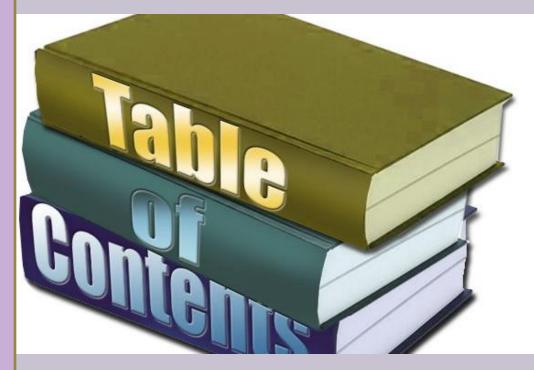


Charter party prepared by Maisha Ahmed Legal Intern at MCLAW SERVICES Definition of Charter

party

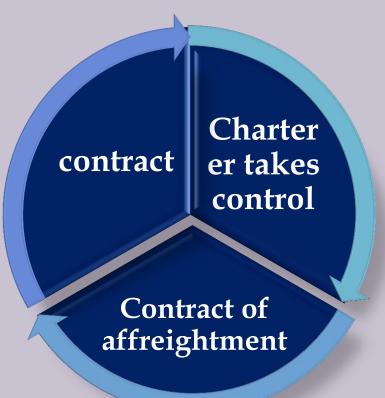
Types of Charter party Clause of Voyage , Time and Demise charter party Differences between Time Voyage and **Charter Party Hague Visby Rule Charter Party and UCP** Issue

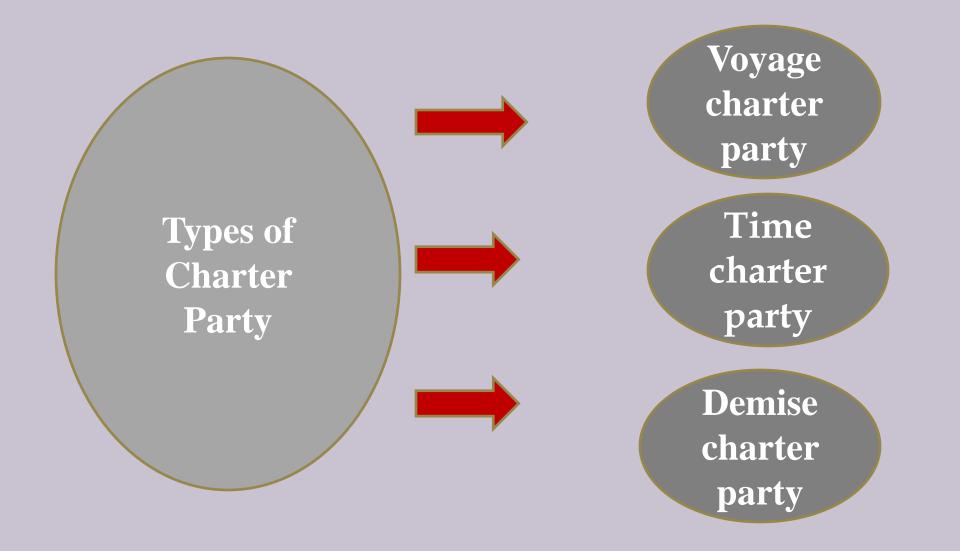
References

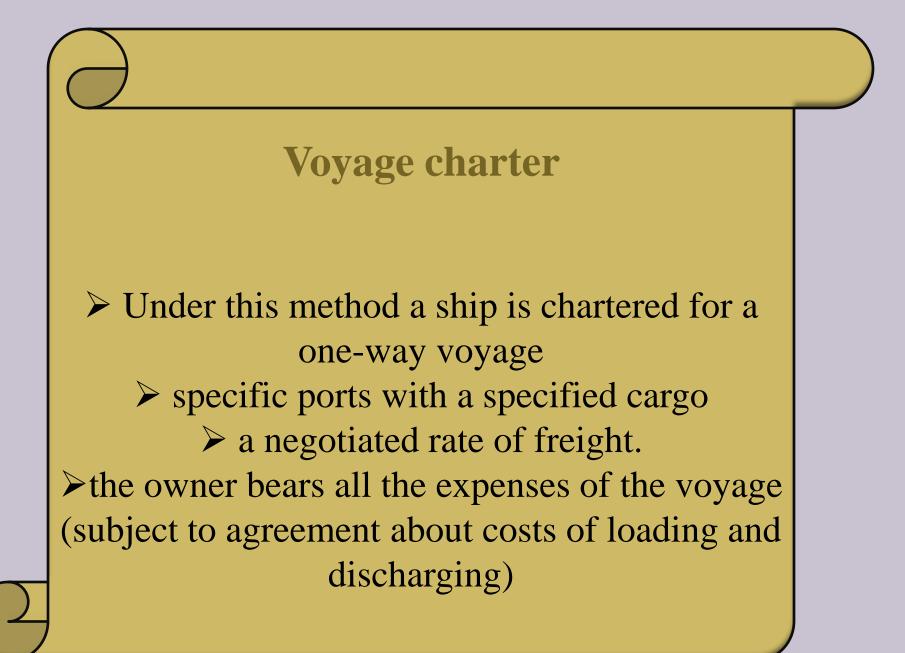


Definition of Charter Party

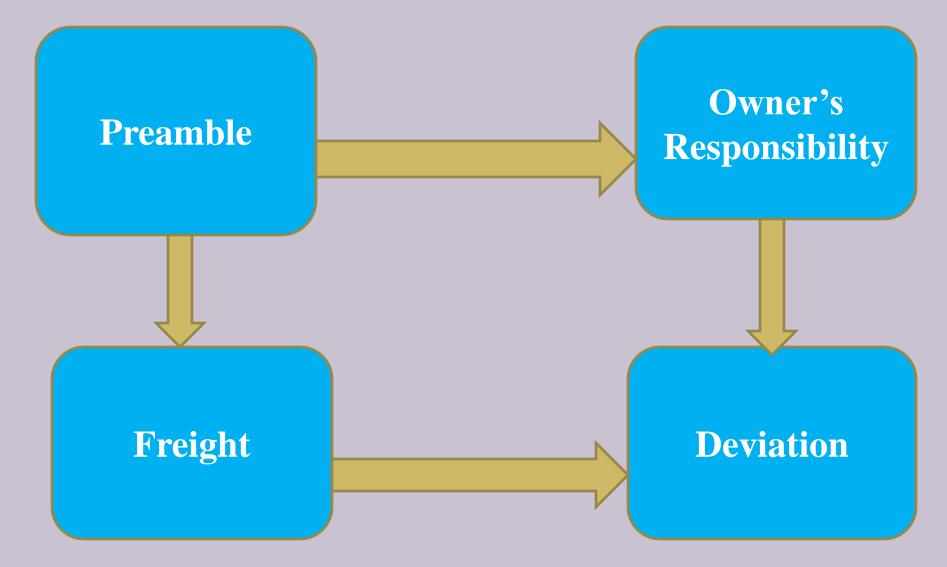
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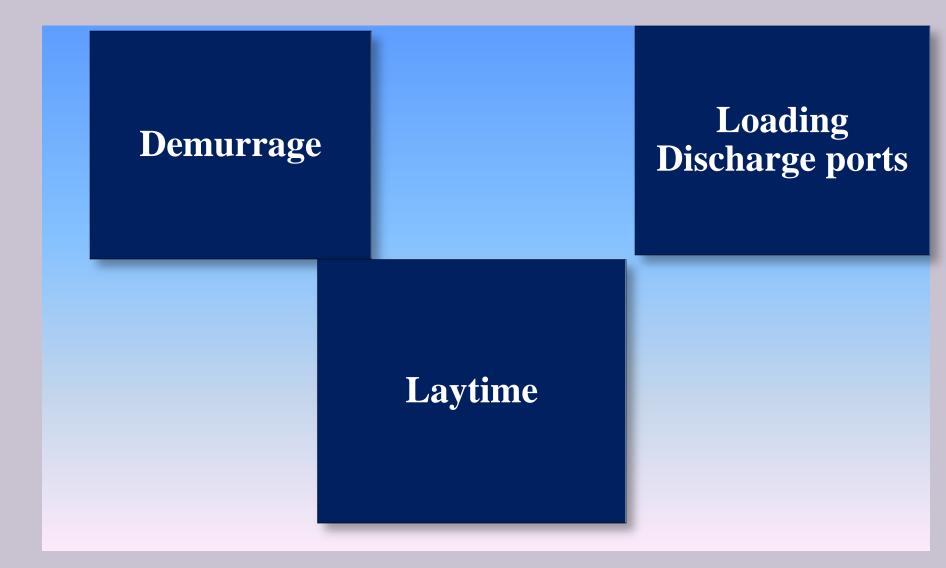






Clauses in a Voyage Charter Party





Time Charter

Code Name: "NYPE 93"

Recommended by: The Baltic and International Maritime Council (BIMCO) The Federation of National Associations of Ship Brokers and Agents (FONASBA)



TIME CHARTER®

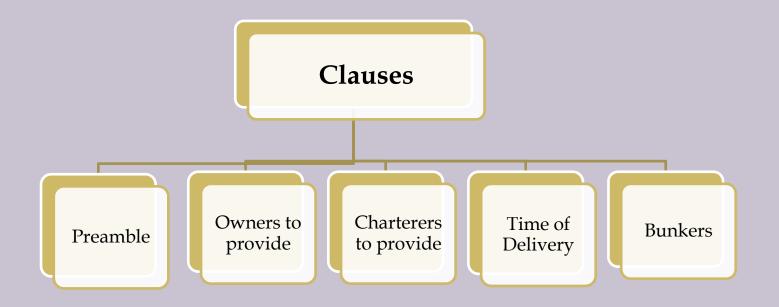
New York Produce Exchange Form Issued by the Association of Ship Brokers and Agents (U.S.A.), Inc.

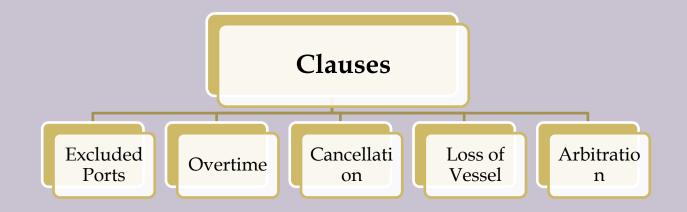
November 6th, 1913 - Amended October 20th, 1921; August 6th, 1931; October 3rd, 1946; Revised June 12th, 1981; September 14th 1993.

THIS CHARTER PARTY	, made and concluded day of	in 19	1 2
Between			3
Owners of the Vessel de	scribed below, and		4 5 6
Charterers.			7 8
Description of Vessel			9
Name Port and number of Regi Classed	Flag stry	Built (year).	10 11 12
Deadweight stores not exceeding on summer freeboard.		long*/metric* tons (cargo and bunkers, including freshwater and long*/metric* tons) on a salt water draft of	13 14 15

The charterer hires the vessel for a particular period of time.

The shipowner receives the freight on per day basis which is settled every month or every quarter.





Differences between Voyage and Time charter party

Time Charter Parties

Ship owner be required to cover all costs connected with crewing, maintenance of the vessel and insurance, but vessel fuel consumption and port charges will be remunerated by the charterer
Signed for a limited period of time without dictating a fixed route to the charterer

•Charterers pay daily hire to the shipowners of the vessels

Voyage Charter Parties

•Shipowner is not only responsible for the costs associated with crewing, maintenance of the vessel and insurance, but also pays for all the costs of the voyage, including bunkers and port charges •Are signed to carry specific amount of goods between predetermined route •Charterers are obliged to pay the freight to the shipowners.

Demise Charter Party

 Has ownership along with the privileges of executives and control
 Has the right to engage in pay the Master and group
 Act as the representatives for the time of contract
 On equality with the owner of a ship

Hague Visby Rules

Art 1(b) of the Rules mentions that only the contracts of carriage covered by a bill of lading.



The Rules will not apply to way bills or other nonnegotiable documents as they are not document of title. The Rules also do not apply to charter parties themselves unless specifically incorporated in clause paramount.

Charter party bills of lading and a UCP issue

•CPBL'S issued subject to the term's and condition's

•A CPBL is synonymous with the commodity or bulk shipment cargoes
•The goods are loaded and discharged according to the terms of the charter party.
•The Bank do not consider CPBL as having the same level of security as usual bill of lading

- UCP 600 sub-article 22 (a) (i) states that a CPBL must appear to have been signed by:
- The master or a named agent for or on behalf of the master, or.
- The owner or a named agent for or on behalf of the owner, or,
- The charterer or a named agent for or on behalf of the charterer.



BOOK

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- Hill C, *Maritime Law* (5th edn, Great Britain 1998)

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