

PODACI O PUTOVANJU

Vrsta i veličina broda: **Brod za prijevoz rasutog tereta, ukupna nosivost 36000 t**

Teret na brodu: **Žito, 35000t**

Luka polaska: **Karachi, Pakistan**

Luka dolaska: **Barcelona, Španjolska**

Među-luke: **Prolaz Sueskim kanalom**

Gaz broda: **10.80m**

Brzina broda: **14.5 čv**

Dnevni potrošak goriva: **30 t/dan**

Ostale pojedinosti o brodu i putovanju: **Brod kreće na putovanje 05/05/2018.**

<i>PORT</i>	<i>ETA</i>	<i>ETD</i>	<i>DATE</i>	<i>DISTANCE</i>	<i>TIME</i>
Karachi Port (Bert no. 17)	-	03:00 LT	05/05/2018	2809 M	8 days 01h 43mins
Seuz Canal	01:00 LT	06:00 LT	13/05/2018	92 M	06 hrs 21 mins
Port of Barcelona	03:11 LT	-	18/05/2018	1607 M	4 days 14 hrs 50 mins

TOTAL:

*13days
3 hrs 11mins*

4508 M

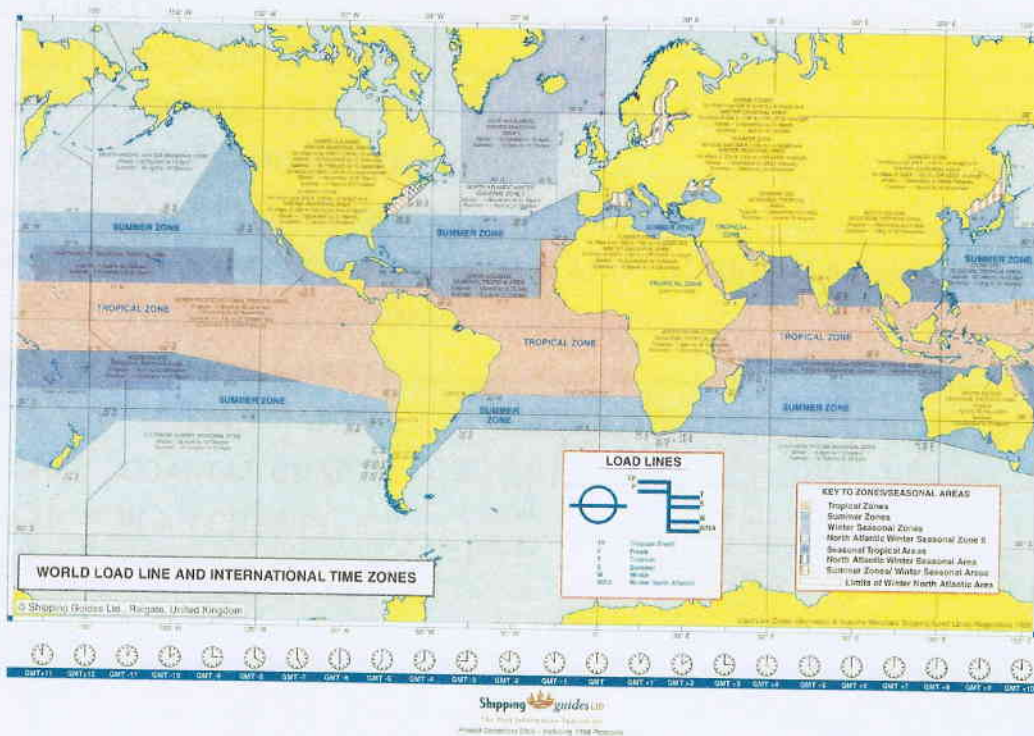
*Navigation:
12 days
22hrs 54min*

Total fuel consumption: 480 tons
(5+1 day of reserve)

NAVIGATION BETWEEN THE PORTS



CHART OF LOAD LINES



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1. LUKA POLASKA - KARACHI (Pakistan)

POSITION: $\phi: 24.50^{\circ}\text{N}$
 $\lambda: 66.59^{\circ}\text{E}$ } Is situated in the NE corner
of the Arabian Sea



LOADLINE Summer zone

TIME: GMT+ 5 hours

PORT LIMITS

The seaward limits of the port are bounded by an arc of radius 12 miles from Manora Point ($24^{\circ}47'3\text{N}$, $66^{\circ}58'8\text{E}$) as shown on chart.

TIDAL LEVELS

Sea information in *Admiralty tide tables*. The average maximum and minimum tidal ranges are about 2,0 and 1,2 m. The in-going tidal stream in this anchorage sets E and out-going stream, which is barely perceptible, sets W.

In general the tidal streams conform broadly to the direction of the buoyed channel, attaining reported rates $1\frac{1}{2}$ to 3 kn at springs and 1 kn at neaps.

TIDE TABLE KARACHI PORT - ETD (05.05.2018)

Date	Day	HIGH		LOW		Sun		Coefficient
05/05/2018	Saturday	0:52 h 2,3m	14:26 h 2,5m	7:27 h 0,5m	20:16 h 1,5m	Rise 05:53	Set 19:04	49 low

CONTROLLING DEPTHS

The following depths are maintained as far as possible:

Approach Channel	12,2 m
Lower Harbour (S part)	11,3 m
Lower Harbour (NW part)	8,2 m
Upper Harbour	9,1 m
New Channel (W of Naval Dockyard)	7,6 m
Fish Harbour	3,0 m

Before entering harbour, the controlling depths for the port (10,100) should be confirmed with the local authority. However, under normal circumstances the following parameters apply.

LOCAL WEATHER AND SEA STATE

During the SW Monsoon, heavy swell will be encountered in the outer anchorage and the approach to the port; also at this time visibility is much reduced due to suspended dust in the atmosphere. Fog or mist may be experienced at dawn and dusk during the winter months.

1.1. DOCUMENTS

Required Before Vessel's Arrival:

- 2 copies Freight Manifest
- 2 sets Bills of Lading
- 3 copies Stowage Plan
- 2 copies Passenger Manifest
- 3 copies Cargo Manifest
- 3 copies Hatch Lists
- 1 copy Exception Lists
- 6 copies Passenger list

With Vessel:

- 2 copies Cargo Manifest
- Last Port Clearance Certificate
- 6 copies each Passenger List, disembarking and transit
- 2 copies List of favour parcels

The following special Pakistan forms are Brought on board by Agent forms are brought on board by Agent

For completion on arrival:

- 2 Customs Arrival Reports
- 2 Opium and Dangerous Cargo Certificates
- 2 Ship's Currency Lists
- 6 Deck Cargo Certificates
- 1 Company's Arrival Report
- 1 Ship's crew Advance (if required)
- 1 Expiry date of Ship's Certificate
- 1 Same Bottom or in Transit Cargo
- 1 Water Indent
- 10 Crew Lists
- 3 Stores Lists
- 3 Crew Effects Lists (including cameras, radios, etc.)
- 7 Cargo Gear Information Forms

Metric weights and measures to be used on Particulars of Cargo, Tonnage Certificates, Stevedoring Bills, manifests and Bills of Lading

Immigration

- I. Masters should ensure that all crew are in possession of valid health documents
- II. All nationals, other than those holding British Passports, require visas for entry into Pakistan. Ships's crew can enter and leave Pakistan on Seaman's documents for purposes of joining vessel and/or repatriation.
- III. Seaman's books/Passports are required to be collected from Immigration authorities prior to sailing of vessel on surrender of the shore passes.
- IV. Taiwan and Israel nationals are not allowed shore leave facilities.

PILOTAGE

Pilotage is compulsory for vessels of 200 GT and over. Pilot boards at the Outer Anchorage. Vessels are piloted day and night, subject to tides, length and draft, to berths lying on the East and West of the fairway, which is 4.27 miles long. Pilotage distance is about 5 to 6 miles.

ANCHORAGE: Outer Anchorage where ships await berth safe except during the S.W. monsoon from mid-May to September. During monsoon no anchorage is recommended. Vessels should anchor a safe distance outside the breakwater within Lighthouse bearing 045° and 025°. Depth of water at the anchorage is about 9 fathoms.

RESTRICTIONS: Datum depth is 30 ft. Dry cargo vessels with a draft in excess of 32 ft. are not permitted to enter Karachi due to dredged depths at berths. Berthing can be done at any time during day/night, except vessels over 560ft. in length having bridge aft, which is permitted in daylight only.

MAX SIZE

	<i>Length</i>	<i>Draft</i>
Bulk carriers and general cargo (dry cargo)	945 ft. (288m)	32 ft. (11.9m)

RADIO/VHF: VHF radio telephone – calling channel 16, working channel 12 (Control station call sign "Manora Pilot Control"). Vessels should establish radio contact with control station as soon as they are within VHF range. Use of channel 12 is restricted to the following: Ships while entering harbour are to maintain watch on channel 12 as soon as Pilot boards. Ships in harbour scheduled to sail are to keep a listening watch half an hour before sailing till their clearance from the port. Intercommunication with the ships, other than Pilot Control, at Outer Anchorage or ships in harbour on Channel 12 and 16 is strictly prohibited. The Manora Pilot Control Station is equipped with multichannel VHF Radiotelephone sets which are operating on International Maritime Channels 8, 9, 11, 12 and 16 subject to above restrictions.

TUGS There are 8 diesel tugs owned by Port Trust. Four tugs have bollard pull varying from 10 to 18 tons, 2 tugs have 27 tons bollard pull and 2 (Voith Schneider) tugs have 35 tons bollard pull. Towage inside the harbour is rendered by Port Trust on signal from Pilot. Towage is not provided outside the breakwater except in very special circumstances at the discretion of the Deputy Conservator, subject to weather permitting and availability of tugs on special terms and conditions.

BERTHING There are 17 berths at East Wharves, total quayage 8,622 ft. Berths nos 1 to 17 are on a concrete quay wall of the latest type. All berths are rail-served.

Bulk wheat: Discharged by bulk evacuators at berth no. 17

STEVEDORES Working hours Monday through Thursday and Saturday, day shift: 0730 – 1130 and 1230 – 1630 hrs. On Fridays day shift: 0730-1230 and 1400-1630hrs. Mondays through Saturday, night shift: 1900-2300 and 2330-0330 hrs, next day.

Overtime periods: 0330-0630, 1130-1230, 1630-830 hrs.

FRESH WATER Available alongside by pipe-line at all shipping berths. Also available alongside and at outer anchorage by private barges. At time due to water shortage vessels are required to arrive with sufficient water for duration of stay.

FUEL In addition to coal, 3 grades of petroleum are available – furnace oil, light diesel oil and high speed diesel oil. Furnace oil can be supplied by pipe-line at all berths. Light diesel only at berths No. 1 to 4. Large quantities can be supplied by pipe-line at the Bulk Oil Pier only.

REPAIRS can be carried out at the anchorage except in the monsoon season, 2 ship repair jetties are available in the port. In addition, Karachi Shipyard and Engineering Works Ltd. Provide all kinds of repair and ship-building facilities.

CARGO GEAR *Cargo gear certificate:* The Dock Labour Safety Officer is very strict and requires all gear/derricks/winches and accessories to have valid certificates. In the event their certificates are out of date, delays will be incurred before cargo discharge operations are allowed to commence.

HOLIDAYS Eid-ul-Azha, Muharram, Republic Day (23rd March), Eid e Miland un Nabi, Independence day (14th August), Defence of Pakistan Day (6th September), Jamat-ul-Wida, Eid-ul-Fitr, Anniversary of Death of Quaid-e-Azam, Allama/Iqbal day (9th November), Christmas Day and Birthday of Quaid-e-Azam (25th December)

SHORE LEAVE Shore passes must be granted by Immigration Authorities when they first go on board and must be returned on departure of the vessel. These passes permit entry exit to the docks until 2200hrs. Indian crew are not allowed ashore except in emergency. An Immigration Policeman will remain on board in port where Indian crew are carried. The Policeman will ask for some sort of accommodation. This need only be given if it does not cause inconvenience to the ship.

SHIP SUPPLY SERVICES There are privately operated services for transportation of personnel and some essential stores, etc., for ships lying at Outer Anchorage to inside the Port. These services are of a small scale and carried out by small launches, only during good weather. In bad weather such as monsoon season these services are suspended.

WATER DENSITY ~ 1,025 g/cm³

APPROACH AND ENTRY

The port is approached through a dredged channel, marked by light-buoys in accordance with IALA Maritime Buoyage System (Region A); it is entered between a breakwater extending 2 1/2 cables SSE from Manora Point (24°47'3N, 66°58'8E) and another breakwater extending 3 3/4 cables SSE from Kaemari Groyne, 8 cables N; it is planned to extend the later breakwater.

DIRECTIONS FOR LEAVING HARBOUR

General information It was reported that merchant vessels are not permitted to leave the port on the out-going stream. When leaving harbour the pilot disembarks at the harbour entrance, from this position vessels should steer in the dredged channel, with the leading lights described at 10.121 in line (40°), astern, until seaward of Fairway Light Buoy K. Thence, on no account should vessels bring Manora Lighthouse to bear less than 030° because of heavy rollers and swell on the edge of the flats to the E.

ISPS DESIGNATED AUTHORITY

- *Director of Vigilance*

Telephone: +92(0)21 9924063

Fax: +92(0)21 99206398

Mobile: +92(0)300 8261891

E-mail: dirisps@da-isps-org

1.2. PAKISTAN SHIP REPORTING SYSTEM

CONTACT DETAILS:

- *Director General Maritime Security Agency*

Telephone: +92(0)21 9921 4624

+92(0)21 9921 4864

+92(0)21 9921 4865

+92(0)21 9921 4866

+92(0)21 9921 4867

Fax: +92(0)21 9921 4621

+92(0)21 9921 4625

E-mail: mrccpmsa@cyber.net.pk

- *Director General (P and S)*

1.3. MARITIME SAFETY INFORMATION

Navigational warnings are of three types:

- NAVAREA Warnings
- Coastal Warnings
- Local Warnings

1.4. NAVAREA IX WARNINGS (EGX SafetyNet System)

The Warnings are promulgated as consecutively numbered NAVAREA IX. All NAVAREA IX Warnings are broadcast through SafetyNet. These Warnings are originated by the Coordinator NAVAREA IX and subsequently broadcast through Inmarsat via LES Burum. These messages can be received on any standard Inmarsat receiver. Depending upon the area affected, NAVAREA IX Warnings may also be transmitted through NAVTEX from Karachi Maritime Radio Station.

A numerical list of all NAVAREA IX Warnings in force is broadcast each Saturday and a reprint for the current week is included in PART II of the Weekly Edition of Pakistan Notices to Mariners (PNM).

COASTAL WARNINGS

The Coordinator NAVAREA IX issues Coastal Warnings to all vessels and concerned National Authorities. These Warnings are broadcast on NAVTEX through Karachi Coast Radio Station. Port authorities announce Warnings relating to their areas of jurisdiction on VHF.

Coastal Navigational Warnings contain information pertaining to navigational aids and safety hazards in waters along the Pakistan coast.

Warnings are repeated at routine times as messages so long as they remain in force. Serial numbers are given to the messages and a cessation of broadcasting indicates that they are either cancelled or sufficiently promulgated in the Pakistan Notices to Mariners. A message should, however, be considered as in force up to 24 hours after the last broadcast is received.

LOCAL WARNINGS

Warnings are broadcast on VHF Ch 16 for vessels approaching Karachi and Port Muhammed Bin Qasim. Vessels may confirm any such Warnings with the local pilot station.

NAVTEX

Karachi 518 kHz 24°52'00"N 67°09'94"E

Weather Bulletins – P: 0630 1830 Synopsis and forecast for Arabian Sea north of 20°N, Gulf of Aden and Central Arabian Sea

Navigational Warnings – P: 0230 0630 1030 1430 1830 2230 NAVAREA IX and coastal warnings

Karachi

Asif usman, PMO

Meteorological Office Room 3106

Jinnah International Airport

Karachi 75200

Tel: +92 21 9071300, 9071322

Fax: +92 21 9248282

e-mail: pmdmokar@khi.paknet.com.pk

MARITIME RADIO STATIONS

KARACHI (ASK) [4060]

24°51'00N 67°03'00E MMSI 004634060

Tel: +92 21 34591161

Fax: +92 21 34591285

1.5. CONTACT DETAILS

Port Authority

VHF Frequency: Ch 16, 12 14 20

Telephone: +92(0)21 99214530-99214540

Fax: +92(0)21 99214329

+92(0)21 99214330

Website: www.kpt.gov.pk

Agent

G.A.C Shipping, Pakistan Ltd., 4th Floor, K.D.L.B. Building, 58 West Wharf Road, Karachi

Telephone: (922-1) 200341, 200764, 201656, after Office hrs: 615769

Telex: 23009 GAC Pk. Cables: Gacshiping, Karachi

1.6. PILOTS

Contact details:

Call: Manora Pilot Control

VHF Frequency: Ch 16, 08, 09, 11, 12

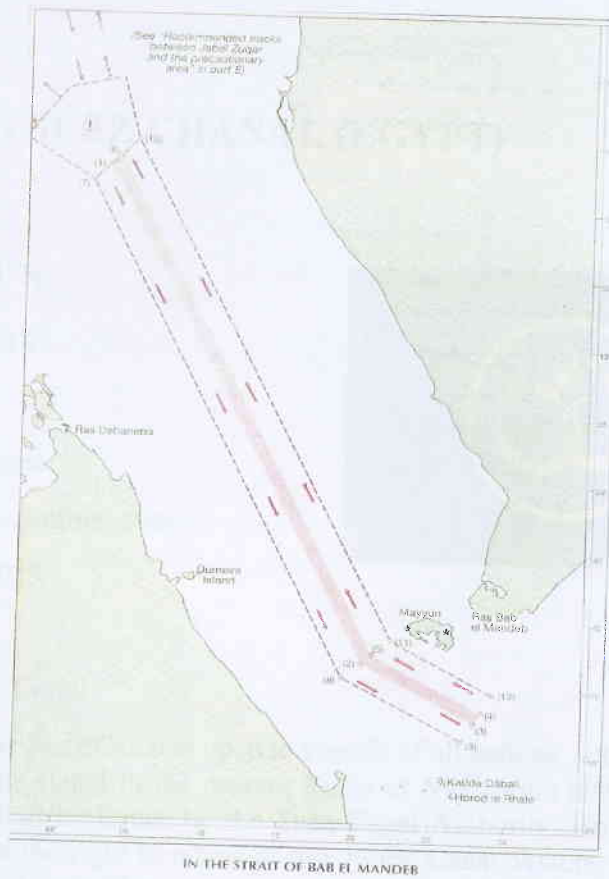
HOURS: H24

PROCEDURE:

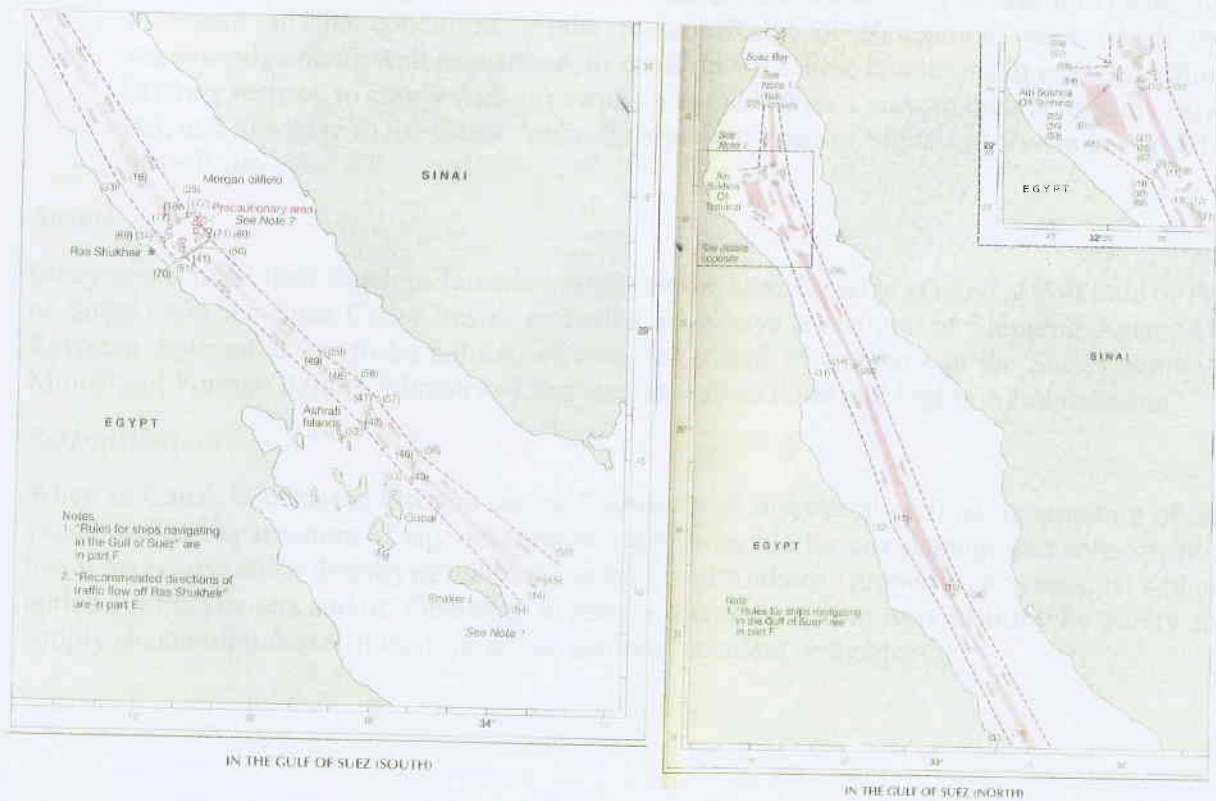
1. Pilotage is compulsory for vessels of 200GT and over
2. Outward-bound vessels should maintain a listening watch on VHF Ch 12 from $\frac{1}{2}$ h before ETD until outside the port limits
3. Pilot boards in position 24°44'70N 66°57'26E (in the vicinity of the Fairway K Lt buoy)

NOTE: Manora Pilot Control maintains a Port Operations and Information Service.

Bab el Mandeb separation zone



Approaches to Suez Canal (separation zones)



2. MEDULUKA - SUEZ CHANAL (EGYPT)

POSITION: ϕ : 30°35.0' N

λ : 032°17.0' E

LOADLINE

Red Sea side – tropical zone

Mediterranean Sea side – summer zone

DENSITY ~ average 1025



2.1. GENERAL

Transit Through the Suez Canal

- a) Transit through the Suez Canal is open to vessels of all nations, subject to their complying with the conditions stated in the present Rules of Navigation and all the references and circulars which shall be issued by the Suez Canal Authority. However, the Suez Canal Authority reserves the right to refuse access to the Canal Waters, or order the towage or conveying of vessels considered dangerous or troublesome to navigation in the Canal.
- b) By the sole fact of using the Canal Waters, Masters and Owners of vessels bind themselves to accept all the conditions of the present Rules of Navigation, with which they acknowledge being well acquainted, to conform with these conditions in every condition in every respect, to comply with any requisition made with a view to their being duly carried out, and to adhere to the Canal Authority's private Code of Signals as shown in Part III of these Rules.

Agents

Every vessel other than warships intending to transit the Suez Canal or staying at Port Said or Port of Suez, or in the Suez Canal Basins or docks must have a recognised Shipping Agent. The Egyptian Authorities are to be notified of intended transit of warships in the Suez Canal: V/z Ministry of Foreign Affairs, Ministry of Defence as well as Ports and Lights Administration.

Responsibilities

When in Canal Waters, the Owners and/or Operators of any vessel or floating structure of any vessel or floating structure of any description are responsible for any damage and consequential loss it may cause either directly or indirectly to the Canal Authority properties or personnel without option for the Owners and/or Operators to release themselves from responsibility by purely and simply abandoning vessel at the time of navigational accident or incident.

2.2. 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
- Piping plan and general arrangement for LPG/LNG tankers
- Piping plan and general arrangement for LPG/LNG tankers
- All other known documents / certificates which a seaworthy trading ship should have on board

Master is required to fill in various forms handed to him by the agent.

Masters instructions

7 / 5 days / 72 / 48 / 24 / 12 Hours ETA notice to:

Leth Agencies

fax: +47 23 11 55 10

email: office@lethagencies.com

- Master should provide following in first ETA telex:
Full particulars of ship (scgrt, scnrt, dwt, draft, beam, loa, nationality, call sign, ex names, and date of last transit, type of cargo and quantity, or if in ballast, gas free or not and IMO class of any dangerous cargo). If no changes since last transit, please state "particulars no change".
- Master should include following in his last ETA telex to the agent: "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 Leth Suez Transit, Norway, 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.

COMMUNICATION:

VHF: Port Said Ch 16, 12, 13 and 73. Callsign „Port Said“

Suez Ch 16, 11, 14 and 74. Callsign „Suez“

2.3. PILOTS AND VESSEL TRAFFIC MANAGEMENT SYSTEM

CONTACT DETAILS

Head Office

Telephone: +20(0)64 910000

Fax: +20(0)64 914784

+20(0)64 914785

Telex: +91 63238 SUCAN UN

+91 63543 SUCAN UN

Telegraph: SUCANAL ISMAILIA EGYPT

PILOTAGE

1. Pilotage is compulsory for all vessels entering, leaving, moving, changing berth or manoeuvring in canal water or Bur Sa id (Port Said) and Bur as Suways (Port Suez) harbours
2. Entering from Red Sea: Pilot boards in the following positions:
 - a. VLCCs, large bulk carriers, fourth generation container vessels, third generation container vessels, LASH vessels over 35,000 SCGT, LPG&LNG (Loaded or Non Gas Free (NGF)) and vessels with a draught of over 11.6m (38ft.): in Anchorage Area S of Conry Rock
 - b. Other vessels (draught of 11.6m or less): in Waiting Area (29°50'00N 32°34'00E) N of Conry Rock
3. Pilot exchange takes place at Ismailia (30°35'00N 32°17'00E)

2.4. TUGS AND IMPOSED TUGS

In laden:

- Under 70.000 SCNT if SCA deem it necessary or if draft exceeds 47 ft, one tug escort
- Between 70.000 - 90.000 SCNT, one tug escort
- Over 90.000 SCNT, two tugs escort

2.5. ARRIVAL AND PREPARATION FOR TRANSIT

Pre-arrival of Vessels

Vessels may book for transiting the Canal (4 days prior to transit date). It must contain: name, nationality of vessel, type, draft, Suez Canal GT and DWT

Vessel booking for fixed date have priority to catch the convoy on that date. Booking can be cancelled or altered at least 24hrs before date booked, otherwise the vessel will be charged 100 Egyptian Pounds. In case of VLCCs and similar, the charge will be 1,000 Egyptian Pounds on account of the special arrangements made by S.C.A.

Notice of Arrival

Master of vessels fitted with wireless apparatus are requested to transmit the following information to their Agents 48hrs prior to vessel's arrival (name, nationality, her ex-name if any, Suez C. GT and DWT, whether they intend transiting or stopping in harbours, ETA, driving dangerous cargo, its class, quantity, number of crew etc.)

Contacting Port Offices on Arrival

Vessels have to contact the harbour office by VHF ⁽¹⁷⁾

- a. 10miles before arrival at Approach Buoy of Port Said
- b. 5 miles before arrival at separation Zone buoy No 1 of Port Suez

Northbound Convoy – arrival limit

GROUP (A): tanker group

GROUP (B): ordinary ships (0600 – 1130hrs at 160. km)

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.

The Northbound convoy has almost a free run from Port of Suez till Port-Said. It passes through the East Kabret channel (except early group), the eastern dredged channel in the Bitter Lakes, the East channel of the Deversoir, the East channel of Lake Timsah, the East channel of Ballah loop and the East channel from km. 17 Northward.

Maximum dimension (Vessel's sizes and drafts)

Max. Length: no restrictions

Max. Beam: 210 ft.

Max. Draft: The tables A (for vessel in ballast transiting in either direction), B (the loaded vessel transiting Southbound) and C (for vessels transiting Northbound)

Condition of transit: For loaded vessels the max draft for each vessel according to tables B and C or her tropical loadline whichever is less.

Vessels with a beam of 49,9m can transit the Canal with a draught of 18.9m. Max vertical height 68m.

Vessels with beam over 19.9 m can transit the Canal according to the tables. Vessels with beam of up to 74,6m can transit the Canal in ballast water with a max draft forward 9,7m and aft 11,0m in good weather conditions and wind speed of not more than 10knots. Ballast vessels with a beam exceeding 74,6m require prior approval of the Suez Canal Authority to transit the Canal.

Note: The Suez Canal Authority has decided to permit all vessels with a draught of 13m (42,6ft.) to transit with the First convoy South Bound through Port Said Western Waterway, whereas with the Second Convoy, according to the present regulations, the max permissible draft is 12,8m, under 45m beam and less than 90,000SCGT.

Suez Entrance Channel (including the Easter Channel leading to the Canal Entrance)

Used for vessels entering or leaving Suez Canal and also by those entering Port of Suez and using its anchorages

2.6. NAVIGATION

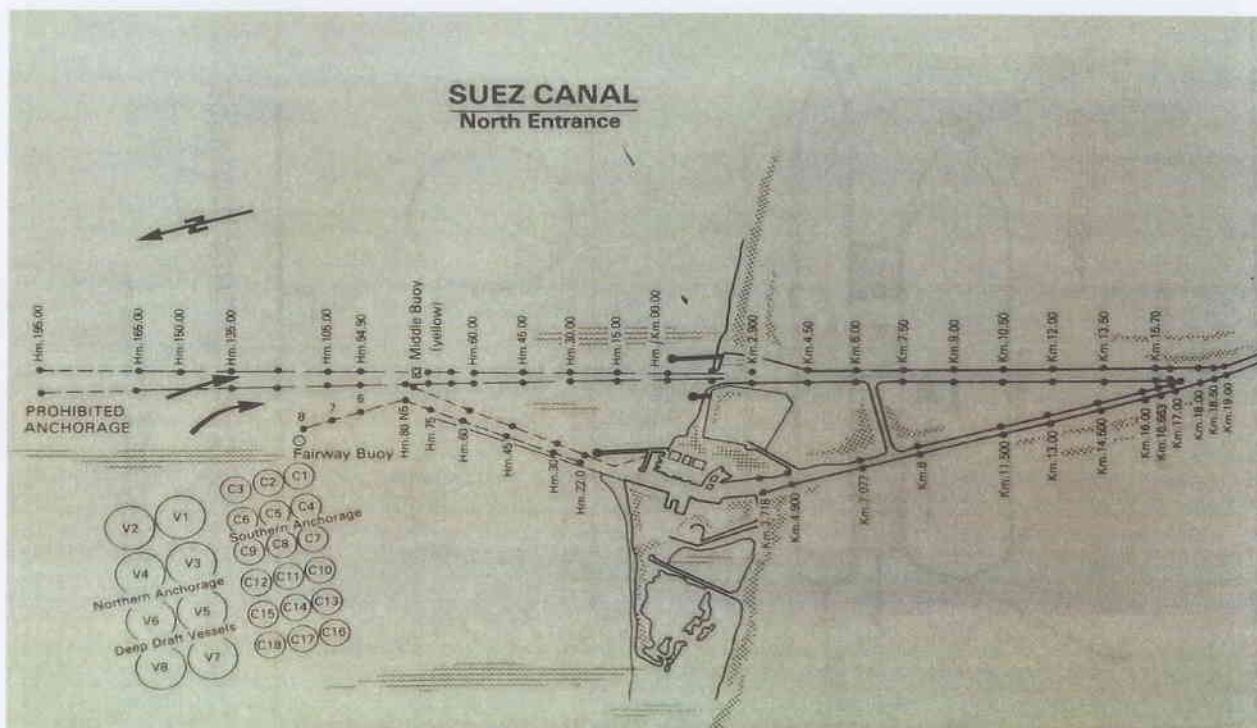
1. General Rules:

- a. All vessels shall conform to the International Regulations for Preventing Collision at Sea
- b. Navigation in port is limited to approved channels only
- c. Crossing and overtaking is strictly forbidden
- d. Vessels must proceed in the port with caution and at reduced speed
- e. Vessels must not let go their anchors except in the anchorage
- f. Traffic Regulation

Vessel entering the Canal from the Port, the zone N.W. of Green Island, anchorages 8C to 16C and anchorage groups A and B shall pass through the Western channel, then South of Green Island to join the Eastern channel and then proceed to the entrance of the Canal.

Vessel entering the Canal from the Zone N.E. of Green Island and Anchorages 1C to 7C shall proceed directly from their anchorages to the entrance of the Canal. If the number of vessel exceeds the number of anchorages, vessels in excess shall anchor South of the Western channel, parallel to anchorages 2A, 4A, 6A, 4B and 7B.

Vessel coming from the Canal shall proceed to sea through the Eastern Channel. If anchoring in the zone N.W. of G. Island or anchorages 8C to 16C and anchorage groups A and B, shall proceed through the Eastern Channel, then the Western Channel, until reaching the designated anchorage.

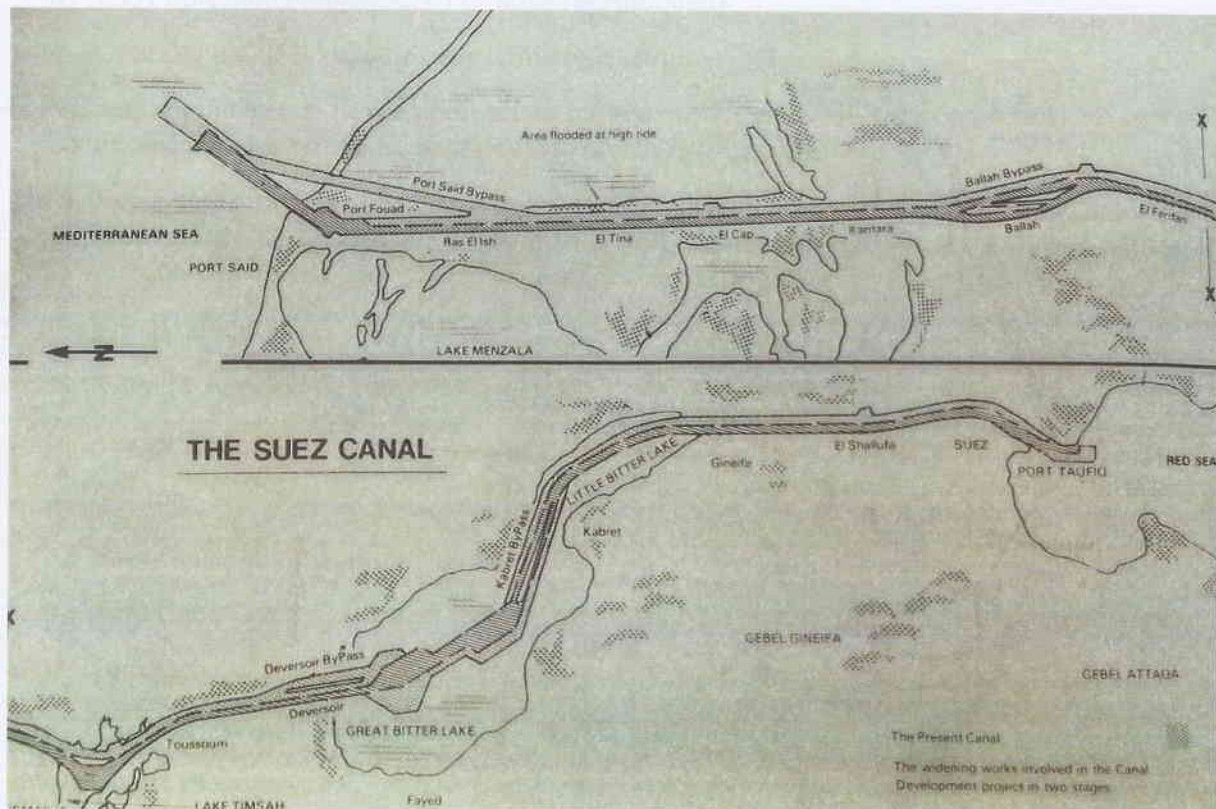


Priority of Movement in the port:

- 1) Vessels coming out of the Canal
- 2) Vessels proceeding to the Canal
- 3) Vessels from the sea must wait outside the port until the Eastern channel is clear
- 4) Vessels leaving the anchorages of the Port of Suez
- 5) Vessels coming out of the Basin
- 6) Vessels using New Petroleum Jetty
- 7) Priority of Passage in the Eastern Channel: vessel leaving the canal

In bad weather when harbour is closed – Vessels coming from sea (recommended not to enter the Port of Suez). If any, on her own responsibility, contact the Suez Canal Authority wireless station (SUQ) and ask permission.

Local Direction of Buoyage – is the direction taken by mariner when approaching the canal from seaward. In the view of double ended nature of the canal, there is a point at which the buoyage direction is reversed. This is at k, 4,000 and 2,800E in approx (Latitude $31^{\circ}13.5'N$). N of these buoyage direction (in Port Said harbour) the port hand buoys are on the E side of the channel and starboard on the W. To the point of this position the buoyage is reversed.



2.7.VESSEL TRAFFIC MANAGEMENT SYSTEM

Vessels intending to pass through the Suez Canal on a certain day can obtain priority to join a convoy if the transit is arranged 4 days in advance or as soon as possible if coming from a nearer port, by telex to SUCANAL +91 63543 or +91 63238. The following information is required:

- a) Type of vessel, nationality and name
- b) Draught on a day transit
- c) SCGT and DWT
2. Notice of cancellation or alteration of a booked passage should be given 24h in advance of the arranged day of transit.
3. Vessels should send the following details at least 48h and 24h in advance to Suez Canal Authority, Ismailia, (SUQ) directly or through their agents:
 - a) Type of vessel, nationality and name (with former name, if any)
 - b) SGT, DWT, draught and beam
 - c) Whether vessels intends to transit canal or stop in the harbours, including the duration of stay in harbour, if appropriate
 - d) ETA Port Said (southbound) or Suez (northbound)
 - e) Quantity and IMO class of any dangerous cargo
4. Vessels should report to the appropriate harbour office on VHF (or Ismailia (SUQ) if VHF communication not possible), as follows to obtain instructions:
 - a) Entering from Red Sea: 5 n miles before arrival at Separation Zone Lt buoy No1 (29°39'50N 32°32'50E) on VHF Ch 14 to Port of Suez harbour office. Al Qusary CRS will instruct vessels to contact Harbour Authorities Suez with (a) to (i) as listed below:
5. Report should include:
 - a) Vessel's position (latitude and longitude)
 - b) Vessel's name
 - c) Call sign
 - d) Suez Canal identification Number (SCID),
 - e) SCGT and DWT
 - f) Draught
 - g) Whether vessel is loaded or in ballast
 - h) Nature of cargo
 - i) Any defects affecting the safety of navigation
6. In addition, vessels transiting the Canal for the first time should state:

- a) Date of building
 - b) Whether Suez Canal Tonnage Certificate is held and, if so, its date of issue
 - c) Call sign or SCID
 - d) LOA
 - e) Beam
 - f) Type of engines
 - g) In all cases, vessels should state if intending to transit the canal or just stop in the harbour
7. Vessels approaching the roads should report the appropriate harbour office stating call sign.
 8. Vessels intending to manoeuvre in the Canal or its approaches or intending to enter or leave the Port of Suez Anchorage, without a pilot on board, should first report to Ismailia (SQU) to obtain permission.

DESCRIPTION: The VTIMS provides the following navigational assistance services to vessels in the Gulf of Suez area:

1. Automatic surveillance and tracking of vessels arriving at the Gulf of Suez approaches
2. Automatic determination of arrival times at port
3. Automatic continuous tracking and monitoring of position and speed for all vessels transiting the Gulf of Suez
4. Instantaneous information concerning vessels transiting the Gulf of Suez
5. Compilation of a database for vessel information, transit regulations, traffic flow and navigation reports
6. An efficient means of communication with vessels arriving at and transiting the Gulf of Suez
7. Safe transit through the Gulf of Suez for vessels and cargo.

QUARANTINE Ports: Alexandria, Port Said, Port of Suez

Procedure: Notification of health by crew holding valid vaccination certificates should be sent with ETA message to SUMED operations, Alexandria.

Remarks: Additional communication facilities available – see Maritime Radio Stations section

EXPECTED FEES

Pilotage: \$467.40	Suez canal dues: \$203,000.32	Total Light dues: \$3,860.00
Port dues: \$1,050.00	Port Authority fees: \$450.00	Ministry fees: \$1,825.00
Mooring/Unmooring \$2,309.00	Garbage due (northbound only) N/A	Extra Pilotage N/A
Escort Tugs N/A	First time canal transit N/A	

GRAND TOTAL ~ USD \$212,916.72

NAVTEX

- Weather Bulletins: Storm warnings and 12 hour forecast in English for Areas A, B, C and D (1010, 2210) / Weather forecast in English for Areas E and F (0330, 1530)
- Navigational warnings in English (0210, 0610, 1010, 1410, 1810, 2210)

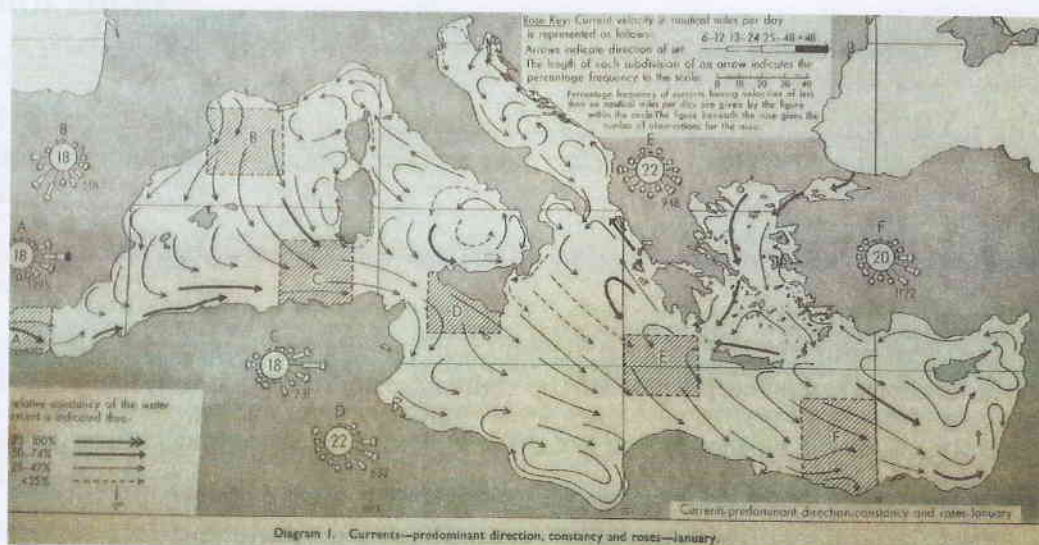
MARITIME RADIO STATIONS

- 30°35'82N 32°15'76E MMSI 006221113 DSC VHF
- Tel: +20 64 3393126 Email: ismradio@hotmail.com INMARSAT B, C, Telex

Keep attention! It is highly risk area because of a piracy attacks.



There are unfavorable currents and winds expected on this voyage.



3. LUKA DOLASKA–BARCELONA (SPAIN)

POSITION: ϕ : 41°20.0'N

λ : 02°10.0'E

LOADLINE Summer zone



3.1. DOCUMENTS

1. Manifest of Barcelona Cargo (all customs will board the vessel immediately)
2. Manifest of Transit cargo: 2 sets
3. 3 Crew Lists
4. 1 Negative of Passengers lists
5. 2 sets of Bills of Lading of the Barcelona cargo
6. 2 Provisions Lists

PILOTAGE

Pilot boats painted black, with letter „P“ in white on each bow. Telegraphic address: „Pilot Station-Barcelona“. Required notice of ETA 24 hrs before arrival. Signals to be made by vessels requiring Pilot: the letter „G“ in sound and/or light. Can be contacted on VHF channel 16.

ANCHORAGES

Vessels can anchor 0.8 miles away from breakwaters in depths over 40 m.

APPROACHES

Entrance: Width 370m, depth 16m. Nature of bottom is mud and sand.

3.2. PROCEDURE

Inward-bound:

- All vessels bound for the port should contact Barcelona Traffic on VHF Ch 10 and Barcelona Pilots on VHF Ch14, 1h prior to arrival at Lt buoy N (41°20'04N 2°13'00E) or Lt buoy S (41°16'90N 2°10'88E)
- Vessels should then monitor Barcelona Traffic on VHF Ch 10 until 2 n miles from Lt buoy N or Lt buoy S
- Vessels should report to Barcelona Pilots on VHF Ch 14 when 2 n miles from buoy N or Lt buoy S and then monitor Barcelona Pilots on VHF Ch 14 for further informations
- Vessels should again report to Barcelona Pilots on VHF Ch 14 on arrival at Lt buoy N or Lt buoy S
- Vessels should continue to monitor Barcelona Pilots on VHF Ch 14 until arrival at the port

MAX SIZE

Only limitation is draft: max 45ft.

RADIO

Aranjuez Radio, call sign EAD

VHF

Barcelona Radio can be contacted on VHF Ch 16, 3 hrs before arrival and Ch 26 for long distance calls.

TUGS

Operated by 2 companies. Vessels do not need tug for entering or leaving but may require one for internal manouvering, depending on the manouvre and on the size of the vessel, pre arrangement with Pilots, Ship lines normally used, 12 tugs available, from 800 h.p. to 1,800 h.p.

BULK CARGO FACILITIES:

Grain: The Terminal for discharge, storage and delivery of cereals and speed is located on Contradique Wharf (East Side). These products are shipped in large bulk carriers of up to 280m length. The maximum draft at the present time is 13.10m. This terminal has pneumatic facilities on the wharfside for discharging vessels and which may reach optimum rates of 1,200 tonnes/hr.

STEVEDORES:

- a) Daytime, normal working hrs, from 0800-1200 and 1400-1800hrs (1 shift)
- b) 0800 – 1400 and 1400 – 2000 hrs (2 „intensive shifts“)

Night time, from 2200-0200 and 0200-0800 hrs. Extra costs are involved for intensive shifts. Nightwork is paid on an overtime basis. Average rates for discharge of grains in bulk are about 7,500/8,000 tons oer day of 24 consecutive hours. For general cargo a rate of 100 tons within normal working hours.

DENSITY average density between 1025 and 1028 in all seasons

FRESH WATER

Available at all berths direct from shore lines

FUEL

„Campsa“ supplies a range of intermediarte fuel oil up to heavy fuel ol bunker „C“ 38 cST/50°C and marine gasoil.

GANGWAY/DECK WATCHMEN

According to police regulations, Master has to keep watchmen on board.

OPENING/CLOSING HATCHES

Normally carried out by crew, except in liner vessels which is conctracted for by stevedores.

CERTIFICATES: Vessels should have all usual certificates aboard.

CARGO GEAR

All commercial piers served by electric shore cranes. In addition, 1 floating crane with a lifting capacity of 80 tons and 144 mobile cranes up to 50 tonnes.

IDENTIFICATION CARDS

Seaman's Book required. Crew List also to be presented at Autonomus Port of Barcelona.

TIME: GMT+1hr, GMT+2hrs (29th March – 26th September)

HOLIDAYS

New Year's day (1st January), Epiphany (6th January), Good Friday, Labour Day (1st May), Christmas Day (25th December), No cargo is worked on these days. Other National holidays occur during the year, but overtime work can be arranged.

PORT Contact details:

- Telephone: +34 93 5088282
- Fax: +34 93 5088292
- E-mail: webmaster@apb.es
- Website: www.apb.es

3.3. BARCELONA MRCC

VHF Ch 10: Weather Bulletins: in Spanish and English (0700, 1100, 1600, 2100 LT)

Navigational Warnings: Provisional broadcast: in Spanish and English, an official warning will be broadcast by Coast Radio Station (on receipt)

VHF Ch 16, 74 H24

RT (MF) Transmits 2182 Receives 2182 H24

3.4. PILOTS

CONTACT DETAILS:

Call: Barcelona Pilots

VHF Frequency: Ch 16, 14

Telephone: +34 93 2256052 (Admin)

+34 93 2219567 (Operations)

Fax: +34 93 2240014

E-mail: admin@barcelonapilots.com

infoweb@barcelonapilots.com

Website: www.barcelonapilots.com

HOURS: H24

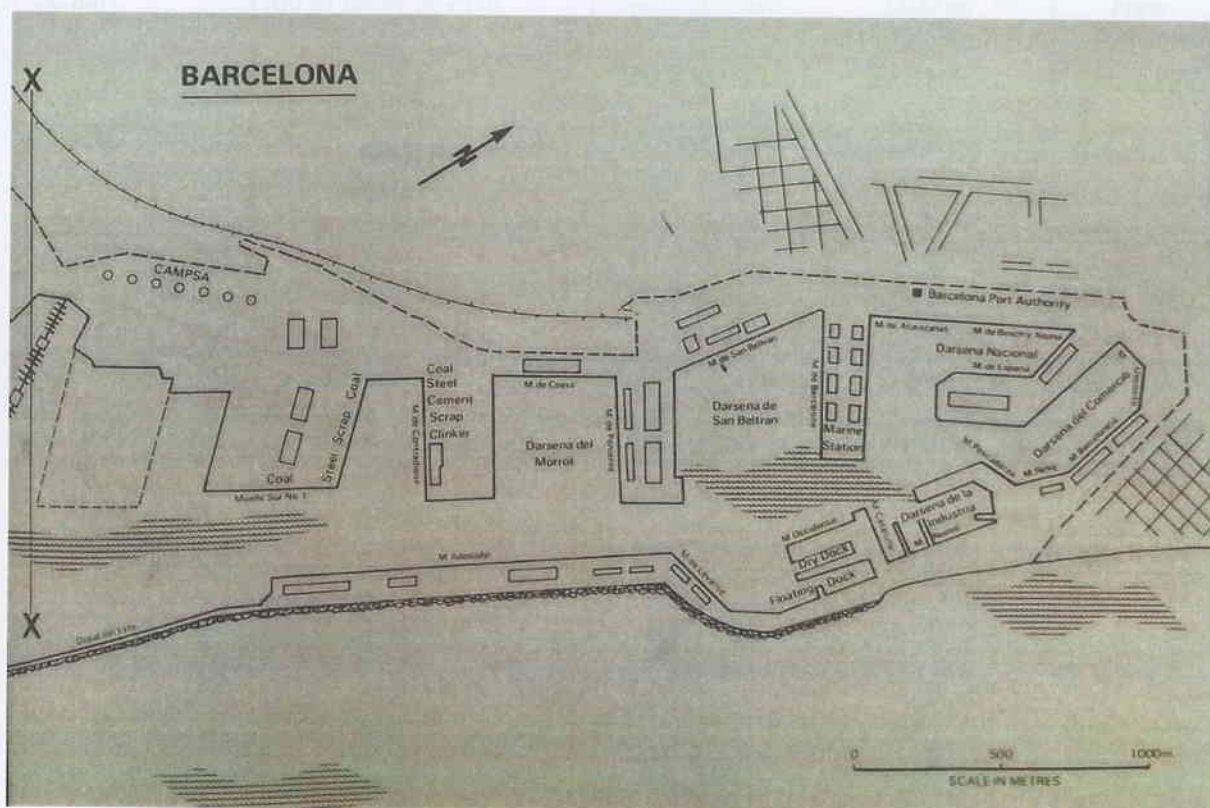
1. Pilotage is compulsory and is available H24

- a) N Entrance: 41°20'73N 2°12'00E

b) S Entrance: 41°17'70N 2°10'80E

TIDE TABLE – PORT OF BARCELONA (on expected ETA)

<i>Date</i>	<i>Day</i>	<i>HIGH</i>	<i>LOW</i>		<i>Sun</i>		<i>Coefficient</i>
18/05/2018	Friday	11:32 h 0,1m	04:01 h 0,1m	17:05 h 0,1 m	Rise 06:29	Set 21:06	85 high



4. CHARTS

4.2. PLANNING CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
4003	A planning chart for the South Atlantic Ocean	20,000,000	July 1992.	-
4005	A planning Chart for the Indian Ocean	20,000,000	Sept. 1993.	-
4015	A planning Chart for the Atlantic Ocean	20,000,000	Mar 1998.	-
4016	A planning chart for the Easter Atlantic Ocean to Western Pacific Ocean including the Mediterranean Sea and Indian Ocean	20,000,000	Feb.1994.	-

4.3. GENERAL CHARTS OF THE OCEANS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
4011	North Atlantic Ocean – Northern Part	10,000,000	Dec 1985.	June 1997.
4014	North Atlantic Ocean – Eastern Part	10,000,000	Dec 1985.	Nov 1992.
4071	Indian Ocean - Northern Part	10,000,000	Oct 1977.	Jan 1992.
4072	Indian Ocean – Western Part	10,000,000	June 1979.	June 1992.
4073	Indian Ocean – Eastern Part	10,000,000	June 1979.	June 1992.
4300	Mediterranean and Black Seas	4,200,000	Apr 1988.	Dec 1996
4301	Mediterranean Sea – Western Part	2,250,000	Sept 1976.	July 1996.
4302	Mediterranean – Eastern Part	2,250,000	Jan 1985.	July 1996.
4702	Chagos Archipelago to Madagasikara	3,500,000	Feb 1974.	July 1991.
4704	Read Sea	2,250,000	Aug 1973.	Aug 1991.
4705	Arabian Sea	3,500,000	Mar 1977.	Dec 1991.

4.4. METEOROLOGICAL CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
B6961	Indian Ocean	17,500,000	June 1944.	Nov 1979.
B6238	Indian and South West Pacific Oceans	15,000,000	Feb 1945.	Feb 1983.
B6628	South Atlantic Ocean, including parts of the Pacific and Indian Oceans	15,000,000	Aug 1947.	Max 1978.
B6988	Europe and Mediterranean	15,000,000	May 1973.	Jan 1978.
B6656	Mediterranean and Europe	7,500,000	Oct 1970.	Aug 1984.
B6032	North East Atlantic – Meteorological facsimile chart	10,000,000	Apr 1972.	Aug 1984.
B6968	Atlantic Ocean (at 50°N -10°S)	17,500,000	July 1941.	Apr 1979.
B6993	North Atlantic Ocean	15,000,000	May 1944.	Aug 1984.

4.5. SAILING DIRECTIONS

No	Title	Geographical Areas Comprises	Edition No.	Year
38	West coast of India Pilot	Maldives, Sri Lanka, with Palk Bay, The west coast of India, the Coast of Pakistan	11th	1975
49	Mediterranean Pilot, vol. V	Coast of Lybia, Egypt, Israel, Islands from Kriti to to Rodhos and Turkey with Island of Cyprus	6th	1976
64	Red Sea and Gulf of Aden Pilot	Suez Canal, Gulf of Suez and Gulf of 'Aqaba, Red Sea, Gulf of Aden, South-east coast of Arabia from Ra's Ba Ghashwah to Ra's Junayz	12th	1980
46	Mediterranean Pilot, vol II.	The South coast of France, the Islands of Corse and Sardegna,	10th	1978
45	Mediterranean Pilot, vol. I.	The Coast of Spain from Gibraltar to Cap Carbere, Islas Baleares, the coast of Italy	10th	1978

4.6. ADMIRALTY LIST OF LIGHTS AND FOG SIGNALS

No.	Volume	Title of Publication
77	D	Eastern Atlantic Ocean, Western Indian Ocean and Arabian Sea, from Goulet de Brest Southward, including off-lying Islands, to longitude 68° East
78	E	Mediterranean, Black and Red Sea

4.7. TIDAL PUBLICATION

No.	Volume	Title of Publication
202	Volume 2	Europe (excluding United Kingdom and Ireland), Mediterranean Sea and Atlantic Ocean

4.8. GENERAL CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
183	Ra's At Tin to Iskenderun	1,100,000	Oct 1969.	Mar 1992.
176	Cap bon to Ra's At tin	1,175,000	July 1988.	-
1439	Sicilia to Nisos Kriti	1,100,000	Nov 1974.	June 1996.
1440	Adriatic Sea	1,100,000	Nov 1974.	June 1996.
165	Menorca to Sicilian including Malta	1,100,000	Sept 1969.	Dec 1995.
1780	Barcelona to Napoli including Islas Baleares Corse and Sardegna	1,100,000	Feb 1972.	Mar 1993.
2717	Strait of Gibraltar to Barcelona and Alger including Islas Baleares	1,100,000	Jan 1969.	May 1995
3400	Ra's al Muraysah to El Iskandaria	500,000	Sept 1996.	-
3401	Banghazi to Ra's al Muraysah	500,000	Sept 1996.	-
1439	Sicilia to Nisos Kriti	1,100,000	Nov 1974.	June 1996.
6	Gulf of Aden	750,00	Nov 1993.	-
2954	Gulf of Aden - Eastern Portion, including Socotra Island	750,000	Sept 1950.	Aug 1955.
3785	Mina Raysut to Al Masirah	750,000	Jan 1984.	-
707	Bombay to Masquat	1,500,000	May 1977.	Jan 1997.
2736	Bombay to Dwarka	750,000	Dec 1984.	Aug 1996.
39	Gulf of Kachchh to Sonmiani Bay	500,000	Feb 1976.	Jan 1996.
38	Karachi to Ra's Al Hadd	750,000	June 1980.	Mar 1992.
4703	Gulf of Aden to the Maldives and the Seychelles Group	3,500,000	Mar 1975.	Nov 1991.
6	Gulf of Aden	750,000	Nov 1993.	-
141	Masamirit Islet to Zubair Islands	750,000	Sept 1955.	Nov 1982.
138	Gezirat el Dibia to Masamirit Islet	750,000	Dec 1954.	-
63	El Akhawein to Rabigh	750,000	Sept 1984.	Sept 1990.
8	Suez to El Akhawein (including the Gulf of Aqaba)	750,000	Dec 1994.	May 1997.
4704	Red sea	2,250,000	Aug 1973.	Aug 1991.

4.9. COURSE CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
1703	Mallorca and Menorca	300,000	Dec 1978.	Aug 1998.
1704	Punta de la Bana to Islas Medas	300,000	Dec 1978.	-
2124	Isola di Lampedusa to Capo Passero including Malta	300,000	Nov 1979.	-
194	Approaches to Malta and Ghawdex (Gozo)	100,000	Aug 1986-	-
2123	Capo Granitola to Capo Passero	300,000	Aug 1972.	Mar 1990.
2122	Bizerte dto Capo San Marco	300,000	Aug 1972.	June 1988
2121	Ras el Hadid to Iles Cani	300,000	June 1972.	Jan 1991.
1990	Oristano to Arbatax including Golfo di Cagliari	300,000	Nov 1990.	-
1983	Capo Carbonara to Capo San Vito	300,000	Jan 1975.	-
2573	El-burullus to El 'Arish	300,000	Sept 1982.	Mar 1992.
2574	Ras el Dab'a to Masabb Dumyat (Damietta Mouth)	300,000	Oct 1983.	Mar 1992.
2578	Mina 'Dumyat (Damietta Port) to Bur Sa'id (Port Said)	100,000	June 1987.	Dec 1994.
2634	Beirut to Gaza	300,000	May 1983	June 1989.
5	Abd Al Kuri to Socotra	350,000	Dec 1987.	-
1470	Veraval to Okha	300,000	Nov 1981.	Dec 1994.
61	Approaches to Karachi	100,000	Jan 1976.	June 1983.
3661	Straits of Bab el Mandeb to Aden Harbour	200,000	Nov 1985.	-
1925	Jabal Zuqar Islands to Straits of Bab el Mandeb	200,000	Nov 1985.	-
453	Islands in the Southern Red Sea	100,000	Nov 1985.	-
143	Jazirat at Ta'ir to Bab el Mandeb	400,000	Dec 1991.	-
171	Southern Approaches to Mits'iwa	200,000	Feb 1987.	-
164	North and North-east Approaches to Mits'iwa	300,000	Mar 1988.	-
15	Jizan and Approaches	200,000	Nov 1995.	-
322	Sirran Island to Qadimbal Islet and Approaches Al Qunfidha	200,000	Dec 1923.	Dec 1954.
81	Sawakin to Ras Qassar	300,000	June 1991	-
81	Sawakin to Ras Qassar	300,000	June 1991.	-
82	Outer Approaches to Port Sudan	150,000	Dec 1987.	-
321	Abu Duda to Sirrain Island and Approaches to Al Lith	200,000	May 1924.	June 1954.
2659	Shi'b Nazar to Qita Kidan	200,000	May 1990.	-
2375	Ashrafi Islands to Safaga and Strait Tiran	150,000	May 1997.	-
5501	Mariners' Routeing Guide, Gulf of Suez	-	May 1997	-
2374	Ras Sheratib to Ashrafi Islands	150,000	May 1997.	-
2373	Suez Bay to Ras Sheratib	150,000	May 1997.	-

4.10. COASTAL CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
233	Suez Canal	60,000	Sept 1994.	Apr 1996.
2588	Red Sea - Straits of Bab el Mandeb	75,000	Sept 1984.	-
1926	Aseb Bay	75,000	Aug 1984.	-
2658	Outer Approaches to Mina'al Jeddah	75,000	Mar 1988.	-
233	Suez Canal	60,000	Sept 1994.	Apr 1996.

4.11. PLAN CHARTS

Chart No.	Title of chart or Plan	Natural scale 1:	Date of Publication	New Edition
1180	Barcelona	10,000	Sept 1985.	Feb 1996.
1195	Approaches to Barcelona	30,000	Sept 1985.	Feb 1996
234	Approaches to Bar Sa'id (Port Said)	50,000	Feb 1994.	-
333	Offshore installations in the Gulf of Suez (including Ras Shukheir)	50,000	Jan 1997.	May 1997.
40	Karachi Harbour	10,000	Nov 1971.	Feb 1994.
2599	Approaches to Mina'al Jeddah	30,000	Dec 1987.	-
2090	Ras Matarma to Ain Sukhna	40,000	June 1996.	May 1997.
2098	Approaches to Port of Suez	40,000	June 1996.	May 1997.
3214	Bur el Suweis (Port of Suez)	20,000	May 1993.	July 1996.