

WELCOME TO “SHIPPING”

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Nazım Karadağ

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ARCHIMEDES' PRINCIPLE

SILVER OR GOLD?

DENSITY IS MASS OVER VOLUME



Archimedes of Syracuse (c. 287 BC – c. 212 BC)

A Greek mathematician, physicist, engineer, inventor and astronomer.

ANY MASS (including ARCHIMEDES)PLACED IN WATER DISPLACES “SOME” VOLUME OF WATER

BULK CARRIER



M/V NURI BEY - DWT 80,459.8 mt, BUILT 2011, LOA 229.5 m. (LIGHT WEIGHT 13,362.1 mt)

Δ

DISPLACEMENT TONNAGE (Δ) OR LIGHTSHIP (LIGHTWEIGHT) IS THE TOTAL WEIGHT OF THE VESSEL, CALCULATED BY VOLUME OF THE HULL BELOW THE WATERLINE, USUALLY MEASURED WHEN THE SHIP IS IN BALLAST CONDITION.

DWT

THE TOTAL WEIGHT OF CARGO, CARGO EQUIPMENT, BUNKERS, PROVISIONS, WATER, STORES AND SPARE PARTS WHICH A VESSEL CAN LIFT WHEN LOADED TO HER MAXIMUM DRAUGHT AS APPLICABLE UNDER THE CIRCUMSTANCES. THE DEADWEIGHT IS EXPRESSED IN TONS I.E. THE DIFFERENCE BETWEEN LIGHTSHIP AND LOADED DISPLACEMENT.

WATERLINE

THE LINE WHERE THE HULL OF A SHIP MEETS THE WATER SURFACE. IT IS ALSO THE NAME OF A SPECIAL MARKING, ALSO KNOWN AS THE NATIONAL LOAD LINE OR PLIMSOLL LINE, TO BE POSITIONED AMIDSHIPS, THAT INDICATES THE DRAFT OF THE SHIP AND THE LEGAL LIMIT TO WHICH A SHIP MAY BE LOADED FOR SPECIFIC WATER TYPES AND TEMPERATURES.

DRAFT

DEPTH TO WHICH A SHIP IS IMMersed IN WATER.

FREEBOARD

THE MINIMUM VERTICAL DISTANCE FROM THE SURFACE OF THE WATER TO THE UPPER EDGE OF A SHIP'S SIDE.

BUILT

YEAR THE VESSEL IS COMMISSIONED INTO SERVICE.

LOA / **BM** / **DEPTH** / **DRFT**

LENGTH OVER ALL / BEAM / DEPTH / DRAFT

GROSS TONNAGE

THE MEASURE OF THE OVERALL SIZE OF A VESSEL DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF THE INTERNATIONAL CONVENTION.

NET TONNAGE

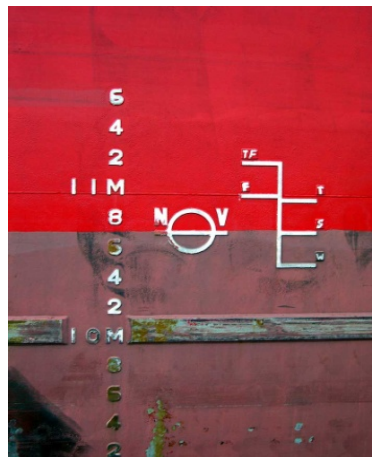
THE MEASURE OF THE USEFUL CAPACITY OF A VESSEL DETERMINED IN ACCORDANCE WITH THE PROVISIONS OF THE INTERNATIONAL CONVENTION.

PLIMSOLL MARK

AN INTERNATIONALLY RECOGNISED LINE PAINTED ON THE SIDE OF MERCHANT SHIPS. WHEN A SHIP IS LOADED, THE WATER LEVEL IS NOT SUPPOSED TO GO ABOVE THE LINE. WATER CAN REACH DIFFERENT PARTS OF THE LINE AS ITS TEMPERATURE AND SALTIENESS VARIES WITH THE SEASON AND LOCATION.



FORE

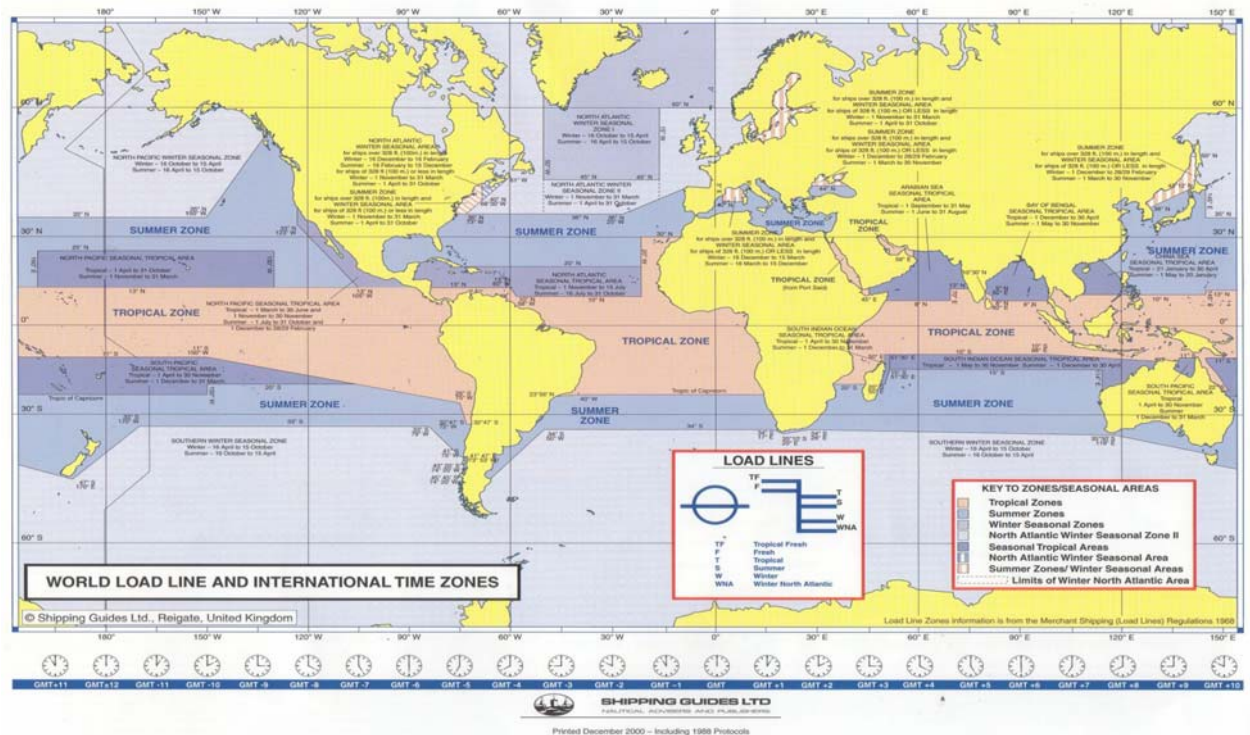


MIDSHIP



AFT

INTERNATIONAL LOAD LINES



BEAUFORT SCALE

IT IS AN EMPIRICAL MEASURE THAT RELATES WIND SPEED TO OBSERVED CONDITIONS AT SEA OR ON LAND. ITS FULL NAME IS THE BEAUFORT WIND FORCE SCALE.

DOUGLAS SEA SCALE

IT IS A SCALE WHICH MEASURES THE HEIGHT OF THE WAVES AND ALSO MEASURES THE SWELL OF THE SEA. THE SCALE IS VERY SIMPLE TO FOLLOW. THE DOUGLAS SEA SCALE IS EXPRESSED IN ONE OF 10 DEGREES.

VESSEL TYPES

VLOC – VERY LARGE ORE CARRIER



M/V VALE BRASIL - DWT 402,347 mt (5 * 80,459.8) , BUILT 2011, LOA 362 m. (LIGHT WEIGHT abt 37,850 mt)



M/V VALE BRASIL – ENGINE ROOM – MAN B&W 7S80ME-C8 – 29,260 kW

ULCC – ULTRA LARGE CRUDE CARRIER



M/T TI EUROPE - DWT 442,470 mt , BUILT 2002, LOA 379 m. (LIGHT WEIGHT abt 58,000 mt)

VLCC – VERY LARGE CRUDE CARRIER



M/T GENMAR VICTORY (ex. STENA VICTORY) - DWT 312,638 mt ,BUILT 2001, LOA 333 m. (LIGHT WEIGHT abt 42,000 mt)

VLOC – VERY LARGE ORE CARRIER



Courtesy Eric Azevendo

M/V VALE BRASIL - DWT 402,347 mt , BUILT 2011, LOA 362 m. (LIGHT WEIGHT abt 37,850 mt)

VLCS (VERY LARGE CONTAINER SHIP) or POST PANAMAX CONTAINER SHIP



© Nick Souza Photography

M/V EMMA MAERSK - DWT 115,907 mt, BUILT 2006, LOA 397 m. (Capacity 12,000 – 13,500 TEU)

MPP (MULTIPURPOSE) SHIP



RO/RO ROLL (ROLL ON / ROLL OFF) SHIP



CHEMICAL TANKER



LNG (LIQUIDIFIED NATURAL GAS) CARRIER



SUPPLY SHIP



DRILL SHIP



PASSENGER SHIP



UNSTABLE SHIP SAMPLES



IMO SHIP IDENTIFICATION NUMBER SCHEME

(Circular letter No.1886/Rev.3)

THE IMO SHIP IDENTIFICATION NUMBER SCHEME WAS INTRODUCED IN 1987 THROUGH ADOPTION OF RESOLUTION A.600(15), AS A MEASURE AIMED AT ENHANCING "MARITIME SAFETY, AND POLLUTION PREVENTION AND TO FACILITATE THE PREVENTION OF MARITIME FRAUD". IT AIMED AT ASSIGNING A PERMANENT NUMBER TO EACH SHIP FOR IDENTIFICATION PURPOSES. THAT NUMBER WOULD REMAIN UNCHANGED UPON TRANSFER OF THE SHIP TO OTHER FLAG(S) AND WOULD BE INSERTED IN THE SHIP'S CERTIFICATES. WHEN MADE MANDATORY, THROUGH SOLAS REGULATION XI/3 (ADOPTED IN 1994), SPECIFIC CRITERIA OF PASSENGER SHIPS OF 100 GROSS TONNAGE AND UPWARDS AND ALL CARGO SHIPS OF 300 GROSS TONNAGE AND UPWARDS WERE AGREED.

BRIEF HISTORY OF IMO

IT HAS ALWAYS BEEN RECOGNIZED THAT THE BEST WAY OF IMPROVING SAFETY AT SEA IS BY DEVELOPING INTERNATIONAL REGULATIONS THAT ARE FOLLOWED BY ALL SHIPPING NATIONS AND FROM THE MID-19TH CENTURY ONWARDS A NUMBER OF SUCH TREATIES WERE ADOPTED. SEVERAL COUNTRIES PROPOSED THAT A PERMANENT INTERNATIONAL BODY SHOULD BE ESTABLISHED TO PROMOTE MARITIME SAFETY MORE EFFECTIVELY, BUT IT WAS NOT UNTIL THE ESTABLISHMENT OF THE UNITED NATIONS ITSELF THAT THESE HOPES WERE REALIZED. IN 1948 AN INTERNATIONAL CONFERENCE IN GENEVA ADOPTED A CONVENTION FORMALLY ESTABLISHING IMO (THE ORIGINAL NAME WAS THE INTER-GOVERNMENTAL MARITIME CONSULTATIVE ORGANIZATION, OR IMCO, BUT THE NAME WAS CHANGED IN 1982 TO IMO).

FLAG STATE

THE FLAG STATE OF A COMMERCIAL VESSEL IS THE STATE UNDER WHOSE LAWS THE VESSEL IS REGISTERED OR LICENSED.

THE FLAG STATE HAS THE AUTHORITY AND RESPONSIBILITY TO ENFORCE REGULATIONS OVER VESSELS REGISTERED UNDER ITS FLAG, INCLUDING THOSE RELATING TO INSPECTION, CERTIFICATION, AND ISSUANCE OF SAFETY AND POLLUTION PREVENTION DOCUMENTS. AS A SHIP

OPERATES UNDER THE LAWS OF ITS FLAG STATE, THESE LAWS ARE USED IF THE SHIP IS INVOLVED IN AN ADMIRALTY CASE.

SHIP REGISTER

EACH FLAG STATE HAS A SHIP REGISTER IN WHICH ALL SHIPS THAT SAIL UNDER THEIR FLAG NEED TO BE

REGISTERED. FLAG REGISTERS IN CERTAIN COUNTRIES ARE OPEN TO SHIPS WITH OWNERS IN OTHER COUNTRIES, WHICH LEADS TO A LARGE DISCREPANCY BETWEEN FLEET NATIONALITY BY OWNERSHIP AND BY FLAG STATE. SEVERAL COUNTRIES HAVE MORE THAN ONE REGISTER.

IACS (INTERNATIONAL ASSOCIATION OF CLASSIFICATION SOCIETIES)

THE PURPOSE OF A CLASSIFICATION SOCIETY IS TO PROVIDE CLASSIFICATION AND STATUTORY SERVICES AND ASSISTANCE TO THE MARITIME INDUSTRY AND REGULATORY BODIES AS REGARDS MARITIME SAFETY AND POLLUTION PREVENTION, BASED ON THE ACCUMULATION OF MARITIME KNOWLEDGE AND TECHNOLOGY.

IACS MEMBERS

ABS AMERICAN BUREAU OF SHIPPING

BV BUREAU VERITAS

CCS CHINA CLASSIFICATION SOCIETY

CRS CROATIAN REGISTER OF SHIPPING

DNV DET NORSKE VERITAS

GL GERMANISCHER LLOYD

IRS INDIAN REGISTER OF SHIPPING

KR KOREAN REGISTER OF SHIPPING

LR LLOYDS REGISTER

NK NIPPON KAIJI KYOKAI (CLASSNK)

PRS POLISH REGISTER OF SHIPPING

RINA RINA

RS RUSSIAN MARITIME REGISTER OF SHIPPING

TRANSPORT DOCUMENTS

OCEAN (MARINE) BILLS OF LADING

THE BILL OF LADING (IN OCEAN TRANSPORT), WAYBILL OR CONSIGNMENT NOTE (IN AIR, ROAD, RAIL OR SEA TRANSPORT), AND RECEIPT (IN POSTAL OR COURIER DELIVERY) ARE COLLECTIVELY KNOWN AS THE TRANSPORT DOCUMENTS.

THE BILL OF LADING (B/L) SERVES AS A RECEIPT FOR GOODS, AN EVIDENCE OF THE CONTRACT OF CARRIAGE, AND A DOCUMENT OF TITLE TO THE GOODS. THE CARRIER ISSUES THE B/L ACCORDING TO THE INFORMATION IN A DOCK RECEIPT, OR IN SOME CASES ACCORDING TO A COMPLETED WORKING COPY OF THE B/L SUPPLIED BY THE CUSTOMS BROKER.

THE B/L MUST INDICATE THAT THE GOODS HAVE BEEN LOADED ON BOARD OR SHIPPED ON A NAMED VESSEL, AND IT MUST BE SIGNED OR AUTHENTICATED BY THE CARRIER OR THE MASTER, OR THE AGENT ON BEHALF OF THE CARRIER OR THE MASTER. THE SIGNATURE OR AUTHENTICATION MUST BE IDENTIFIED AS CARRIER OR MASTER, AND IN THE CASE OF AGENT SIGNING OR AUTHENTICATING, THE NAME AND CAPACITY OF THE CARRIER OR THE MASTER ON WHOSE BEHALF SUCH AGENT SIGNS OR AUTHENTICATES MUST BE INDICATED.

UNLESS OTHERWISE STIPULATED IN THE LETTER OF CREDIT (L/C), A BILL OF LADING CONTAINING AN INDICATION THAT IT IS SUBJECT TO A CHARTER PARTY MAY NOT BE ACCEPTABLE.

THE DATE OF SHIPMENT IN OCEAN FREIGHT IN CASES WHERE THE BILL OF LADING (B/L) HAS PRE-PRINTED WORDING INDICATING THAT THE GOODS HAVE BEEN LOADED ON BOARD OR SHIPPED ON A NAMED VESSEL, THE ISSUANCE DATE OF SUCH B/L IS CONSIDERED TO BE THE DATE OF LOADING ON BOARD OR THE DATE OF SHIPMENT.

IN CASES WHERE THE B/L DOES NOT HAVE PRE-PRINTED WORDING INDICATING THAT THE GOODS HAVE BEEN LOADED ON BOARD OR SHIPPED ON A NAMED VESSEL, THE LOADING ON BOARD A NAMED VESSEL IS EVIDENCED BY THE ON BOARD NOTATION (E.G. "ON BOARD", "LADEN ON BOARD" OR "SHIPPED ON BOARD") ON THE B/L, WHICH MUST BE INITIALLED AND DATED BY THE CARRIER OR ITS AGENT.

THE DATE OF THE ON BOARD NOTATION IS CONSIDERED TO BE THE DATE OF SHIPMENT.

IF THE BILL OF LADING INCORPORATES CLAUSES STATING THAT THE CARRIER RESERVES THE RIGHT TO TRANSHIP, THEN THE TRANSHIPMENT IS ALLOWED EVEN IF THE LETTER OF CREDIT (L/C) PROHIBITS TRANSHIPMENT.

UNLESS OTHERWISE STIPULATED IN THE LETTER OF CREDIT (L/C), THE BILL OF LADING (B/L) MUST NOT INDICATE THAT THE GOODS ARE OR WILL BE LOADED ON DECK.

MODERN CELLULAR CONTAINER SHIPS CARRY ABOUT ONE-THIRD OF THE CONTAINERS ON DECK. CONSEQUENTLY, THE B/L MAY CONTAIN A PROVISION THAT THE GOODS MAY BE CARRIED ON DECK. IF SUCH PROVISION IS CONTAINED ON THE B/L, THEN THE LOADING ON DECK IS

ACCEPTABLE EVEN IF THE L/C STIPULATES OTHERWISE, PROVIDED THAT THE B/L DOES NOT SPECIFICALLY STATE THAT THE GOODS ARE OR WILL BE LOADED ON DECK.

FULL SET MEANS ALL THE ORIGINALS AS SO ISSUED BY THE CARRIER OR ITS AGENT. A SET CONTAINS AT LEAST TWO ORIGINALS. IN PRACTICE, A SET OF THREE ORIGINALS IS THE MOST COMMON.

THE NUMBER OF ORIGINAL BILLS OF LADING (BS/L) MAY BE EXPRESSED AS 3/3 (READ AS 'THREE OF THREE') OR 2/2 (READ AS 'TWO OF TWO'). IN THE SAMPLE LETTER OF CREDIT THE L/C STIPULATES "FULL SET 3/3 ...", WHICH MEANS THAT DEF IMPORTS REQUIRES A FULL SET B/L CONTAINING THREE ORIGINALS.

IF THE L/C DID NOT CONTAIN THE EXPRESSION "FULL SET 3/3", THEN THE NUMBER OF ORIGINAL BILLS OF LADING REQUIRED WOULD DEPEND ON THE NUMBER AS SO ISSUED BY THE CARRIER. IT CAN BE A SOLE ORIGINAL B/L, THAT IS, ONE ORIGINAL ONLY.

THE ORIGINALS ARE MARKED AS "ORIGINAL" ON THEIR FACE AND ALL HAVE EQUAL VALUE, THAT IS, ALL HAVE THE SAME VALIDITY. THE PURPOSE OF ISSUING MORE THAN ONE ORIGINAL IS TO ENSURE THAT THE PORT OF DESTINATION WILL RECEIVE THE ORIGINAL WHEN DISPATCHED SEPARATELY. THE ORIGINAL BS/L ARE PROOF OF OWNERSHIP OF GOODS, ONE OF WHICH MUST BE SURRENDERED TO THE CARRIER AT DESTINATION, DULY ENDORSED BY THE TITLE HOLDER IN THE GOODS IN EXCHANGE FOR THE GOODS OR THE DELIVERY ORDER. WHEN ONE OF THE ORIGINALS BEING SURRENDERED TO THE CARRIER, THE OTHERS BECOME INVALID.

IF THE PLACE OF RECEIPT (OR TAKING IN CHARGE) IS DIFFERENT FROM THE PORT OF LOADING, AS IN THE CASE OF MULTIMODAL TRANSPORT, THE ON BOARD NOTATION OR THE PRE-PRINTED WORDING MUST INCLUDE THE LETTER OF CREDIT (L/C) STIPULATED PORT OF LOADING AND THE NAME OF VESSEL ON WHICH THE GOODS HAVE BEEN LOADED.

UNDER THE SHIPPER'S LOAD AND COUNT ARRANGEMENT, THE SHIPPER OR ITS AGENT MUST SEAL THE CONTAINER BEFORE TRANSFERRING IT TO THE CARRIER. THE CONTAINER THAT ORIGINATES FROM A BONDED FACTORY OUTSIDE THE EPZ (EXPORT PROCESSING ZONE) OR FROM A FACTORY INSIDE THE EPZ IS SEALED BEFORE LEAVING THE BONDED FACTORY OR THE EPZ.

THE METAL SEAL FOR THE CONTAINER IS PROVIDED BY THE CARRIER. THE SEAL NUMBER IS ENTERED ON THE DOCK RECEIPT AND THE B/L. IF A SEAL IS BROKEN FOR CUSTOMS PURPOSES, A CUSTOMS INSPECTOR MUST SUPERVISE THE BREAKING OF THE SEAL AND THE RESEALING OF THE CONTAINER. THE NEW SEAL NUMBER REPLACES THE PREVIOUS NUMBER THAT WAS ENTERED ON THE DOCK RECEIPT.

CONTRACT OF CARRIAGE DOCUMENTS

- OCEAN (MARINE) BILLS OF LADING
- BOOKING NOTES
- VOYAGE CHARTER PARTIES
- TIME CHARTER PARTIES

LETTER OF INDEMNITY

A WRITTEN UNDERTAKING BY A THIRD PARTY (SUCH AS A BANK OR INSURANCE COMPANY), ON BEHALF OF ONE OF THE PARTIES (THE FIRST PARTY) TO A TRANSACTION OR CONTRACT, TO COVER THE OTHER PARTY (THE SECOND PARTY) AGAINST SPECIFIC LOSS OR DAMAGE ARISING OUT THE ACTION (OR A FAILURE TO ACT) OF THE FIRST PARTY.

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