



Suez Canal northbound transit Guide

Arrival limit

1st Group (tanker group fixed arrival limit: 0100 HRS North of latitude 29 42.8 N In favorable navigational conditions, the limit time for arrivals from South is to be extended as shown below.
A) When arriving between 0100 and 0300 hrs such ships can join the tanker group against the payment of a surcharge equal of 3% of the normal transit dues with a maximum of SDR 7000.
B) When arriving after 0300 hrs and up to 0400 hrs such ships can still join the tanker group against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500.
C) Vessels arriving after 0400 hrs may join the northbound 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 Group: From 0600 HRS to 1130 HRS

2nd Group (ordinary Ships) Fixed arrival limit: 0300 HRS North of latitude 29 42.33 N In favorable navigational conditions, the limit time for arrivals from North is to be extended as shown below. Vessels that are allowed to join the ordinary group can do so when arriving after 0300 and up to 0400 hrs against the payment of a surcharge equal to 3% of the normal transit dues with a maximum of SDR 7000. Vessels arriving after 0400 and up to 0500 can join the group against the payment of a surcharge equal to 5% of the normal transit dues with a maximum of SDR 10500. Vessels arriving after 0500 hrs may join the group, 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 Group: Depending on number of vessels in first group

Masters instructions

VHF channels in use: 16 & 14 Port Suez port Control prior vessel arrival 72 / 48 / 24 / 12 Hours
ETA notice to Atlantic Marine Services

Master should include following in his last ETA e-mail to the Atlantic Marine "No bamboats or others are allowed to board my vessel except the officials, pls advise port police accordingly

Please note:

Information / instructions concerning all other matters should be directed to Atlantic Marine Shipping Agency who will coordinate and authorize additional requirements

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, Officials are authorized to board: - Quarantine Doctors -Suez Canal Inspectors -Imm. Officers

**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 ballasts 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 Atlantic Marine Services

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. .



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.



ATLANTIC MARINE SERVICES
Operation Dept.