APPENDIX II

1. Anchor: An implement for retaining a ship at a particular spot by temporarily chaining it to the seabottom.

2. Berth: The place assigned to a vessel in port when anchored or lying alongside a pier, a quay, a wharf and so on where it can load or discharge.

3. Berth Hire Charge: Charge for use of berth by a vessel. It is a port charge not a 'due' on cargo.

4. Berth-day: A day of occupation of berth by a ship.

5. Berth occupancy: Time in hours spent by ships at berths/jetties - Berth occupancy rate will be arrived at by dividing the time (in hours) spent by ships at berth/jetty by the total berth/jetty hours available during the month.

6. Bulk Cargo: Usually a homogeneous cargo showed in bulk i.e. to say loose in the hold and not enclosed in any container such as boxes, bales, bags, casks and so on. Also called bulk freight. Bulk cargo may be composed of
(i) Free following articles such as oil, grain, coal, ore and so on which can be pumped or run through chute or handled by dumping.

(ii) articles that require mechanised handling such as coke, bricks, pig, iron, lumber, steel and so on.

7. Bulk Carriers: A vessel designed for switching between bulk shipment of oil, bulk, grain and fertilisers trades. These vessels are sometimes called CBO vessels.


   ii) To load coal or fuel into the vessels' bunker for its own use as distinguished from loading it as cargo.

9. Cargo Loaded: Cargo putting on board the vessel.

10. Cargo Traffic: Cargo loaded into or unloaded from the vessel (excludes bunker coal and bunker oil unless otherwise stated).

11. Cargo Unloaded: The act of taking out cargo from the ship.

12. Charter: An arrangement under which an exporter hires the entire ship on various terms and conditions.
13. Clearance of Ships: Permission given by the port to a ship to sail out.

14. Charter Party: An agreement with various terms and conditions to hire a ship.

15. Coastal Traffic: Traffic originating from and destined for any place or port within the country.

16. Commodity Rates: Freight rates which apply to specific commodities that move regularly in large volume.

17. Containerisation: A form of utilisation i.e. combining of the small components (or units) of a load into a single larger unit. A container is basically a metal box most commonly 8’ x 8’ x 20’ and 8’ x 8’ x 40’.

18. Container Ship: A vessel that has been installed with cell guides to carry containers. A conventional vessel that was built with containerisation in mind and capable of carrying containers will also be called a container vessel during a particular run when it only carries containers.

19. Cranage: The hire charges for providing port cranes for cargo handling.
20. Dead Weight Tonnage (DWT): The vessel’s lifting capacity or the number of tonnes a vessel will lift when loaded in salt water to its summer free-board marks. Also called dead weight capacity.

21. Dock: Docks are steel plating with wooden coverings extending from one side to another in a ship. The docks vary in number according to the type of the ship.

22. Dock Labour: Labour generally employed on board the ship.

23. Draft of Ship: The depth of water which a ship requires to float freely. The depth of the keel below the water line. This is indicated by figures on the steam and steam post which are 6 inches high, the bottom of the figures marking the draught.

24. Dunnage: Any material used inside the hatch when stowing a cargo with a view to protecting the cargo from damage as the result of contact with iron work, other cargo or any damaging influences.
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<th>Explanation</th>
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<tr>
<td>25. Entrance</td>
<td>In dock Engineering the term entrance or gate entrance usually implies an entrance closed by a single pair of gates or caisson as distinguished from a lock which has two pairs of gates of caisson.</td>
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<td>26. Foreign Traffic (overseas traffic)</td>
<td>Traffic to Indian brought by a foreign flag vessel from a foreign port of origin.</td>
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<td>27. General Cargo</td>
<td>A Cargo composed of miscellaneous goods carried in units of small quantities which vary in weight, size, condition, nature and class.</td>
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<td>28. Government Cargo</td>
<td>Cargo belonging to the Central / State Governments / Public Sector undertakings.</td>
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<tr>
<td>29. Gross Registered tonnage (GRT)</td>
<td>Gross tonnage or gross registered tonnage of a vessel consists of its total measured cubic contents expressed in units to 100 cubic feet. or 2.83 cubic metres. The GRT of a ship is found by computing the tonnage under the tonnage deck moiting the double bottom used solely for water ballast and then adding the tonnage of all enclosed space above the tonnage deck. The following spaces are, however, exempted.</td>
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(a) Shelter dock spaces with permanent middle line opening at least 4 feet long and off the width of the after cargo hatch.

(b) Shelters for the deck passengers on short voyages.

30. Handling Charges

: Charges levied against the goods for moving them to and from reach, of ship's piers, and the place of rest at wharves, piers, quays, sheds, warehouses. It includes stacking, breaking, elevating and leveling of merchandise on wharves or in sheds and warehouses.

31. Hatch

: The opening in the ship's dock for access to holds. The covering boards (wooden or iron) are also called hatches.

32. Jetty

: An engineering structure projected into the water, of a nature of a pier, deck, embarkment, constructed of timber. earth, stone or a combination of there-of. By means of jetties at the mouth of a river and at entrance of a tidal harbour, the channel may be narrowed and the current concentrated so as to increase the depth of water over the entrance bar.
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<td>33.</td>
<td><strong>Length of the Ship</strong>&lt;br&gt;(L.D.A)</td>
<td>The total length from the foremost to the aftermost points of a vessel's hull.</td>
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<td>34.</td>
<td><strong>Lighter Aboard Ship</strong>&lt;br&gt;(LASH vessels)</td>
<td>A specific type of large carrying vessel designed to carry large barges or lighters (each loaded with 500 or 600 tonnes of cargo). The barges discharge/load cargo at ports.</td>
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<td>35.</td>
<td><strong>Lighten</strong></td>
<td>To unload goods from a ship in lighters to reduce ship's draft.</td>
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<td>36.</td>
<td><strong>Lighterage</strong></td>
<td>The charges of the owner of barges and lighters for the transhipment of the ship's cargo in the stream (instead of alongside the berth).</td>
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<td>37.</td>
<td><strong>Mooring</strong></td>
<td>The place in a river, harbour or dock in which a vessel may be moored, also that to which vessel may be secured.</td>
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<td>38.</td>
<td><strong>Oil - Tanker</strong></td>
<td>A vessel designed and constructed to carry mineral oil in bulk.</td>
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<td>39.</td>
<td><strong>Open Berths</strong></td>
<td>Open side berth with no covered storage area.</td>
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<tr>
<td>40.</td>
<td><strong>Output per Berth day</strong></td>
<td>Total tonnage handled at berth divided by the total number of berth days.</td>
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<tr>
<td>41.</td>
<td><strong>Passengership</strong></td>
<td>A vessel that primarily carries passengers and permitted to carry more than twelve passengers.</td>
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42. Pilotage: Act of conducting of vessel in or out of harbour or in the neighborhood of the navigational dangers.

43. Pilotage Rates: The scales or tariff used for fixing the amount to be paid by a vessel as remuneration for the services of a pilot.

44. Port Dues: A levy of port authority on a ship charged for entering the port.

45. Port Traffic Definition: All goods that have used the port for a conveyance switch constitute the port traffic flow. As the handling resources here are irrelevant, the goods considered in port traffic will be counted only once as long as they make use of the port as transfer center. Shifting will therefore be excluded as well as erroneously discharged goods subsequently reloaded.

46. Preslinging of cargoes: Combining of cargoes, generally bales or bags into units by means of continuous sling so that a number of items can be handled as a single unit.

47. Transhipment Traffic: The transfer of goods from a sea-going vessel to another sea-going vessel before the place of final destination has been reached.
48. Wharfage: A charge assessed on all cargo conveyed on, over or through a Wharf, Quay or pier. Sometimes called transfer cargo tolls, port toll.

CLASSIFICATION OF SHIPS IN INDIA:

Generally the ships are classified as follows.

1. Passenger Ship:
   Ship carrying more than twelve passengers can be called passenger ships.

2. Unberthed Passenger Ship:
   A ship that carries more than thirty unberthed passengers is called unberthed passenger ship. Unberthed passenger means a passenger of the age of 12 years or upwards for whom no separate accommodation in any cabin, state room (or) saloon is reserved. In the computation of passengers, two persons of the age of one year (or) upwards and under the age of 12 years shall be considered as one unberthed passenger.

3. Pilgrim Ship:
   A ship which makes voyage to or from the Hedjah during the season of the pilgrimage carries in a proportion of less than one pilgrim for everyone one hundred tonnes of the gross tonnage on the ship.

4. Cargo Ship:
   A ship which is not a passenger ship is called a cargo ship.
5. Liner:
Ships that ply on regular scheduled service to various ports are called liners.

6. Tramp:
Cargo ships operating in all ports of the world without a fixed route or called tramps.

7. Oil/Ore Bulk Carriers:
A bulk cargo ship is designed to carry ore and oil enabling thereby to be loaded in both directions.

8. Collier:
Generally a coastal ship which is designed to carry coal is called collier.

9. Tankers:
Cargo ships which are constructed or adopted for the carriage of liquid cargo having inflammable nature.

10. Sea-Going Vessel:
It means a vessel proceeding to sea beyond inland water.

11. Fishing Vessel:
A ship fit with mechanised means of propulsion which is exclusively engaged in a sea fishing for profit.

12. Coasting Ship:
A coast ship is exclusively employed in trading with any port or place in India or between any other port or place in the continent of India or with any ports or places in Bangladesh, Burma or Sri Lanka.