

SUEZ CANAL MINIGUIDE



Leth Suez Transit Ltd As

Transit Managers since 1924

Oslo (Head office), Copenhagen, Singapore & Port Said

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Direct Tel:	+2066 3243440
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Website:	www.lethsuez.com

The following are extracts from Suez Canal Authority, rules of navigation edition 1995.
Updated with circulars up to 30.06.2007
For further details, please contact Leth Suez Transit

All particulars are given in good faith, but are not guaranteed

A. CONVOYS

SOUTHBOUND CONVOYS (PORT SAID)

1st CONVOY

Arrival limit is 19.00 hrs.

South of lat. 31 28,7 N

By paying 3% additional of canal tolls vessels can arrive between 19.00 - 21.00hrs to join 1st southbound convoy.

By paying 5% additional of canal tolls vessels can arrive between 21.00 - 22.00hrs to join 1st southbound convoy.

By paying 10% additional of canal tolls vessels can arrive after 22.00hrs to join 1st southbound convoy if traffic conditions permit and subject to SCA approval.

The convoy starts at 01.00hrs to 05.00hrs and anchors at Bitter Lakes. Transit time is approx. 14-16 hours.

1st CONVOY INCLUDES:

- All types of vessels
- VLCC in ballast
- Vessels with less or more than 42 ft draft
- LPG/LNG vessels loaded or not gas free
- Vessels more than 90.000 SCGRT
- Loaded tankers or bulkers carrying petroleum grade A or similar (flash point below 23 C / 73F)
- Navy ships
- 3rd and 4th gen. containerships
- Vessels not fitted with double bottom.

2nd CONVOY

Arrival limit is 03.00 hrs lt.

South of lat. 31 28,7 N

By paying 3% additional of canal tolls vessels can arrive between 03.00 - 04.00hrs to join 2nd southbound convoy.

By paying 5% additional of canal tolls vessels can arrive between 04.00 - 05.00hrs to join 2nd southbound convoy

By paying 10% additional of canal tolls vessels can arrive after 05.00hrs to join 2nd southbound convoy, if traffic conditions permit and subject to SCA approval.

The convoy starts at 07.00hrs to 09.00hrs. Transit time is approx. 14-16 hours.

2nd CONVOY EXCLUDES:

- LPG/LNG loaded or not gas free
- Vessels carrying explosives, chemicals or radioactive substances
- Loaded tankers carrying petroleum grade A and similar substances (Flash point below 23 C / 73 F)
- Vessels in ballast over 90.000 SCGRT
- Navy ships
- Vessels with beam over 145 ft and at 39,1 ft draft.

2nd convoy makes fast at El Ballah branch - max draft is 42*) ft. max beam is 160 ft.

*)can be extended up to 45ft against 5% (if arriving before 0300 hrs), 8% (if arriving between 03-0400 hrs) or 10% (if arriving after 0400 hrs. All subject to SCA approval.

NORTHBOUND CONVOY (SUEZ)

Consist of 1 convoy with 2 groups.
Convoy starts at 06.00hrs to 11.30hrs
Transit time is approx. 12-14 hours.

1st GROUP

Arrival limit is 01.00 hrs

North of lat. 29 42,8 N

By paying 3% additional of canal tolls vessels can arrive between 01.00 - 03.00hrs to join 1st group northbound convoy

By paying 5% additional of canal tolls vessels can arrive between 03.00 - 04.00hrs to join 1st group northbound convoy

By paying 10% additional of canal tolls vessels can arrive after 04.00 hrs to join 1st group northbound convoy, if traffic conditions permit and subject to SCA approval.

1st GROUP INCLUDES:

- VLCC
- LPG/LNG loaded or ballasted not gas free
- Loaded tankers
- Vessels over 38 ft draft or length over 950 ft BP
- 3rd and 4th gen. containerships
- Vessels carrying chemicals in bulk
- Lash vessels over 35.000 SCGRT
- Heavy bulk carriers
- Other ships over 40.000 SCGRT
- Navy ships

2nd GROUP

Arrival limit is 03.00 hrs

North of lat. 29 48,33 N

By paying 3% additional of canal tolls vessels can arrive between 03.00 - 04 00hrs to join 2nd group northbound convoy.

By paying 5% additional of canal tolls vessels can arrive between 04.00 - 05 00hrs to join 2nd group northbound convoy

By paying 10% additional of canal tolls vessels can arrive after 05.00hrs to join 2nd northbound convoy, if traffic conditions permit and subject to SCA approval.

2nd GROUP INCLUDES

- All other vessels

IMPORTANT:

If 3, 5 or 10 percent additional tolls are accepted, please advise Leth Suez Transit, Norway minimum 24 hrs prior vessels arrival time in order to authorize transit against additional tolls as SCA does not accept master's guarantee on behalf of owners/operators.

B. MASTERS ETA NOTICES

Primary VHF channels in use:

Port Said: Channel 12

Suez: Channel 14

Other channels also in use: 6, 8, 10, 11, 13,15, 16, 71, 73, 74
(9= main control office Ismailia)

Radio telex from open sea: 20000

transmits: 4250 receives: 6310/4205 mode FIB watch 24 hrs

Radio telex while transiting: 20001

transmits: 1612 receives: 2147 mode FIB watch 24 hrs

NORTH AND SOUTHBOUND VESSELS:

72 / 48 / 24 / 12 hrs Eta notices to:

- Leth Suez Transit, tlx:11368 arab n fax/+47 23115510

E-mail: office@lethsuez.com

IMPORTANT:

Master must provide following in first ETA telex:

- Vessel name
- IMO no
- ETA
- Intgrt
- Intnrt
- scgrt
- scnrt
- dwt
- arrival/transit draft
- Suez Canal id number (SCID)
- beam
- loa
- nationality
- call sign
- ex names
- date of last transit
- type of cargo or if in ballast
- gas free or not
- Quantity and IMO class of any dangerous cargo
- Number and capacity of lifting appliances onboard
- Full style of class society and local P&I club in Egypt

In due time before arrival please fax and/or email a copy of the International Tonnage Certificate 1969 (ITC-69).

Information/instructions concerning all other matters should be directed to Leth Suez Transit office@lethsuez.com who will coordinate and authorize additional requirements.

ISPS

For **NORTHBOUND** vessels:

SUEZ CANAL SECURITY LVL 1

INMARSAT A:- TEL 871 1622570 TLX 581 1622570

INMARSAT B: TLX 581 362213314 FAX 871 362213312
TEL 871 362213310

INMARSAT C:

TLX 581 462299911

INTERNATIONAL TLX : 0091 63528

INTERNATIONAL FAX : 0020 64 3393517 AND 0020 64 3393230

CHEIF MARINE OFFICE TEL : 0020 64 3393116 AND 0020 64 3393128

CHEIF TEAM MOVEMENT OFFICE TEL : 0020 64 3393205

CHEIF MOVEMENT OFFICE TEL : 0020 64 3392005

MOVEMENT OFFICE FAX : 0020 64 3392518 AND 0020 64 3392514

RADIO TELEX

SELCALL NR (4820) EREO : TX 1612 RX 2147

MMSI NR 006221120

VHF CH 68 (24HRS/7DAYS)

E-MAIL : ismradio@hotmail.com

For **SOUTHBOUND** vessels:

SUEZ CANAL SECURITY LVL 1

PORT SAID PORT AUTHORITY COMMAND

NAME : GENERAL / AHMED MOHAMED ELSADIK

NAME :GERNERAL / MOKHTAT ABDUL WAHID AMMAR

ADDRESS : CROSS STREETS OF AZMI AND MOSTAFA

KAMIL STREETS - RAIL WAY SQUARE

TEL +2 066 3348251 - +2 066 3348253

FAX : +2 066 3348 262

FOR ANY OTHER INFOS PLS CONTACT PORT SAID

PORT CONTROL

PORT SECURITY ORGANIZER

NAME : MAJOR GENERAL / HASAN MOSTAFA IBRAHIM

TEL : +2 066 3348 258 - MOBILE PHONE +2 012 4528088

FAX : +2 066 3348262

FOR ANY OTHER INFOS PLS CONTACT PORT SAID

PORT CONTROL

PORT SECURITY OFFICER

NAME : MAJOR GENERAL / MOHAMED ZAKI BAD

ELDEEN

TEL : +2 066 3224137 - +2 066 3331200 - +2 066 3331400 - +2

066 3331600 - +2 066 3386382

FAX : +2 066 3238500 - MOBILE : +2 012 3936461

FYG PORT SAID PORT CONTROL CAN BE REACHED 24

HOURS PER DAY AND IN ALL CASES YOU MAY

CONTACT THE PORT ORGANIZER AS HE WILL BE

AVILABLE ALL THE TIME

Boarding persons

Flwg persons may board yr vessel during yr Suez transit:

- 1) Suez Canal pilots
- 2) Suez Canal inspector
- 3) Security team
- 4) Agent
- 5) Projector surveyor
- 6) Immigration (if vsl berthing inner port)
- 7) Quarantine doctor (if vsl berthing inner port)
- 8) Watchmen *

* Watchmen are not compulsory and it is up to the master to accept or reject this service.

Garbage removal is possible at Suez or Port Said (not compulsory).

There may be other service providers, subject to yr requirement, who wish to board yr vessel. In any case, all persons must identify themselves by showing ID. We recommend ship chandler Messrs Concord Shipping (Phone: +20 66 3252443, Fax: +20 66 3346823, Email: office@concordshipping.com). In case you are approached by any other ship chandler claiming to be approved by us, pls ignore same.

C. DOCUMENTS REQUIRED

- Suez Canal Special Tonnage Certificate issued by recognized classification society. In the absence of a Suez Canal Certificate, the SCA will charge tolls on a provisional tonnage usually GRT.
- Certificate of registry.
- GA/engine room/capacity plan
- Statistical declaration
- Copies of cargo manifest for cargo onboard.
- Declaration concerning any dangerous cargo.
- Declaration concerning double bottom tanks and the lower parts of the high tanks.
- Declaration concerning vessels in ballast.
- Declaration concerning state of navigability
- Classification certificate
- Piping plan and general arrangement plan for LPG/LNG vessels
- All other known documents and valid certificates which every sailing and seaworthy vessel must have, should be onboard.

Master is requested to fill in various forms handed to him by the agent. Upon request to office@lethsuez.com same can be emailed to master prior to vessel's arrival.

VESSELS TRANSITING FOR THE FIRST TIME

Following documents should be mailed to Leth Suez Transit, Port Said in due time prior to transit.

- 3 copies of Suez Canal Certificate
- 3 copies of GA plan
- 3 copies of capacity plan
- 3 copies of engine room plan

Furthermore, in order for us to apply for a SBT reduction (if applicable) please also forward flwg documentation:

- 1) a copy of international oil pollution prevention (iopp) certificate of compliance and its supplement for the record of construction and equipment as amended.
- 2) a copy of capacity plan
- 3) a copy of tank plan and piping system
- 4) a copy of midship section
- 5) Master's declarations (as flws) to be handed over to SCA rep.

- quote -

To: The Suez Canal Authorities
I THE UNDERSIGNED MASTER OF M/V _____
HEREBY DECLARE
THAT CARGO TANKS ARE COMPLETELY SEPARATED
FROM BALLAST TANKS
Master's signature and vessel's stamp
- unquote -

Forwarding address:

Leth Egypt Agencies LTD
El-Gomhoreya St. Dellesebs St.
El-Madina Tower 9th floor.
Port Said – Egypt.
Direct Tel: +2066 3243440
Tel/Fax : +2066 3243441
Mobile : +2 0100085402 (24 hours).
Please notify Leth Suez Transit, Norway with shipment details (flight details, AWB no) in order to follow up delivery.

D. VESSELS DIMENSIONS AND DRAFTS

- **Height:** Air draft 68 meters
- **Length:** no restrictions
- **Beam:** max. 245 ft. , if beam over 210 ft the beam wind should not exceed 10 knots. Vessels with beam over 245 ft may be allowed to transit the canal under special request.
- **Draft:** maximum draft for loaded vessels is authorized in relation to beam. Max. 62 ft draft with beam 163 ft 9”
Draft must not exceed tropical load line or the summer load line if no tropical load line indicated in the load line certificate.
 - For vessels in ballasted condition, following drafts are recommended, with beam up to 245 ft maximum draft forward 32 ft and aft 36 ft

Please contact Leth Suez Transit, Norway for details.

E. PILOTAGE

Pilotage is compulsory for all vessels whatever tonnage, when entering, leaving, changing berth or shifting in the Canal Waters and harbors. Only when explicitly authorized by the Suez Canal Authority or the Suez Canal Port Office, may vessels move without pilots in certain areas. Failure to comply with pilotage regulations may result in fines up to USD 21,500.

If vessel signals for pilot but is not actually ready for movement, she may be delayed and pay additional pilotage dues (USD 300 per pilot).

Vessels under operation inner Port Said harbor which haven't finished cargo operation while canal pilot boarding the vessel will be cancelled from the convoy and SCA will require new booking procedures which will involve extra charges (as per SCA harbor master instruction)

F. PROJECTOR (SEARCHLIGHT)

Before transit, each vessel should be fitted with a searchlight, which should be placed on the bow at the axis of the vessel to illuminate the canal clearly. Searchlight must be of approved type and accompanied by a certificate for the "type test" issued by a classification society. Switches, plugs, cables and sockets must be of first class marine type (IP 55 or similar) and must be permanently fixed, insulated and gas tight. Searchlight must satisfy the surveyor as to their proper performance.

LPG/LNG vessels, bulbous bow vessels, deep draft/large vessels and vessels entering canal directly must be provided with their own searchlight. Vessels without own projector can hire same locally but must provide their own means and ropes for safe lifting and lowering (min. 1,5 tons weight). If electrical connections and/or searchlight not in conformity with the above, vessel may be subject to delay. An additional due of USD 4,300 will be imposed from the third transit and each following. In all cases electrician(s) is(are) employed to operate the projector.

G. MOORING

Vessels transiting the Canal must have mooring boats as mentioned hereafter hired from the Suez Canal Mooring Company and approved by SCA.

In case no mooring (open type lifeboat) 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 and each boat is to be manned by three men.

- One mooring boat or one motor boat for vessels under 2500 tons gross, SC.G.T.
- One motor boat for vessels from 2500 to 5000 tons gross, SC.G.T.
- Two motor boats or one motor boat and one mooring boat for vessels from 5000 SC.G.T. to 30000 SC.G.T.
- Two motor boats for vessels over 30000 tons gross, SC.G.T.

As per 1st of July 2004 ships must be fitted with well maintained lifting appliances capable of lifting mooring boats of 4 tons weight (Including crew members).

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. Ships must be fitted with well maintained lifting appliances capable of lifting mooring boats of 4 tons weight (Including crew members). Ships may carry extra mooring boats as passengers for the interest of navigation. However, LPG, LNG and Loaded Tankers are not allowed any extra boats. The handling of mooring boats must be carried out well clear from the ship's propellers. Masters are requested to reduce speed during lifting or lowering operations of the mooring boats and an officer must be in charge to avoid accidents that may endanger the life of mooring men.

Vessels lacking means for lifting mooring boats may be allowed to transit using their own boats, if found suitable by SCA, and under the condition that shore personnel is employed to assist in mooring operations.

Failing to comply with this requirement one tug will be imposed (SDR 17,000).

H. MANDATORY TUG ESCORT AND ASSISTANCE.

LADEN VESSELS:

- Vessels under 70.000 SCNT are escorted by one tug if SCA deems it necessary for technical reasons.
- If vessels draft exceeds 47 ft.
- Vessels from 70.000 to 90.000 SCNT are escorted by one tug.
- Vessels over 90.000 SCNT are escorted by two tugs.

BALLASTED VESSELS

- Vessels over 130.000 SCNT are escorted by one tug
- Vessels with beam over 218 ft up to 233 ft are escorted by one tug
- Vessels with beam over 233 ft are escorted by two tugs.

IMPORTANT:

- LPG/LNG vessels over 25.000 up to 80.000 SCNT will be escorted by one tug. However, they may also be exempted from tug escort providing a Gas Free Certificate or if carrying non-dangerous cargo only.
- LPG/LNG vessels over 80.000 SCNT will be escorted by one escort tug if in ballasted condition not gas free and two escort tugs if in laden condition. Ballasted vessels can avoid an escort tug in case a gas free certificate issued on arrival is accepted by SCA.
- Vessels carrying IMO 1 and/or 7 one or two tugs will be imposed (depending on cargo type and quantity).
- Reported engine failures or lost anchor may result in an imposed tug (please consult Leth Suez Transit before reporting to the authorities)
- Vessels transiting without two working anchors fore are subject to one imposed tug.
- Anchor Handling Tug Supply Vessels (AHTSV) transiting with azimuth thrusters are subject to SCA inspection on arrival and one imposed tug may apply depending on the size of the thrusters and beam of the vessel.
- Vessels older than 30 years: SCA may impose tug(s) in order to ensure proper safety and navigation throughout transit.
- SCA can require an **imposed** tug for escort whenever deemed necessary for safety reasons.

Please consult Leth Suez Transit office@lethsuez.com if any questions.

CHARGES FOR TUGS:
ESCORT TUG SDR 8,000
IMPOSED TUG SDR 17,000

I. REDUCTION FROM NORMAL CANAL TOLLS

In order to make the Suez Canal route as cost effective as the Cape of Good Hope route, the Suez Canal Authority gives owners/charterers the opportunity to apply for reduction from normal Suez Canal tolls. For application form, please contact Leth Suez Transit office@lethsuez.com or visit our website: www.lethsuez.com/rebates_application_form.htm (online application form)

J. SPECIAL CASES

Dead ships, barges tugs, drilling rigs and other units transiting under tow are charged with additional dues in relation to their length, beam, draft, height, steering, speed etc. (Pls see first time transit chapter, C)

Towed units are also subject to tug escort, sea trials and a guarantee deposit prior transit. Tandem towages are not permitted.

Please contact Leth Suez Transit office@lethsuez.com for details.

Vessels carrying cement

Suez - instruction for vessels carrying cement arriving for northbound transit:

For vessels carrying a full cargo or part cargo of cement and other cement products in bulk there are no restrictions as far as arrival limits are concerned. Meanwhile, Egyptian Authorities might, for own account, undertake a diving inspection prior to vessel's entrance of the Suez Canal. This will/shall not affect the vessel's transit according to normal regulation. Furthermore,

SCA may determine that one tug will assist your vessel during transit. This will be for SCA's own account.

Port Said - instruction for vessels carrying cement arriving for southbound transit:

For vessels carrying a full cargo or part cargo of cement and other cement products in bulk there are flwg remarks: Please note that the vessel should arrive 6/six hours before sunset in order to let Egyptian Authority diving team undertake an underwater diving inspection prior to transiting the Suez Canal in the 1st convoy starting at Midnight. Vessels arriving later than this must wait till next day for inspection.

REMARK: Vessels carrying cement cargo can only join 1st convoy running from 0100hrs to 0500hrs.

Furthermore, SCA may determine that one tug will assist your vessel during transit. This will be for SCA's own account

K. SPARE PARTS

Below, please find our full style and shipment instructions for spare parts:

M/V - Ship's spares in transit

Leth Egypt Agencies LTD
El-Gomhoreya St. Dellesebs St.
El-Madina Tower 9th floor.
Port Said – Egypt.

Direct Tel: +20 66 32 43 440

Tel/Fax : +20 66 32 43 441

Mobile : +20 10 00 85 402 (24 hours).

Mobile : +20 10 00 85 403

E-mail : egypt@lethsuez.com

Website: www.lethsuez.com

Consignee in the AWB must be written as follow:

- AWB MUST show 'Ship's spares in transit'
- All parcels MUST be marked with AWB no.
- All Original documents must accompany the cargo and detailed packing list should be included in the shipment.
- All documents should be included in the pouch attached to the AWB. No documents should be placed inside the parcels.
- Original AWB (with minimum two copies).
- Upon dispatch, egypt@lethsuez.com must be notified together with copies of commercial invoice + AWB + detailed packing list.
- Kindly ensure that parcels will arrive latest 48 hours prior to vessel's arrival. Finally, kindly ensure that all wooden boxes/pallets are fumigated before shipment (and marked with the related country's fumigation stamp). Spare parts arriving Egyptian Airports which are not stored in **Fumigated wooden Boxes/pallets** and without the fumigation stamp on the wooden box/pallet will be rejected by Agriculture Quarantine Authority and subject to immediate re-export to place of origin for your own account. Forwarding the shipment to next port will not be possible.

IMPORTANT:

Please make sure spare parts are forwarded with airfreight and **not** courier. Shipments with courier may be stopped by customs and detained at Cairo Airport.

Please notify Leth Suez Transit egypt@lethsuez.com with flight details and AWB no in order to follow up delivery.

L. FORWARDING OF SHIP AND CREW MAIL

Ship's mail, i.e. plans, charts or crew mail can be delivered to the vessel during Suez transit. Please courier to:

'VESSELS NAME'

Leth Egypt Agencies LTD

El-Gomhoreya St. Dellesebs St.

El-Madina Tower 9th floor.

Port Said – Egypt.

Direct Tel: +20 66 32 43 440

Tel/Fax : +20 66 32 43 441

Mobile : +20 10 00 85 402 (24 hours).

Mobile : +20 10 01 09 933

E-mail : egypt@lethsuez.com

Website: www.lethsuez.com

Please make sure that this mail will arrive in due time prior to vessel's arrival at Suez or Port Said.

IMPORTANT! Fyg BA-charts couriered with DHL may be detained at Cairo International Airport. Therefore, we do not recommend DHL shipments with BA-charts, however using FedEx, TNT or UPS should not be a problem.

Kindly notify Leth Suez Transit egypt@lethsuez.com with reference numbers etc.

M. CREW CHANGE

Please consult Leth Suez Transit, Norway prior to any crew change and/or surveyors/technicians boarding arrangements. Please inform

- Names
- D.O.B
- Nationality
- Passport no. and expiry date
- Seaman's book no. & expiry date
- Rank
- Flight Info: (To, From, Airline, Flight Number, Departure / Arrival Dates & Timings) PTA ref, E-ticket ref

Note: All flights are through Cairo International Airport, EGYPT.

N. FINES - EXTRA CHARGES

Fines and additional dues are levied if Master / Vessel fails to comply with Suez Canal Rules of Navigation. Please take note of the following characteristic cases.

- None or erroneous declaration of dangerous cargo or substances onboard is subject to a fine of USD 11,000. Vessel may be refused access to the Canal Waters for a period up to 2 years.
- None or erroneous information given by Master about cargo or whether in ballast condition results in a double charge of the difference in tolls. Please be aware of the fact that vessels carrying passenger(s) are considered in laden condition. Spares and other equipment on deck should be avoided.
- Vessel with defective or not fitted rudder or engine RPM indicator, is charged additional dues of SDR 3.000 on their second transit. If both indicators are defective or not fitted by the second transit additional dues of SDR 5,000 is levied.
- Additional dues are levied on slow speed vessels according to actual speed less than speed of her group in the convoy. (Min 16 km/hour)
- Throwing substances polluting water: minimum USD 20,000 (but not limited to).
- Throwing wastes overboard: minimum USD 5,000 (but not limited to).
- Berthing dues are charged to vessels prolonging their stay in Port Said Harbor and Canal lakes.
- All vessels must be in full working order with no defects or missing seaworthy equipment.

Any vessels failing to comply with SCA rules of Navigation and regulations may be denied immediate transit subject to SCA Inspection and Investigations.

O. TRANSIT INSTRUCTIONS.

Please only direct your nominations, instructions, special service requests to our offices in Oslo, Copenhagen and Singapore via office@lethsuez.com.

All activities are coordinated and followed up by these offices.