Global Certificate in Ship Chartering and Cargo Operations (United Kingdom)

Dry Cargo Chartering

A/B Charter refers to a type of charter where the vessel is chartered for a specific voyage or a series of voyages between two or more ports, and the charterer has the option to cancel the charter if the vessel does not arrive at the first loading port within a specified time frame. The A/B charter is commonly used in the dry cargo trade, where the charterer wants to ensure that the vessel arrives at the loading port within a specific time frame to meet their cargo obligations. Related terms include Voyage Charter and Time Charter.

Abbreviated General Arrival and Departure is a term used to describe a type of notice given by the vessel to the charterer or shipowner, indicating the vessel's expected arrival and departure times from a port. This notice is usually given in an abbreviated format, providing the charterer or shipowner with the necessary information to plan and prepare for the vessel's arrival and departure. Related terms include Estimated Time of Arrival and Estimated Time of Departure.

Agent is a person or company authorized to act on behalf of the vessel owner or charterer in a specific port or region. The agent's role is to facilitate the vessel's operations, including arranging for pilotage, towage, and other services, as well as handling the vessel's documentation and communication with local authorities. Related terms include Ship Agent and Port Agent.

Alongside refers to the position of a vessel when it is moored or berthed alongside a quay, wharf, or other structure, allowing for the loading or discharge of cargo. This term is commonly used in the context of dry cargo chartering, where the vessel is required to be alongside a specific berth or quay to load or discharge cargo. Related terms include Berth and Mooring.

Anti-Pollution Regulations refer to the laws and regulations in place to prevent and mitigate pollution from vessels, including oil spills, waste disposal, and other environmental hazards. These regulations are enforced by national and international authorities, and vessel owners and charterers must comply with them to avoid penalties and fines. Related terms include MARPOL and Environmental Regulations.

Arrival Notice is a notice given by the vessel to the charterer or shipowner, indicating the vessel's expected arrival time at a specific port. This notice is usually given in advance of the vessel's arrival, allowing the charterer or shipowner to prepare for the vessel's arrival and make necessary arrangements for cargo loading or discharge. Related terms include Estimated Time of Arrival and Notice of Readiness.

Average Rate of Bunkers refers to the average rate at which a vessel consumes bunkers, or fuel, during a specific period. This term is commonly used in the context of dry cargo chartering, where the vessel's fuel consumption can affect the charterer's costs and profitability. Related terms include Bunker Consumption and Fuel Efficiency.

B/L or Bill of Lading is a document issued by the vessel owner or charterer to the shipper, acknowledging receipt of cargo on board the vessel. The B/L serves as a contract of carriage, outlining the terms and conditions of the cargo's transportation, including the cargo's description, weight, and destination. Related terms include Cargo Receipt and Freight Invoice.

Bareboat Charter refers to a type of charter where the charterer takes possession of the vessel and is responsible for its operation, maintenance, and navigation. The bareboat charter is commonly used in the dry cargo trade, where the charterer wants to have full control over the vessel's operations. Related terms include Demise Charter and Time Charter.

Berth refers to the specific location where a vessel is moored or berthed, allowing for the loading or discharge of cargo. This term is commonly used in the context of dry cargo chartering, where the vessel is required to be at a specific berth to load or discharge cargo. Related terms include Quay and Wharf.

Bill of Sale is a document issued by the seller to the buyer, transferring ownership of the cargo. The bill of sale serves as proof of ownership and is usually required for customs clearance and other purposes. Related terms include Cargo Ownership and Title to Goods.

Bunker Adjustment refers to the adjustment made to the vessel's fuel consumption, taking into account changes in the vessel's speed, route, or other factors.

Bunker Delivery refers to the delivery of fuel to the vessel, usually by a bunker barge or other fuel supplier. This term is commonly used in the context of dry cargo chartering, where the vessel requires fuel to operate. Related terms include Bunker Supply and Fuel Delivery.

Bunker Price refers to the price of fuel, usually quoted per ton or liter. Related terms include Fuel Price and Bunker Cost.

C/P or Charter Party refers to the agreement between the vessel owner and the charterer, outlining the terms and conditions of the charter. The C/P serves as a contract between the parties, including the vessel's description, charter period, and freight rates. Related terms include Charter Agreement and Vessel Charter.

Cargo Claim refers to a claim made by the shipper or consignee against the vessel owner or charterer for damage or loss of cargo during transportation. This term is commonly used in the context of dry cargo chartering, where cargo damage or loss can occur due to various factors. Related terms include Cargo Damage and Cargo Loss.

Cargo Insurance refers to the insurance coverage provided to the shipper or consignee against loss or damage of cargo during transportation. This term is commonly used in the context of dry cargo chartering, where cargo insurance is essential to mitigate risks. Related terms include Marine Insurance and Cargo Protection.

Cargo Manifest refers to the document listing the cargo on board the vessel, including its description, weight, and destination. This term is commonly used in the context of dry cargo chartering, where the cargo manifest is essential for customs clearance and other purposes. Related terms include Cargo List and Freight Manifest.

Cargo Operation refers to the process of loading, stowing, and discharging cargo on board the vessel. This term is commonly used in the context of dry cargo chartering, where cargo operations are critical to the successful transportation of goods. Related terms include Cargo Handling and Freight Operations.

Cargo Survey refers to the inspection and examination of cargo on board the vessel, usually conducted by a surveyor or other authorized person. This term is commonly used in the context of dry cargo chartering, where cargo surveys are essential to determine the condition and quantity of cargo. Related terms include Cargo Inspection and Freight Survey.

Charter Broker refers to the intermediary who facilitates the chartering process between the vessel owner and the charterer. The charter broker's role is to negotiate the charter terms and conditions, including the freight rate, charter period, and other essential details. Related terms include Ship Broker and Vessel Broker.

Charter Party refers to the agreement between the vessel owner and the charterer, outlining the terms and conditions of the charter. The charter party serves as a contract between the parties, including the vessel's description, charter period, and freight rates.

Charter Type refers to the specific type of charter, including voyage charter, time charter, bareboat charter, and others. This term is commonly used in the context of dry cargo chartering, where the charter type can affect the vessel's operations and the charterer's costs.

Charterer refers to the party who charters the vessel from the vessel owner. The charterer's role is to pay the freight rate and comply with the charter terms and conditions. Related terms include Shipper and Consignee.

Charterer Broker refers to the intermediary who facilitates the chartering process between the vessel owner and the charterer. The charterer broker's role is to negotiate the charter terms and conditions, including the freight rate, charter period, and other essential details.

Chartering Process refers to the steps involved in chartering a vessel, including negotiation, agreement, and execution of the charter party. This term is commonly used in the context of dry cargo chartering, where the chartering process can be complex and time-consuming.

Clean Bill of Lading refers to a bill of lading that does not contain any notation or clause indicating damage or loss of cargo. This term is commonly used in the context of dry cargo chartering, where a clean bill of lading is essential for customs clearance and other purposes.

Cargo Clause refers to a clause in the charter party or bill of lading that outlines the terms and conditions of cargo transportation, including liability, insurance, and other essential details. This term is commonly used in the context of dry cargo chartering, where cargo clauses can affect the charterer's costs and risks. Related terms include Freight Clause and Cargo Provision.

Commercial Management refers to the process of managing the commercial aspects of vessel operations, including chartering, marketing, and sales. This term is commonly used in the context of dry cargo chartering, where commercial management is critical to the successful operation of the vessel. Related terms include Ship Management and Vessel Operations.

Contract of Affreightment refers to the agreement between the vessel owner and the charterer, outlining the terms and conditions of cargo transportation. This term is commonly used in the context of dry cargo chartering, where the contract of affreightment serves as a contract between the parties. Related terms include Charter Party and Vessel Charter.

Counter Offer refers to a response to an offer made by the vessel owner or charterer, usually in the form of a counter-proposal or counter-offer. This term is commonly used in the context of dry cargo chartering, where counter-offers can be used to negotiate the charter terms and conditions. Related terms include Offer and Acceptance.

Credit Check refers to the process of verifying the creditworthiness of a party, usually the charterer or shipper. This term is commonly used in the context of dry cargo chartering, where credit checks can help mitigate risks and ensure payment. Related terms include Credit Risk and Payment Terms.

Crew Management refers to the process of managing the crew on board the vessel, including recruitment, training, and deployment. This term is commonly used in the context of dry cargo chartering, where crew management is critical to the safe and efficient operation of the vessel.

Customs Broker refers to the intermediary who facilitates the customs clearance process on behalf of the shipper or consignee. The customs broker's role is to prepare and submit the necessary documentation, including the commercial invoice, bill of lading, and other required documents. Related terms include Customs Clearance and Import-Export Regulations.

Customs Duty refers to the tax or duty imposed by the government on imported goods, usually calculated as a percentage of the cargo's value. This term is commonly used in the context of dry cargo chartering, where customs duty can affect the charterer's costs and profitability. Related terms include Import Duty and Export Duty.

Dead Freight refers to the freight earned by the vessel owner or charterer for cargo that is not actually carried on board the vessel. This term is commonly used in the context of dry cargo chartering, where dead freight can occur due to various factors, including cargo cancellation or reduction. Related terms include Freight Revenue and Cargo Income.

Deadweight Tonnage refers to the maximum weight of cargo, fuel, and other materials that a vessel can carry. This term is commonly used in the context of dry cargo chartering, where deadweight tonnage can affect the vessel's capacity and profitability. Related terms include Gross Tonnage and Net Tonnage.

Delivery Order refers to the document issued by the vessel owner or charterer, authorizing the delivery of cargo to the consignee or receiver. This term is commonly used in the context of dry cargo chartering, where delivery orders are essential for customs clearance and other purposes.

Demise Charter refers to a type of charter where the charterer takes possession of the vessel and is responsible for its operation, maintenance, and navigation. The demise charter is commonly used in the dry cargo trade, where the charterer wants to have full control over the vessel's operations. Related terms include Bareboat Charter and Time Charter.

Demurrage refers to the compensation paid by the charterer to the vessel owner for delays in loading or discharging cargo, usually calculated as a daily rate. This term is commonly used in the context of dry cargo chartering, where demurrage can occur due to various factors, including weather conditions or mechanical issues. Related terms include Detention and Laytime.

Despatch refers to the compensation paid by the vessel owner to the charterer for early completion of loading or discharging cargo, usually calculated as a daily rate. This term is commonly used in the context of dry cargo chartering, where despatch can occur due to various factors, including efficient cargo operations or favorable weather conditions. Related terms include Demurrage and Laytime.

Detention refers to the period of time when the vessel is delayed or detained, usually due to circumstances beyond the control of the vessel owner or charterer. This term is commonly used in the context of dry cargo chartering, where detention can occur due to various factors, including weather conditions, mechanical issues, or customs clearance delays.

Disbursement Account refers to the account maintained by the vessel owner or charterer, detailing the expenses incurred during the charter period, including fuel, provisions, and other costs. This term is commonly used in the context of dry cargo chartering, where disbursement accounts are essential for tracking and managing expenses. Related terms include Expense Account and Charter Costs.

Discharging refers to the process of unloading cargo from the vessel, usually at the port of discharge. This term is commonly used in the context of dry cargo chartering, where discharging is a critical part of the cargo transportation process. Related terms include Loading and Cargo Operations.

Dispatch refers to the process of sending or forwarding cargo, usually by the vessel owner or charterer. This term is commonly used in the context of dry cargo chartering, where dispatch is essential for ensuring timely delivery of cargo. Related terms include Cargo Forwarding and Freight Forwarding.

Documentary Credit refers to a type of credit facility where the bank or financial institution provides financing to the buyer or seller, usually against presentation of specific documents, such as the bill of lading or commercial invoice. This term is commonly used in the context of dry cargo chartering, where documentary credits can help mitigate risks and ensure payment. Related terms include Letter of Credit and Bank Guarantee.

Dry Cargo refers to cargo that is not liquid or bulk, usually including goods such as containers, project cargo, or breakbulk cargo. This term is commonly used in the context of dry cargo chartering, where dry cargo is the primary type of cargo transported. Related terms include Bulk Cargo and Liquid Cargo.

Dry Docking refers to the process of docking the vessel in a dry dock or other facility, usually for maintenance, repair, or survey purposes. This term is commonly used in the context of dry cargo chartering, where dry docking is essential for maintaining the vessel's condition and ensuring compliance with regulatory requirements. Related terms include Ship Repair and Vessel Maintenance.

Estimate Time of Arrival refers to the estimated time when the vessel is expected to arrive at the port of discharge. This term is commonly used in the context of dry cargo chartering, where estimated time of arrival is essential for planning and preparing for cargo discharge. Related terms include Notice of Arrival and Expected Time of Arrival.

Estimated Time of Departure refers to the estimated time when the vessel is expected to depart from the port of loading. This term is commonly used in the context of dry cargo chartering, where estimated time of departure is essential for planning and preparing for cargo loading. Related terms include Notice of Departure and Expected Time of Departure.

Exclusion Clause refers to a clause in the charter party or bill of lading that excludes or limits the liability of the vessel owner or charterer for specific risks or events, such as war, strikes, or natural disasters. This term is commonly used in the context of dry cargo chartering, where exclusion clauses can help mitigate risks and protect the interests of the parties involved. Related terms include Liability Clause and Risk Allocation.

Export License refers to the permit or license required by the government for the export of specific goods, usually subject to certain conditions or restrictions. This term is commonly used in the context of dry cargo chartering, where export licenses are essential for compliance with regulatory requirements. Related terms include Import License and Trade Regulations.

FCL or Full Container Load refers to a type of cargo where the container is fully loaded with cargo, usually by a single shipper or consignee. This term is commonly used in the context of dry cargo chartering, where FCL cargo is often preferred due to its efficiency and cost-effectiveness. Related terms include LCL or Less than Container Load.

Freight Broker refers to the intermediary who facilitates the freight forwarding process, usually by arranging for the transportation of cargo on behalf of the shipper or consignee. The freight broker's role is to negotiate the freight rate and other terms with the carrier or vessel owner. Related terms include Cargo

Broker and Ship Broker.

Freight Forwarder refers to the party who arranges for the transportation of cargo on behalf of the shipper or consignee, usually by contracting with the carrier or vessel owner. The freight forwarder's role is to manage the logistics and documentation of the cargo transportation process. Related terms include Cargo Forwarder and Ship Forwarder.

Freight Invoice refers to the document issued by the vessel owner or charterer, detailing the freight charges and other expenses incurred during the charter period. This term is commonly used in the context of dry cargo chartering, where freight invoices are essential for tracking and managing expenses. Related terms include Disbursement Account and Charter Costs.

Freight Rate refers to the rate or price charged by the vessel owner or charterer for the transportation of cargo, usually calculated as a rate per ton or container. This term is commonly used in the context of dry cargo chartering, where freight rates can affect the charterer's costs and profitability. Related terms include Charter Rate and Cargo Rate.

General Average refers to the average amount of cargo that is damaged or lost during transportation, usually calculated as a percentage of the total cargo. This term is commonly used in the context of dry cargo chartering, where general average can occur due to various factors, including accidents or natural disasters.

Gross Tonnage refers to the total weight of the vessel, including its cargo, fuel, and other materials. This term is commonly used in the context of dry cargo chartering, where gross tonnage can affect the vessel's capacity and profitability. Related terms include Deadweight Tonnage and Net Tonnage.

IMDG or International Maritime Dangerous Goods refers to the international regulations governing the transportation of dangerous goods by sea, usually including requirements for packaging, labeling, and documentation. This term is commonly used in the context of dry cargo chartering, where IMDG regulations are essential for ensuring the safe and compliant transportation of hazardous materials. Related terms include Hazardous Materials and Dangerous Goods.

Import License refers to the permit or license required by the government for the import of specific goods, usually subject to certain conditions or restrictions. This term is commonly used in the context of dry cargo chartering, where import licenses are essential for compliance with regulatory requirements. Related terms include Export License and Trade Regulations.

Insurance Certificate refers to the document issued by the insurer, providing evidence of insurance coverage for the cargo or vessel. This term is commonly used in the context of dry cargo chartering, where insurance certificates are essential for mitigating risks and ensuring compliance with regulatory requirements. Related terms include Insurance Policy and Cargo Insurance.

Insurance Premium refers to the amount paid by the insured to the insurer, usually calculated as a percentage of the cargo's value or the vessel's value. This term is commonly used in the context of dry cargo chartering, where insurance premiums can affect the charterer's costs and profitability. Related terms include Insurance Rate and Cargo Insurance.

ISPS or International Ship and Port Facility Security refers to the international regulations governing the security of ships and port facilities, usually including requirements for access control, surveillance, and other security measures. This term is commonly used in the context of dry cargo chartering, where ISPS regulations are essential for ensuring the security and safety of the vessel, its crew, and its cargo. Related terms include Maritime Security and Port Security.

Laycan or Laydays refers to the period of time when the vessel is available for loading or discharging cargo, usually specified in the charter party or other agreement. This term is commonly used in the context of dry cargo chartering, where laycan can affect the charterer's costs and profitability. Related terms include Cargo Operations and Vessel Availability.

Laydays refers to the period of time when the vessel is available for loading or discharging cargo, usually specified in the charter party or other agreement. This term is commonly used in the context of dry cargo chartering, where laydays can affect the charterer's costs and profitability.

Laytime refers to the period of time when the vessel is loading or discharging cargo, usually calculated from the time the vessel is ready to load or discharge until the cargo operations are completed. This term is commonly used in the context of dry cargo chartering, where laytime can affect the charterer's costs and profitability. Related terms include Demurrage and Despatch.

Letter of Credit refers to the document issued by the bank or financial institution, providing a guarantee of payment to the seller or vessel owner, usually subject to certain conditions or requirements. This term is commonly used in the context of dry cargo chartering, where letters of credit can help mitigate risks and ensure payment. Related terms include Documentary Credit and Bank Guarantee.

Liability Clause refers to the clause in the charter party or bill of lading that outlines the liability of the vessel owner or charterer for specific risks or events, such as cargo damage or loss. This term is commonly used in the context of dry cargo chartering, where liability clauses can help mitigate risks and protect the interests of the parties involved. Related terms include Exclusion Clause and Risk Allocation.

Load Port refers to the port where the cargo is loaded onto the vessel, usually specified in the charter party or other agreement. This term is commonly used in the context of dry cargo chartering, where load port can affect the charterer's costs and profitability. Related terms include Discharge Port and Cargo Operations.

Loading refers to the process of loading cargo onto the vessel, usually at the port of loading. This term is commonly used in the context of dry cargo chartering, where loading is a critical part of the cargo transportation process. Related terms include Discharging and Cargo Operations.

Logistics Provider refers to the party who provides logistics services, usually including transportation, warehousing, and other supply chain management activities. This term is commonly used in the context of dry cargo chartering, where logistics providers can help manage the cargo transportation process and ensure timely delivery. Related terms include Freight Forwarder and Cargo Broker.

Manifest refers to the document listing the cargo on board the vessel, including its description, weight, and destination. This term is commonly used in the context of dry cargo chartering, where manifests are essential for customs clearance and other purposes.

Marine Insurance refers to the insurance coverage provided to the vessel owner or charterer against risks such as cargo damage or loss, hull damage, or other maritime risks. This term is commonly used in the context of dry cargo chartering, where marine insurance is essential for mitigating risks and ensuring compliance with regulatory requirements. Related terms include Cargo Insurance and Hull Insurance.

Mooring refers to the process of securing the vessel to a quay, wharf, or other structure, usually using ropes, chains, or other mooring equipment. This term is commonly used in the context of dry cargo chartering, where mooring is essential for safe and efficient cargo operations. Related terms include Berth and Quay.

NAABSA or Not Always Afloat But Safely Aground refers to the condition of a vessel that is not always afloat but is safely aground, usually in a dry dock or other facility. This term is commonly used in the context of dry cargo chartering, where NAABSA can affect the vessel's operations and the charterer's costs. Related terms include Dry Docking and Vessel Maintenance.

Navigation refers to the process of plotting and controlling the vessel's course, usually using navigational equipment and charts. This term is commonly used in the context of dry cargo chartering, where navigation is essential for safe and efficient cargo transportation. Related terms include Voyage Planning and Route Optimization.

Net Tonnage refers to the weight of the vessel, excluding its cargo, fuel, and other materials. This term is commonly used in the context of dry cargo chartering, where net tonnage can affect the vessel's capacity and profitability. Related terms include Gross Tonnage and Deadweight Tonnage.

Notice of Arrival refers to the notice given by the vessel to the charterer or shipowner, indicating the vessel's expected arrival time at a specific port. This term is commonly used in the context of dry cargo chartering, where notice of arrival is essential for planning and preparing for cargo discharge. Related terms include Estimated Time of Arrival and Expected Time of Arrival.

Notice of Readiness refers to the notice given by the vessel to the charterer or shipowner, indicating that the vessel is ready to load or discharge cargo. This term is commonly used in the context of dry cargo chartering, where notice of readiness is essential for commencing cargo operations. Related terms include Laytime and Demurrage.

Off-hire refers to the period of time when the vessel is not available for charter, usually due to circumstances beyond the control of the vessel owner or charterer. This term is commonly used in the context of dry cargo chartering, where off-hire can affect the charterer's costs and profitability. Related terms include Vessel Availability and Charter Party.

On-hire refers to the period of time when the vessel is available for charter, usually specified in the charter party or other agreement. This term is commonly used in the context of dry cargo chartering, where on-hire can affect the charterer's costs and profitability.

Owner refers to the party who owns the vessel, usually responsible for its operation, maintenance, and navigation. This term is commonly used in the context of dry cargo chartering, where the owner can affect the vessel's operations and the charterer's costs. Related terms include Charterer and Vessel Operator.

Package Limitation refers to the limitation on the liability of the vessel owner or charterer for cargo damage or loss, usually specified in the charter party or bill of lading. This term is commonly used in the context of dry cargo chartering, where package limitation can help mitigate risks and protect the interests of the parties involved.

Port Agent refers to the party who represents the vessel owner or charterer in a specific port or region, usually responsible for arranging for pilotage, towage, and other services. This term is commonly used in the context of dry cargo chartering, where port agents can facilitate the vessel's operations and ensure compliance with local regulations. Related terms include Ship Agent and Vessel Representative.

Port Charges refer to the fees or charges imposed by the port authority or other parties for services such as pilotage, towage, and berthing. This term is commonly used in the context of dry cargo chartering, where port charges can affect the charterer's costs and profitability. Related terms include Berth Charges and Wharfage.

Pre-shipment Inspection refers to the inspection of cargo before it is loaded onto the vessel, usually conducted by a surveyor or other authorized person. This term is commonly used in the context of dry cargo chartering, where pre-shipment inspections can help ensure the quality and quantity of cargo. Related terms include Cargo Survey and Freight Inspection.

Quay refers to the structure or facility where the vessel is moored or berthed, usually for loading or discharging cargo. This term is commonly used in the context of dry cargo chartering, where quay can affect the vessel's operations and the charterer's costs. Related terms include Berth and Wharf.

Re-delivery refers to the process of returning the vessel to the vessel owner or charterer, usually at the end of the charter period. This term is commonly used in the context of dry cargo chartering, where re-delivery can affect the charterer's costs and profitability. Related terms include Vessel Return and Charter Termination.

Receivership refers to the process of taking possession of the vessel or cargo, usually by a court or other authority, due to circumstances such as bankruptcy or default. This term is commonly used in the context of dry cargo chartering, where receivership can affect the charterer's costs and profitability. Related terms include Vessel Arrest and Cargo Seizure.

Redelivery Certificate refers to the document issued by the vessel owner or charterer, confirming that the vessel has been re-delivered to the vessel owner or charterer, usually at the end of the charter period. This term is commonly used in the context of dry cargo chartering, where redelivery certificates are essential for confirming the vessel's return and finalizing the charter party.