship chandler and type of service rendered.

This also applies if no services have been requested/rendered during ships canal transit/port call.

**Documents required**

The following documents and certificates should be on board ships passing the Canal:

Suez canal special tonnage certificate and calculation sheet issued by recognized classification society,

(in absence of this certificate the SCA will charge toll on a provisional tonnage usually on grt.)

Certificate of Registry, showing latest ship's name and present owners

GA/engine room/capacity plan

Statistical declaration

Copies of cargo manifests and bills of lading (Dangerous / radioactive cargo should be properly manifested and submit stow plan verified by a competent authority of loading port).

Declaration concerning use of double bottom tanks and the lower parts of the high tanks.

Declaration concerning vessels in ballast

Declaration concerning state of navigability

Classification certificate

All other known documents / certificates which a seaworthy trading ship should have on board

Master is required to fill in various forms handed/e-mails to him by the agent.

**Mooring and Projector****Mooring:**

All vessels transiting Canal must hire mooring boats from the Canal Mooring and Light company.

All boats are to assist ship to moor in the Canal ports, in case of need or emergency.

Ship must be equipped with lifting means of 4 Mts. capacity, with valid certificate and must be installed in a position well clear of the ship's propellers.

Ships with SCGRT up to 2.500 ts should hire one mooring boat.



**Canal projector:**

All ships passing the Canal must have onboard a canal projector placed on the axis of the bow, able to illuminate 1800 meters.

Vessels carrying petroleum products (or inflammable substances), LPG/LNG, should have their own "gastight" projector.

Also, ships with bulbous bow must have their own projector unless their bow is 10 ft below sea level, in order not to endanger lowering

and lifting operations to eliminate high risk of accidents.

Vessels that have their own projector should be of approved type and have a certificate of type test issued by a pertinent recognized authority, being in accordance with the Canal rules.

Ship may be supplied with a portable projector, in which case special installation required.

The so called Floating projector weighs about 1,5 mts, and ship should provide capable means for lifting.

**Please note:**

Ships should supply uninterrupted electricity for smooth and continuous operation of the projector.

For safety reasons the electric cables and connections leading to the projector position, must be permanently fixed and installed.

A gastight junction box must be permanently installed close to the projector.

Irrespective if own or hired projector, two shore electricians will board to operate the projector during transit.

Accommodation should be provided for them.

Ship should comply with above conditions, otherwise subject to transit during day time only. In addition, if the defects are not

restored until third consecutive transit a fine of USD 4.300 is imposed.



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