



**Sphinx Shipping Agency**

[www.sphinx-shipping.com](http://www.sphinx-shipping.com)

## **Suez Canal Transit Guide**



Prepared By  
**Sphinx Shipping Agency - egypt**



## Suez Canal Department Contact details

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### **Operations dept (head office – port said )**

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### 3.0 Convoy Guidelines

Three convoys transit the Canal daily, one southbound and one north bound.

#### 3.1 Northbound Convoy "Port Suez"

Vessels complete transit of the Canal in approximately 10 hours in the Northbound convoy.

Two hours before arrival at the Suez pilot station, vessels should contact the harbor office by VHF channel 14 in order to provide details of transit.

A pilot boat can be contacted via VHF channel 14

Northbound convoy commences at 0500 HRS LT at KM 160 and consists of one groups of vessels: ( the enter time presently not certain due to a dredging in new suez canal channel ).

#### Arrival Limit:

0200 HRS on passing north of latitude 29 42.8 N.

#### Late Arrival facilities:

- 3% additional Canal tolls from 0200 Hrs Lt - 0300 Hrs Lt
- 5% additional Canal tolls from 0300 Hrs Lt - 0400 Hrs Lt
- In case vessels arrive after 0400 Hrs Lt, they may still join the northbound convoy on the same day at 0500 HRS against 10 percent additional Canal tolls, provided that circumstances are favorable and authorized by the SC authority.



## 3.2 South Bound Convoy "Port Said"

Vessels complete transit of the Canal in approximately 12 to 14 hours in the southbound convoy.

Fifteen miles before arrival at the fairway buoy, vessels should contact the harbour office via VHF channel 12 or 16 in order to provide full details of transit.

### 1st SB Convoy

Commences: 0100 Hrs Lt.

Arrival limit:  
1900 HRS South of latitude 31 28,7 N

Late Arrival facilities:

- 3% additional Canal tolls from 1900 Hrs Lt - 2100 Hrs Lt
- 5% additional Canal tolls from 2100 Hrs Lt - 2200 Hrs Lt
- In case vessels arrive 2200 Hrs Lt, they may still join 1st SB convoy 0100 HRS against 10 percent additional Canal tolls, provided that circumstances are favorable and authorized by the SC authority.

( the enter time presently not certain due to a dredging in new suez canal channel ).



## container's tiers :-

In Suez canal container form should put every containers on deck.. full / empty , 20' or 40 ' for Suez canal inspection check and calculate accdg this form as follows :-

1 - IF STOWAGE MORE THAN 10 PCS CONTAINERS .( 10 X 20 ") OR ( 5 X 40 ") OR MIX ON LAST TIER CONSIDER ONE TIER . , AND IF LESS 11 PCS CONTAINERS. NOT CALCULATE AS A TIER

2- THE ADD S.C TOOLS DUES AS FOLLOWS :

### If vsl come from SCSB convoy :-

- A - ONLY ONE TIER ON DECK WILL ADD 2% OF S.C DUES
- B - FROM ONE TO 2 TIERS WILL ADD 4% OF S.C DUES
- C - FROM ONE TO 3 TIERS WILL ADD 6 % OF S.C DUES
- D - FROM ONE TO 4 TIERS WILL ADD 8 % OF S.C DUES
- E - FROM ONE TO 5 TIERS WILL ADD 12 % OF S.C DUES
- F - FROM ONE TO 6 TIERS WILL ADD 16 % OF S.C DUES
- G – FROM ONE TO 7 TIERS WILL ADD 18% OF SC DUES
- H- EVERY ONE TIER MORE WILL ADD 2% OF S.C DUES

### If vsl come from SCNB convoy :-

- A - ONLY ONE TIER ON DECK WILL ADD 4% OF S.C DUES
- B - FROM ONE TO 2 TIERS WILL ADD 6% OF S.C DUES
- C - FROM ONE TO 3 TIERS WILL ADD 8% OF S.C DUES
- D - FROM ONE TO 4 TIERS WILL ADD 11 % OF S.C DUES
- E - FROM ONE TO 5 TIERS WILL ADD 15 % OF S.C DUES
- F - FROM ONE TO 6 TIERS WILL ADD 21 % OF S.C DUES
- G – FROM ONE TO 7 TIERS WILL ADD 23% OF SC DUES
- H- EVERY ONE TIER MORE WILL ADD 2% OF S.C DUES

- IT IS VERY IMPORTANT TO BE CAREFUL WHEN FILL THE SUEZ CANAL CONTAINER FORM AND B.PLAN , FOR MENTION EVERY CONTAINERS ON DECK



## **IMPORTANT NOTES :-**

- if vsl have some container's have military equipment or imo 1 cargo master should declare before vsl arv suz canal .
- If vsl cargo are military equipments or any kind of military cargo the suz canal automatically add 25% suz canal add dues . and master should declare before arv suz canal .
- Master should declare before vsl arv suz canal for any un containerised cargo & rejected cargo & any floating unit on deck .
- if vsl carry only empty container's and there are no any load container's on deck the suz canal authority calculate vsl as ballast conditions .  
master of container's vsl & charter or owner or operator should arrange the follows doc's before vsl arv for suz canal .
  - a – copy of charter party
  - b – copy of all container's serial no.
  - c – declarations letters from master declare that all container's on board are empty and there are no any load container's on deck , and all empty container's own / operate by m/s (charter / owner / operator name ) .

## **Art. 58 – Escorting Tugs :(1) -**

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 70000 SC.N.T.(2) 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 70000 SC.N.T. to 90000 SC.N.T. will be escorted by one tug.
3. Loaded vessels over 90000 SC.N.T. will be escorted by two tugs.
4. Vessels in ballast over 130000 SC.N.T. will be escorted by one tug.
5. L.P.G., and L.N.G. over 40000 and up to 90000 SC.N.T. ( except G.F. ), or loaded with Ammonia cargo(3),(4) will be escorted by one tug, and those over 90000 SC.N.T. will be escorted by two tugs.
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 or more tugs as decided by SC port office after survey on arrival.
10. Integrated Units to be escorted by one tug during first transit.  
( see Appendix No1 special cases item "E" P. 92 )

## **Art. 57 – Cases of Imposed Tugs :(1) -**

Chargeable tugs shall be imposed during Canal transit in the following cases :(2), (3).



1. The CA may require any vessel to take one tug or more tugs during Canal transit, whenever, in SCA judgement, this action is necessary to ensure safety of the vessel or to the Canal.
2. Vessels without mechanical power, or vessels whose the machinery of which is/or becomes disabled, or whose have bad steering 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. Vessel with bad view owing to deck cargo, containers, cranes or constructions that impeded the view from the wheelhouse and wings. ( SC port office officials may decide after survey for the safety of the ship and the canal that the ship has to be towed. ).
5.
  1. Vessels of 1500 SC.G.T. and over unable to use one of their bow anchors.
  2. Vessels of 1500 SC.G.T. and over built with one anchor.
  3. Vessels of 1500 SC.G.T. and over built with more than one anchor with only one of them on the bow.
  4. Special Cases to be studied.
6. Drilling vessels. ( see special cases item A, page 90 )
7. Vessels with two engines on one propeller of which one is out of order for any reason and can not maintain speed of at least 10 knots without current ( after sea trial to make sure of 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.
  1. General Cargo vessels carrying explosive of type class 1, ( explosive div.1.1, div. 1.2, div. and 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.
  2. But if the explosive cargoes are 50% or more of the loaded cargo, two imposed tugs are to be added during transit, for security<sup>(1)</sup> .

**N. B. (1) :-**

Reference to Art. 57 and Art. 58 :

1. Any vessel escorted by one tug and the situation requires another imposed tug, So both tugs are considered imposed.
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 and the third tugs are considered, imposed tugs.

**N. B. (2) :-**

The prementioned vessels in Art. 57 and 58 have to prepare two polypropylene ropes 16 inch circumference<sup>(1)</sup> 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 meter.

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 whenever necessary.

In all the 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.

## **arrival details & doc's requirements :-**

**every vsl before arrive suez canal area should send pre arrival details to our communications as follows :-**

1. VESSEL'S NAME: (EX -) CALL SIGN / FLAG: / TYPE OF VSL
2. S.C.I.D. NO.: S.C.CERT. NO.:
3. SUEZ CANAL GRT/NRT
4. INTERNATIONAL GRT/NRT AND DWT
5. OWNER'S NAME, CHARTERER'S NAME, OPERATOR'S NAME:
6. LOA/ BEAM
7. ETA PORT SAID
8. DATE OF LAST TRANSIT SUEZ CANAL
9. TTL CARGO / NATURE: ( **how many tier's for container vsl & imo cargo**)
10. TTL DANGEROUS CARGO ONBOARD.(IF ANY)
11. TTL CREW INCLUDING MASTER: / TTL PASSENGER(IF ANY)
12. ARRIVAL DRAFT FWD/AFT
13. LAST/NEXT PORT OF CALL
14. VESSEL HAS SEARCHLIGHT(PROJECTOR)ONBOARD(OR NOT)
15. SHIP'S CRANE : ( X SWL MT).
- 16- SHIP'S REQ

## **DOCUMENTS REQUIRED BY PORT AUTHORITY AS FOLLOWING :-**

- =====
- REGISTRY CERTIFICATE + 2 COPIES
  - COPY OF INTERNATIONAL TONNAGE CERTIFICATE 1969
  - CONTAINER FORM & B. PLAN 3 COPY ( for contain's vsl )
  - DOUBLE BOTTOM TANK FORM
  - 8 COPIES OF CREW LIST
  - NIL LIST
  - HEALTH DECLARATION AND VACCINATION LIST FOR THE CREWMEMBERS

## **DOCUMENTS REQUIRED BY SUEZ CANAL AUTHORITY IF VSL FIRST TRANSIT THE CANAL :-**

- 1- g.arrangement plan original
- 2- capacity plan original
- 3- engine room plan original
- 4 - and copy of suez canal tonnage certificate .

and those doc's will handle to us after finish measurements by s.c authority within 3 weak .

**AA) SUEZ CANAL HAS SECURITY LEVEL 1(ONE).**





**Quick connections for Suez Canal Authority according to ( i s p s ) as follows:-**

Inmarsat - A	tel.	871-1622570
	fax	871-1622574
	tlx	581-1522570
Inmarsat - B	tel.	71-362213310
	fax	871-362213312
	data	871-362213313
	tlx	581-362213314
Inmarsat - C	tlx	581-462299911
International	tlx	0091-63528
	fax	0020643393517 or 0020643393230
Chief marine office	tel	0020643393116 or 0020643393128
Chief team movement office	tel	0020643393205
Chief movement office	tel	0020643392005
Movement office	fax	0020643392518 or 0020643392514
Radio telex		Sel. call (4820) Freq. Tx / Rx 1612 / 2142 4250 / 4205 4250 / 6310
MMSI. no.		0062211 20
VHF	ch	68 (24hrs/7days)
E-mail		<a href="mailto:ismradio@hotmail.com">ismradio@hotmail.com</a>



**The suez canal form & arrival report:-**



## SPHINX SHIPPING AGENCY توكيل سفنكس للملاحة

### NOTICE FOR PORT OFFICER

### إعلان لضابط النوباتجية

اسم الباخرة : .....

AGENT : SPHINX SHIPPING AGENCY

الوكيل : توكيل سفنكس للملاحة

CONVOY TIME ..... HRS ON ..... تاريخ العبور قافلة سعة

SHIP PROCEEDING DIRECT TO SEA ..... الباخرة متجهة رأساً للبحر

SHIP ANCHORING AT SUEZ / BAY ..... الباخرة تستقبل بغاطس السويس

SHIP PROCEEDING TO BASINS AT SUEZ ..... الباخرة ترسو بأحد الأحواض بالسويس

PORT SAID , THE ..... بورسعيد في

N.B. DELETE INDICATION NOT REQUIRED ,

ملحوظة : تشطب البيانات الغير لازمة .

MASTER



ARAB REPUBLIC OF EGYPT  
SUIZ CNAL AUTHORITY  
TRANSIT  
XXXXXXXXXX

جمهورية مصر العربية  
هيئة قناة السويس  
إدارة التحركات  
XXXXXXXXXX

توكيل سفنكس للملاحة - بورسعيد  
بيان إحصائي - STATICAL DECLARTION

Ship's Name	اسم السفينة	Number of propellers	عدد الرفصات
Nationality & Flag	الجنسية والعلم	Signal Letters	حروف الإشارة
Captain Name	اسم الربان	Radio call letters	حروف النداء باللاسكي
Owner's Name			اسم المالك
Consignees			التوكلاء
Charters			المستاجر
Gross Tonnage	الحمولة الكلية	Net Tonnage	الحمولة الصافية
الركاب البالغون	أطفال أقل من ١٢ سنوات	أطفال أقل من ٣ سنوات	
Passengers adults	Children under 12 years	Infants under 3 years	
الطاقم			
Crow			
قادمة من	متجهة إلى		
Coming from	Going to		
الغاطس الأمامي	الشحنة		
Draft Fwd	Cargo		
الغاطس الأوسط	الشحنة السابقة		
Draft Midship	Previous Cargo		
الغاطس الخلفي	مخلفات الشحن		
Draft Aft	residue		
الطول	كمية الزيوت المتأخوذة		
Length	Fuel Oil taken		
العرض	كشاف الكهرباء		
Breadth	Electric Searchlight		
الغاطس الأقصى للمناطق الحارة	مراكب الرباط		
Maximum tropical draft	Mooring Boats		
الحمولة القصوى	مفرقات ( إن وجد )		
Dead weight	Explosives ( if any )		
	مجموع وزن الشحنة ونوع البضاعة بالطن الإنجليزي		
Total Weight and nature of cargo (tons of 20 cwt . ) (1)			
(1) If tons of cwt , Please state how many cwt. To the ton			
	كمية ونوع البضاعة المزمع تفريغها في بورسعيد		
Quantity and nature of cargo to be discharged at port said			
	تحصل للرسوم المقرر دفعها من		
Dues to paid by			



ARAB REPUBLIC OF EGYPT  
SUIZ CANAL AUTHORITY

جمهورية مصر العربية  
هيئة قناة السويس

بيانات عن سفينة مستخرجة من سجلاتها الرسمية

## INFORMATION CONCERNING A SHIP EXTRACTED FROM ITS OFFICIAL DOCUMENTS

- ١- اسم السفينة .....  
٢- علم السفينة .....  
٣- تاريخ العبور .....  
٤- اسم مالك السفينة .....  
٥- بلد وموطن مالك السفينة .....  
( من واقع سجل السفينة )  
( according to the ship's registry )
- ٦- هل السفينة مؤجرة ؟ .....  
( أ ) لرحلة .....  
( ب ) لفترة زمنية .....  
٧- بلد موطن المستأجر .....  
( من واقع عقد الإيجار )  
( according to the charter - party )

### DECLARATION

إقرار

I certify that the information given  
herein is correct , according to the ship's  
official documents and in accordance with  
the Exchange control's Instructions .

أشهد بأن البيانات الموضحة عالية  
صحة وفقاً لسجلات السفينة الرسمية  
ومطابقة لتعليمات مراقبة النقد .

إمضاء وكيل السفينة  
Agent's Signature

إمضاء القبطان  
Captain's Signature

Sphinx shipping agency

port said the / /

بورسعيد في ..... سنة



**DECLARATION  
OF STATE OF NAVIGABILITY**

I, the undersigned , Master of the

(a) certify that my ship satisfies the condition laid down in Article 2 of the Navigation Regulation and that in particular the engines and the steering gear are in good working order . (1)

(b) declare that my ship has , at the present time , the following defects in engines or steering or gear . (1)

.....  
.....

(c) I declare also , that the wireless installations of my ship permit to transit on the frequencies hereafter , in Kcs.

Telegraphy.....  
.....  
.....

Telegraphy.....  
.....  
.....

(d) I state also that my ship  $\frac{\text{Is (1)}}{\text{Is not}}$  fitted with a Rudder angle indicator and engine R.P.M. indicator on the bridge in such a position that the pilot may read both without having to away from his station . and that  $\frac{\text{Rudder angle indicator}}{\text{Engine R.p.m. Indicator}}$  (1) is / are in good working conditions .

I undertake to bring to the notice of the Suez Canal Authority before my ship enters the Canal . any defects . not specified above . which may appear .

Made at port said  
Signature ,

.....

Deletes where inapplicable .(1)





ARAB REPUBLIC OF EGYPT  
SUEZ CANAL AUTHORITY  
TRANSIT DEPARTMENT

### INFORMATION CONCERNING A VESSEL TRANSITING SUEZ CANAL

VESSEL : \_\_\_\_\_  
 FLAG : \_\_\_\_\_ SIGNAL LETTER :- \_\_\_\_\_  
 TYPE OF VESSEL AS PER CLASS CERTIFICATE OF HULL: \_\_\_\_\_  
 \_\_\_\_\_  
 DEAD WEIGHT AT SUMMER LOAD LINE: \_\_\_\_\_  
 LOAD / BALLAST : \_\_\_\_\_  
 NATUR & QUANTITY OF CARGO : \_\_\_\_\_  
 PASSANGERS : \_\_\_\_\_ MAIL : \_\_\_\_\_

Type of Vessel (1)	(2)
Conventional Cargo	
Container Ship	
Lash ship	
Roll on/ Roll off	
Motor Car Carrier	
Barry	
Tug	
Salvage Tug	
Supply Ship	
Tanker	
Bulk Carrier	
Combined Carrier	
Bulk and Motor Car Carrier	
War Ship	
Passengers Ship	
Research	
Liquefied Gas Carrier	
Factory Ship	
Trawler	
Dredger	
Whaler	

### DETAILS OF CONTAINERS / LASHES

DIMENSIONS	NUMBER OF LOADED CONTAINERS			NUMBER OF EMPTY CONTAINERS		
	20 FEET	40 FEET	OTHER	20 FEET	40 FEET	OTHER
BELOW UPPER DECK ;						
ABOVE UPPER DECK :						
TIER NO 1						
TIER NO 2						
TIER NO 3						
TIER NO 4						
TIER NO 5						
TIER NO 6						

UNCONTAINERIESED CARGO: \_\_\_\_\_

REJECTED CARGO : \_\_\_\_\_

OTHER INFORMATION : \_\_\_\_\_

FLOATING UNIT : \_\_\_\_\_

SPARE PART : \_\_\_\_\_

PORT : \_\_\_\_\_ NO \_\_\_\_\_



ARAB REPUBLIC OF EGYPT  
SUEZ CANAL AUTHORITY  
TRANSIT

جمهورية مصر العربية  
هيئة قناة السويس  
إدارة التحركات

إقرار عن استعمال صهاريج القاع المزدوج والأجزاء السفلى من مستودعات الوقود

Declaration concerning use of Double Bottom Tanks and Lower parts of High Tanks

S/S ..... اسم السفينة

OWNER ..... المالك

**IMPORTANT:** The schedule over leaf should be filled in according to the following indications :

1\*) For High Tanks : give the cubic of portions located below the upper Level of Double Bottom Tanks and their contents for the actual passage.

2\*) State in the columns set under " UTILIZATION" :EMPTY , if empty or containing 6 inches or less , of Water or oil.

FULL WATER if containing more than FULL OIL 6 inch of water or oil .

N. B. - Every double bottom tank available for the carriage of the fuel or liquid cargo will be added to the Tonnage unless declared empty by the Captain .

ملاحظة هامة : تتبع التعليمات الآتية عند ملء الجدول المبين في ظهر الإقرار .

1. بالنسبة لمستودعات الوقود : تذكر سعة الأجزاء الموجودة تحت السطح العلوي لصهاريج القاع المزدوج كما يذكر أيضاً مقدار ما تحتويه أثناء هذا العبور بالذات

2. يدون في خانات (( الاستعمال )) كلمة (( فارغ )) إذا كان الصهريج فارغاً أو يحتوي علي 6 بوصة أو أقل من الماء أو الزيت .

وتستخدم العبارة (( ممتلئ بالماء )) أو (( ممتلئ بالزيت )) إذا كان الصهريج يحتوي علي أكثر من 6 بوصة من الماء أو الزيت .

تضاف إلي الحمولة جميع أحجام صهاريج القاع المزدوج ما لم يقرر قبطان السفينة أنها فارغة .

أشهد أن هذا الإقرار صحيح

This declaration is certified correct

في ميناء .....  
Port ..... the .....

القبطان  
Captain

مهندس أول  
Chief Engineer

N.B. - The capacity of Double - Bottom Tanks is added for to the ship's tonnage , when they are used , through the Canal; carrying any kind of oil .

يضاف حجم صهريج القاع المزدوج إلي حمولة السفينة عند استعماله لحمل أي نوع من الزيوت وذلك أثناء عبور السفينة لقناة .





صهاريج القاع المزدوج DOUBLE BOTTM TANKS		كيفية الاستعمال UTILIZATION		
الرقم NO.	السعة CAPACITY	بالجانب الأيسر PORT	بالوسط CENTER	الجانب الأيمن STARBOARD
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				
صهريج زيت التشحيم الاحتياطي بالقاع المزدوج Reserve lubricating oil tank In double bottom	}			
صهريج زيت التشحيم Lubricating oil circulating DRAIN TANKS				
DEEP TANKS : مستودعات الوقود :				
Deep Tank Forward	- الأمامية			
Deep Tank AFT	- الخلفية			
Cross Bunker	- العرضية			
Wing Tanks	- الجانبية			

تذكر السعة بالأمتار أو الأقدام المكعبة أو بالطن فإذا ذكرت بالطن بوضح عدد الأقدام التي يحتويها الطن

Capacity to be given : in cubic meters , cubic , feet or tons : if given in tons , say how many cubic feet there to a ton



## SPHINX SHIPPING AGENCY

### TRANSIT REPORT

PORT SAID : / / S. C. ID ( ) CALL NR : ( )

SHIP NAME : ..... CALL SIGN : ..... FLAG : .....

OWNER : .....

ADDRESS : .....

OPERATORS / CHARTER : .....

ADDRESS : .....

### SHIP'S PARTICULARS :-

CROSS TONNAGE ( GRT ) : ..... M / T ( NRT ) : ..... M/T

SUEZ CANAL G.R.T : ..... M / T ( NRT ) : ..... M/T

LOA : ..... M BEAM : ..... M

DWT : ..... M / T SUMMER DRAFT : ..... M

### ARRIVAL CONDITION :-

LAST PORT : ..... COUNTRY : .....

NEXT PORT : ..... COUNTRY : .....

SHIP'S TIME	TIME	DATE
PASS LAT.	HRS	/ /
OFF PORT .	HRS	/ /
IN PORT .	HRS	/ /
TRANSIT .	HRS	/ /
CLEARED .	HRS	/ /

TOTAL CARGO : ..... M / T NATURE : .....

DRAFT " FWD " : ..... M " MID " : ..... M " AFT " : ..... M

### BUNKER R.O.B :-

MFO : ..... M/T F. WATER : ..... M/T

MDO : ..... M/T BALLAST WATER : ..... M/T

### BUNKER TO BE SUPPLY AT PORT " " :-

MFO : ..... M/T MDO : ..... M/T F.WATER : ..... M/T L.O. : .....

ON ARRIVAL : ..... P. ON DEPARTURE : ..... P.

EMBARKED : ..... P. DISEMBARKED : ..... P.

REQUIREMENTS & REMARKS :- .....

MASTER