

# APPENDIX

## SPECIAL CASES

---

### TRANSIT OF :

**A - Drilling units.**

**B - Heavy Lift Ships carrying drillers, floating units or large units.**

**C - Vessels carrying floating units.**

**D - Navy ships.**

**E - Integrated units.**

**F - Towed units.**

**G – Special design ships.**

**G - Special requests.**

### **A - Drilling Units "They consist of":**

#### **(1) Drilling vessels:**

**To be convoyed ( either escorted or towed ) by SC Imposed tug.(see Art. 57 Para 6)according to vessel speed and survey.**

#### **(2) Drilling Rigs:**

**a) Self steering or nonself steering.**

**b) Legs that can be lifted : No extensions under the rig's keel. To be assisted by Suez Canal tugs :**

**One aft and another - or more - as escort. In addition, a powerful tug forward to maintain a minimum speed of 12 Km/h over the ground. The rigs must be in stable condition.**

**Otherwise the assignment of tugs will be according to survey by CA officials.**

**c) Legs that cannot be lifted and a part remains under the rig's keel :**

**Each case is to be studied separately to decide whether the unit is allowed to transit the canal.**

**B-Heavy Lift Ships Carrying drillers, or floating units (SC.G.T. not less than 300 ton), or large units (weight not less than 250 ton ), are submitted to the following conditions :**

**Semi submersible ships:**

- (1) Be able if needed, to easily and safely reduce, the draught by one meter ( 3 feet 3 inches) by way of discharging clean ballast water.**
- (2) Be escorted by one or more tugs according to the decision of the Suez Canal Representatives, after survey on arrival (8000 SDR per tug ).**
- (3) The following additional dues are levied to cover special precautionary measures for the safety of navigation and vessels:**
  - a) For the Semi submersible ships 125% of the transit dues and in addition.**
  - b) And 2% of the transit dues, for each foot, or fraction of a foot in excess of the maximum breadth prescribed by Art.26.**

**For other heavy lift ships:**

**Carrying on board floating units fo 300 SC.G.T. or more. Are subject to 300% of the floating units SC.G.T. And if carrying large units (non floating) of weight not less than 250 metric tons, are subject to 50% of transit dues of the ship.**

**C - Self Steering Vessels Carrying Floating Units :**

**(Valid lashing certificate is required.)**

- (1) Self Steering vessels carrying on board floating units within an adequate period, before vessels transit must introduce the following documents of their floating units:**
  - a) Suez Canal Tonnage certificate and calculation sheets.**
  - b) Recommended plans.**
  - c) A detailed statement on the floating units loaded on board.**
  - d) Cargo weight statement specifying its location on board and the way of its loading as per cargo manifest.**
- (2) In Case of absence of the prementioned documents in Para. (1). the gross tonnage will be calculated according to Linear dimensions, Length, Beam and Depth.**
- (3) Vessels are subject to the following additional dues :**

- a) A 100% of transit dues of the floating units SC.G.T.(except general cargo ships).
  - b) 2% of transit dues for each foot or fraction of a foot in excess of the maximum breadth authorized by Art. 26.
- (4) Such vessels will be able to join the second southbound convoy if their dimensions allow.

### **D - Navy Ships :**

Navy and auxiliary ships belonging to different countries, pay an addition of 25% of transit dues is to be added owing to special arrangements.

Also ref. to Art. 15 E and Art. 96 - G

### **E - Integrated Units :**

Integrated Units may transit SC and berth in its harbours on the following conditions :

- (1) A valid Seaworthiness Certificate issued by one of I.A.C.S. recognized by SCA.
- (2) Additional dues of 25% of the transit dues will be charged.
- (3) Vessels to be escorted by a Suez Canal tug, on the first transit against DUES OF 8000 SDR.
- (4) If unable to maintain convoy's speed, additional dues for slow speed vessels are applied.
- (5) If the Integrated tug is disconnected and the unit towed by normal tugs, this unit will be considered as towed vessel and dues for towed vessels will be applied.
- (6) In Harbours :

Berthing, loading and discharging operations are possible , after getting Harbour Authority authorization.

### **F - Towed Units (1)**

- (1)All enquiries concerning the possibility and/or approval of transit of towed units, drilling rigs, dredgers, etc ..., are to be submitted by the owners of the units or their officially recognized representatives in Egypt or Shipping Agency Companies accompanied by a General Arrangement plan and all particulars of the unit : name, L.O.A., beam, draught, height, self steering, etc. The application must reach SCA (

Transit Department, Ismailia, Egypt ) not less than two weeks before the sailing of the unit from its base.

- (2) Towed units are not allowed to transit the Suez Canal, unless they are towed by Suez Canal tugs, sin case SC tugs are not available the vessel can use her own tug ( See Art. 56 ). In addition to the assistance SC tugs whenever find necessary by SC official ( see Art.101).
- (3) Any towed unit must be supplied with floating mooring ropes in good condition and suitable in number ( more than six ) and size according to the dimensions of the unit.
- (4) A responsible person and a crew of at least 10 persons must be on board the unit during the transit.
- (5) A valid Seaworthiness Certificate for the towage through SC must be available.
- (6) The unit must comply with SC Regulations.
- (7) A survey of the unit shall be made on the arrival, in order to take the definite steps and make the final arrangements for the transit, if it complies with SC Rules.
- (8) The transit is subject to the circumstances of the Navigation in the Canal, and the weather conditions.

## **G- Special Designed Ships:**

### **(1) Azimuth Stern Drive Ships:**

Without either rudder or rudder indicator should carry out navigational trials before entry for assuring successful maneovring. After passing successful trials, the ship to join the convoy without a tug if the beam is not than 20 m., but if the beam exceeds 20m. and up to 40m., the ship to be escorted by an imposed tug during the first transit. For large ships of beam exceeds 40m. to be towed during the transit.

- 
- (1) a- In case of towing small units (beam not more than 25 m., draught less than 5 m. ) if the length of the tug increases than half length of the towed unit , then towing to be effected from side and according to S.C.A officials survey.
  - b- Otherwise towing to be done by to tugs one fore and the other aft acting as rydder and stoppage ) this for towed units less than 100 m. in length and less than 25 m. beam, draught less than 7 m. ).
  - c- But for towed units larger than above, towing to be by one tug or more in the fore and one tug aft as rudder and also a tug or more for escorting the group.
  - d- In all cases survey by SCA officials to be done and towing mehod to be approved in advance.

**(2) Catamaran (Fast Ferries) Vessels:**

**With one anchor and following specifications:**

- Aluminum hull
- High cruising speed (may reach 45 knots).
- Efficient maneuvering capabilities.
- Four propellers (two a sides Fwd. and another two Aft.).
- Length not more than 86 m., beam not exceeding 43 m.

These vessels can join the convoy after survey and passing trials without imposed tug.

Otherwise, method for transiting to be decided by SCA officials after survey.

**H - Special Requests:**

Owing to the request of owners for the transit of vessels with beam over 254 feet. 3 inch the SCA undertook careful studies to comply with the said request.

In this connection above mentioned, vessels may transit the Canal under the following conditions:

- (1) A pre-approval to be obtained in good time prior to transit.
- (2) Transit to be effectuated in good weather (wind not exceeding 10 knots).
- (3) One escorting tug against 8000 SDR for vessels with beam up to 233 feet.
- (4) Two escorting tug against 8000 SDR per tug for vessels with beam over 233 feet.