

GEOGRAPHICAL OVERVIEW

TIME ZONE	GMT +2
LOCATION	Lat 26° 44' N Long 33° 57' E
UNSTAD CODE	EGSGA
WEATHER	Moderate this part of the month. Rain percentage is 20%
WIND	North West and South East prevailing
RAINING SEASON	Winter
WATER DENSITY	1.027-1.028 g/cm ³ (SW)
TIDE RANGE AND FLOW	1.2 – 2.1 m
MAXIMUM DRAFT	9.8 M , subject to tide table



ALUMINUM BERTH DETAILS

BERTH NO.	LENGTH	DEPTH	DRAFT	WATER DENSITY	PILOTS/TUGBOATS
1	280 m	10 m	9.8 m (in high tide)	1.028 g/cm ³ (SW)	from Safaga Port

DISCHARGING PROSPECTS

- Discharging operations are by shore evacuators or otherwise agreed on C/P.
- Discharging rate is around 6000 MTS per day.
- Vessel's stay at Port is according to her cargo quantity.
- Fridays & Saturdays are official weekends; however, work will continue as normal.

BERTHING DELAY

- Bad weather and if wind speed exceeds 20 kms, which suspend movement traffic from and to the inner port.
- High swell, which will also suspend port movements.
- If any other vessel occupying berths.

NIGHT BERTHING

Night maneuvers are not allowed after sunset; however same can be requested from PA through agent's arrangements.

POLLUTION

Egyptian authorities are very strict on pollution issue. Washing, cleaning, painting, blasting, chipping etc. outside/inside of the vessel that may cause spillage in the water, deballasting, spillage, littering are strictly forbidden in Egyptian Territorial Waters. Please pay much attention in these issues, especially when bunkering or supplying of oil in order to avoid heavy fines.

PORT SECURITY LEVEL

Safaga Port Authority
Port Code (ISPS): 17891
UNCTAD Code: EGSGA

The International Ship and Port Facility Security Code ("ISPS code") level ONE is being maintained in Egyptian ports and no special declaration required to be arranged.

ISPS Code Source : <http://www2.imo.org/ISPSCode/ISPSPortFacilities.aspx>

CONTACT DETAILS OF THE PORT FACILITY OFFICER ("PFSO")

Captain Tarek Abd Elkader
T: +20 65 256 018
T: +20 65 253 976

CLARKSON SHIPPING AGENCY ("THE AGENCY") INSTRUCTIONS

- Information/instructions concerning all matters should be directed to the Agency, who will coordinate and authorize additional requirements.
- Do not sign/stamp any time sheet from any party prior consulting the Agency.
- Do not sign/stamp any blank paper. No blank space below signature.
- Before signing any presented document, master should clarify necessity of particular service offered.
- As per the Port regulations, please do not use any ship chandler, marine contractor or suppliers unless authorized by the Agency.
- Service requested should be rendered in a satisfactory manner before signing.
- Do not sign any vouchers/invoices for services not rendered.
- All vouchers/invoices should state an amount and a type of service requested.

THE PA INSTRUCTIONS

- Vessel should keep deck lights "ON" during nighttime.
- Vessel should keep AIS tracking open around-the-clock.
- Vessel should keep VHF open at all times since her arrival for port and pilot arrangements.
- Vessel should report her arrival via VHF, otherwise she will not be considered as arrived and will lose her berthing turn.
- Vessel should maintain open Channel 16 on an ongoing basis with port radio.
- Vessel should assign duty crew members on front and rear of ship's deck "24 hours".
- Report immediately to the Port Control about any suspicions/unusual condition.
- Instructions to be followed during bad weather:
 - The emergency plan of the bad weather conditions pursuant to what is mentioned in the International Safety Management Code ("ISM Code") and the ISPS Code to preserve the safety of vessels and safety of navigation at the port to be followed and applied.
 - The mooring ropes of the vessels to be tighten continuously during berthing alongside quays to ensure the safety of vessels and properties of the PA after notifying the transit department.
 - The vessels' crew must look for and resolve any problems at early stage during the vessel's presence either in the inner anchorage area or during berthing alongside quays to ensure the safety of the vessel, her crew and to preserve the PA's properties.
- No ballast water to be pumped while vessel in port unless prior approval from Marine Pollution Protection Department is obtained. Please send your written request to the Agency representative to obtain this approval.
- Crew will not be allowed to leave the vessel unless free pratique is obtained.
- As per harbor master instructions, at least 60% of crew must be on board and ready all the time for any possible shift.
- PA issued an official notice to owners and master that totally prohibits disposal of fumigation powders/tubes and/or any related materials/equipment (if any) inside the port under any circumstances. In case of non-compliance, legal responsibility before the Port Authorities will be occurred.
- Boat drill, firing shots, washing and painting hull, welding and metal cutting, riveting, throwing wastes in water, picking objects from water, embarking or disembarking persons without permission are prohibited.



AUTHORITIES BOARDING VESSEL

		REQUIRED DOCUMENTS
SANITARY INSPECTION	Sanitary inspection takes place when vessel is alongside or at anchorage for clearance	<ul style="list-style-type: none">▪ Crew list (1 copy)▪ Maritime Declaration of Health (International Form is accepted)▪ Last 10 ports▪ NIL list
IMMIGRATION	Immigration will board vessel with agents when vessel alongside	<ul style="list-style-type: none">▪ Crew list (3 copies)▪ Passenger list (2 copies)▪ Passport copies of Officers/crew
CUSTOMS	Customs will board the vessel after berthing alongside	<ul style="list-style-type: none">▪ Crew list (3 copies)▪ Ship store list (3 copies)▪ Crew effect (3 copies)
PORT AUTHORITY		<ul style="list-style-type: none">▪ IMO General Declaration FORM 1 (2 copies)▪ IMO Cargo Declaration (2 copies)▪ Dangerous Goods Manifest (2 copies) (In case of dangerous goods on board)

CREW GOING ASHORE

During vessel stay all embarking and disembarking persons must carry their shore leave pass plus a valid civil passport or seamen book.



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CLARKSON SHIPPING AGENCY

5 VECTOR BASSELI STREET, AL AZARITA, 2ND FLOOR, ALEXANDRIA, EGYPT

T: +20 3 488 9001 F: +20 3 483 2295

agency.egypt@clarksons.com

CONTACTS



MR MOHAMED ALY

Head of Business Intelligence & Research Unit

M: +20 10 9989 9910

mohamed.aly@clarksons.com

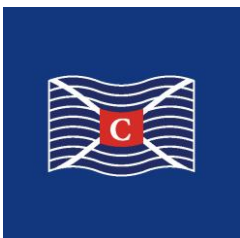


MS MARWA ESSMAT

Senior Agency Operator

M: +20 10 0057 9364

marwa.essmat@clarksons.com



MS SHAYMAA ALY

Head of Port Call Department

M: +20 10 9989 9901

shaymaa.aly@clarksons.com

