
GLOSSARY OF TECHNICAL TERMS

This glossary contains explanations of certain terms used in this document in connection with us and our business. These terminologies and their given meanings may not correspond to those standard meanings and usage adopted in the industry.

“American Bureau of Shipping”	a maritime classification society established in the United States of America
“Baltic Dry Index” or “BDI”	an index of the daily average of international shipping prices of various dry bulk cargoes made up of 20 key dry bulk routes published by the Baltic Exchange in London
“bunker”	fuel, consisting of diesel or heavy fuel oil, used for vessels
“Bureau Veritas”	a French ship classification society
“Capesize”	dry bulk vessels size range as 100,000 dwt or larger
“China Corporation Register of Shipping”	a ship classification society established in Taiwan
“Classification Society”	accredited organisation whose main function is to carry out surveys of ships while being built and at regular intervals after construction, its purpose being to set and maintain standards of construction and upkeep for ships and their equipment.
“CoA”	contract of affreightment, a type of charter contract where it covers a series of voyages (instead of a single voyage) usually over a fixed period of time and the freight is pre-determined under the contract made between a shipowner and a charterer.
“Daily TCE”	an acronym for daily time charter equivalent, a standard industry measurement of the average daily revenue performance of a vessel. The TCE is calculated by dividing the voyage revenues (net of expenses such as port, canal and bunker costs) by the available days (being the number of days that the vessel was operated by our Group during the charter period minus days without charter hire due to repair and maintenance and between two charter periods and days agreed with the charterers due to the speed claims or any other reasonable claims arising from the under-performance of the vessel) for the relevant time period

GLOSSARY OF TECHNICAL TERMS

“demurrage”	a penalty charge against charterer, shipper or receiver for failing to complete loading/discharging within time allowed according to charter-party
“despatch”	an increase payment paid by the vessel owner to the charterer for loading and unloading the cargo faster than agreed. Usually negotiated only in charter parties. Also called “dispatch”
“dry bulk cargos”	cargos which are not in packages or containers (i.e. cargos which are shipped loose in the hold of a ship without mark and count)
“dry dock”	a facility or establishment where a vessel can be removed from the water for inspection, maintenance and/or repair of submerged parts
“dwt”	an acronym for deadweight tonnage, a measure expressed in metric tons or long tons of a ship’s carrying capacity, including bunker oil, fresh water, crew and provisions
“Handymax”	dry bulk vessels with size ranging from approximately 40,000 to 59,999 dwt
“Handysize”	dry bulk vessels with size ranging from approximately 10,000 to 39,999 dwt
“IMO”	International Maritime Organisation, a United Nations agency that issues international trade standards for shipping
“ISM Code”	International Safety Management Code for the Safe Operation of Ships and for Pollution Prevention
“Isthmus Bureau of Shipping”	a ship classification society established in Panama
“P&I”	protection and indemnity, which denotes the mutual protection coverage taken by a shipowner or charterer against third party liabilities such as oil pollution, cargo damage, crew injury or loss of life
“P&I Association(s)”	association(s) of shipowners who, by means of contributions, known as calls, provide mutual protection against liabilities not covered by insurance, such as claims for injury to crew and loss or damage to cargo. It is also abbreviated to “P&I club” or “pandi club”
“Panamax”	bulk ship size range as 60,000 to 99,999 dwt

GLOSSARY OF TECHNICAL TERMS

“Safety Management System”	structured and documented system enabling our Group personnel and also crew members to implement effectively our safety and environmental protection policy
“SOLAS Convention”	the International Convention for the Safety of Life at Sea
“time charter”	an arrangement whereby a shipowner places a crewed ship at a charterer’s disposal for a certain period. Freight is customarily paid periodically in advance. In general, the charterer also pays for bunker, port and canal charges and other costs that are directly related to the voyage
“voyage charter”	an arrangement for the hire of a vessel under which the shipowner is paid freight on the basis of the cargo movement from a loading port to a discharge port. The shipowner is generally responsible for paying both operating costs and voyage costs and the charterer is generally responsible for any delay at the loading or discharging ports