

SECTION III

TOWAGE AND ESCORTING

Art.55 - Canal Authority Tugs :

- (1) At Port Said Harbour, tugs may be placed at the disposal of Masters if the CA Port Office deems it necessary. No charge is made for the assistance given by these tugs to transiting vessels, for mooring and getting underway. In all other cases, a charge is levied as indicated in Part IV, Art.104.

Vessels manoeuvring in the harbour are required to provide their own ropes. Wire towropes are prohibited [Wire tow ropes should not be confused with the fire wire ropes made fast on board and fitted with the eye splice or connecting shackle hanging over the side as required. (See Art. 19)].

- (2) In other cases, tugs may be hired for mooring, towing for getting a vessel afloat. Charges paid by vessel will be according to rates indicated in Part IV, Art.104.
- (3) In accordance with the terms of Art. 57 of the present Chapter, the Officials of the CA may impose on certain defective vessels, or vessels carrying dangerous cargo a tug or more for towing or escorting during the transit of the Canal. In such cases, charges are paid according to Part IV, Art.105 and follow the present Rules of Navigation.
- (4) The Master of a vessel using a tug placed at his disposal has the exclusive direction and control of the manoeuvres of both the vessel and the tug.
- (5) Whatever may be the conditions or circumstances under which the Canal Authority tugs are made use of by a vessel, the Master of the vessel is responsible for any damages or accidents whatsoever resulting directly or indirectly from the use of the said tugs, including damage which may occur to tugs themselves, and to equipment.

Art.56 - Use of Private Tugs :

- (1) In case the SCA tugs are not available, shipping companies will be allowed to tow their "towed units" by tugs to be provided by them (see Special cases APP. No. 1). Such tugs should be approved by the Suez Canal Authority, prior to transit.

- (2) Apart from the special towage dues, tugs belonging to private owners are subject to the strict observance of all Parts of the Rules relative to vessels manoeuvring, in transit or berthing.**
- (3) Towing arrangement must be supervised and approved by Suez Canal Port officials.**

Art.57 - Cases of Imposed Tugs :

(For escorting or towing a vessel or floating unit in case of special cases of canal transit).

Chargeable tugs shall be imposed during Canal transit in the following cases:

- **(The rental value of the imposed tugs from the canal entry till exit is a unified rate of S.D.R 17000 per a complete transit).**
 - **(The traffic of hire rate, see Art. 104).**
- (1) The CA may require any vessel to take a tug or more tugs during Canal transit, whenever in SCA judgments such action is necessary to ensure safety or to the Canal.**
 - (2) Vessels without mechanical power, or vessels whose the machinery of which is/or becomes disabled, or steers badly, or which is liable to become unmanageable for any reason, shall be towed through the Canal.**
 - (3) Vessels having engine or steering gear trouble for the second time during the same passage.**
 - (4) Bad view vessels owing to deck cargo, containers, cranes or constructions impeding the view from the wheelhouse and wings.**
 - (5) a- Vessels unable to use one of both anchors. (Ref. Art.23).**
 - b- Vessels over 1500 SC.G.T. built with one anchor.**
 - c- Vessels over 1500 SC.G.T. built with more than one anchor if only one of them on the bow.**
 - (6) Drilling vessels.**
 - (7) Vessels with two engines on one propeller of which one is out of order for any reason and can not maintain speed of 10 knots at least without current after sea trial to assure the speed and valid sea worthiness certificate.**
 - (8) Vessels with two engines on two propellers of which one is out of order.**
 - (9) On Master's request for one tug or more.**

- (10) Submarines to be escorted by one or two imposed tugs according to CA. Survey. (depending on submarine condition, anchors, mooring facilities, power drive, ... etc.).
- (11) Air craft carriers to be escorted by two imposed tugs.
- (12) a) General Cargo vessels carrying explosive of type Class 1, (explosive div.1.1, div. 1.2, div. 1.3 according to IMDG code) in less than 50% of the loaded cargo, an imposed tug is to be added during transit, for security.
- b) But if the explosive cargoes are 50% or mor of the loaded cargo, two imposed tugs are to be added during transit, for security.

Art.58 – Escorting Tugs: For escorting certain vessel during Canal transit

The escort of VLCC's, ULCC's, L.P.G, L.N.G, Large Bulk carriers and other vessels, except container Ships will be as follows:

- (1)Loaded vessels less than 70,000 SC N.T. {The SC.N.T. is assessed regardless of size that are temporally added in each transit (such as double bottom tanks, containers on deck ... etc.)} will be escorted by one tug if for technical reasons SCA finds it necessary, or when the vessels draught is more than 47 feet.
- (2)Loaded vessels from 70,000 SC N.T. to 90,000 tons will be escorted by one tug.
- (3)Loaded vessels over 90,000 SC N.T. will be escorted by two tugs.
- (4)Vessels in ballast over 130,000 SC N.T. will be escorted by one tug.
- (5)L.P.G., and L.N.G. over 40,000 up to 90000 SC N.T. (except G.F), or loaded with Ammonia cargo,
- 1) L.P.G., L.N.G. vessels contain (tank on deck) completely separated from cargo tank with maximum tonnage of 180 tons will be considered as Gas Free
- 2) G.F. Carriers are to be treated as tankers in Ballast. Will be escorted by one tug.
- (6)Vessels in ballast with beam over 218 feet up to 233 feet will be escorted by one tug.
- (7)Vessels in ballast with beam over 233 feet will be escorted by two tugs.
- (8)Towed scrapped vessels will be escorted by one tug.
- (9) Loaded Semi-submersible ships carrying drillers or floating units (300 SC.G.T. and over) will be escorted by one tug.
- (10) Integrated units to be escorted by one tug during first transit. (see Appendix No.1 special cases item "E" P. 92

N. B. (1) :

Reference to Art.57 and Art.58 :

- (1) Any vessel escorted by one tug and the situation requires another imposed tug, same tug is considered imposed needles for a second tug.**
- (2) Any vessel escorted by two tugs and the situation requires a third imposed tug, one of the two escorting tugs will be for escort and the second is imposed needless for a third tug.**

N. B. (2) :

The prementioned vessels in Art.57 and 58 have to prepare two polypropylene ropes 16" circumference For vessels under 100,000 tons D.W.T. if their draught is over 47 feet **to join the stern of the tug during stopping**

operations.

The ropes should be eye spliced to fit in the quick release hook on the tug with adequate length to give distance between fore of the tug and stern of the vessel at about 50 meters.

On the vessels, these ropes will be made fast on stern bitts port and starboard. Their eyes will be hanging over the stern about 2 meters above water and lashed with rope stoppers to break loose when necessary.

Responsibility in cases mentioned before : Either imposed or escorted tug, the Master is responsible for any damage that may happen to SC tugs, directly or indirectly during the voyage, whatever the reasons of the damage may be.