

TYPES OF SHIPS

TRAMP SHIPS

Basic terms

<ul style="list-style-type: none">• <i>tramp</i>• <i>tramp service</i>• <i>bulk cargo</i>• <i>shipload</i>• <i>conveyance</i>• <i>multi-purpose ship</i>• <i>tramp trade</i>	<ul style="list-style-type: none">• <i>charter party</i>• <i>draft</i>• <i>beam</i>• <i>deadweight tonnage</i>• <i>supply and demand</i>• <i>spot market</i>• <i>The Baltic Exchange</i>
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History: The tramp trade first took off in England around the mid 19th century. The dependability of steam ships was found to be more cost-effective than sail. Coal was needed for ships' boilers, and the demand created a business opportunity for moving large amounts of best Welsh coal to various seaports in England. Within a few years tramp ships became the workhorses of trade, transporting coal and finished products from English cities to the rest of the world.

The size of tramp ships remained relatively constant from 1900 to 1940, at about 7,000 to 10,000 deadweight tons (dwt.). During World War II, the United States created the Liberty Ship; a single design that could be used to carry just about anything, which weighed in at 10,500 dwt. The U.S. produced 2708 Liberty Ships and they were used on every international trade route. After World War II, economies of scale took over and the size of tramp ships exploded to keep up with a booming supply and demand cycle. During this time the bulk carrier became the tramp of choice for many owners and operators. The bulk carrier was designed to carry coal, grain, and ore, which gave it more flexibility and could service more ports than some of its ancestors, which only carried a single commodity.

Today the tramp trade includes all types of vessels, from bulk carriers to tankers. Each can be used for a specific market, or ships can be combined like the oil, bulk, ore carriers to accommodate many different markets depending where the ship is located and the supply and demand of the area. Tramp ships often carry with them their own gear (booms, cranes, derricks) in case the next port lacks the proper equipment for loading or discharging cargo.

A ship engaged in the tramp trade is one which does not have a fixed schedule or published ports of call. As opposed to freight liners, tramp ships trade on the spot market with no fixed schedule or itinerary/ports-of-call(s). A steamship engaged in the tramp trade is sometimes called a tramp steamer; the similar term tramp freighter is also in use. Chartering is done globally but chiefly on London, New York, Singapore shipbroking exchanges. The Baltic Exchange serves as a type of stock market index for the trade.

The tramp ship or general trader as this kind of ship is often called, does not operate on a fixed sailing schedule, but merely trades in all parts of the world in search of

cargo, primarily bulk cargo. Such cargoes include coal, grain, timber, sugar, ores, fertilizers, copra etc., which are carried in complete shiploads. Many of the cargoes are seasonal. The tramp is an unspecialized type of vessel with two to six holds, each with large unobstructed hatches, and primarily designed for the conveyance of bulk cargoes. Some ships are built with special facilities particularly suitable to the five main tramp trades: grain, coal, bauxite, phosphates and iron ore. A typical modern tramp vessel is a multi-purpose ship. She normally has a crew of 30, a speed of 15 knots and has 'tween deck accommodation. The ship is of 9,100 **G.T.**, with a N.T. of 6,100 and loaded mean draft of 8.84 metres. The vessel length is 140 metres and she has a beam of 21 metres. Five holds are provided. The accommodation is placed amidship aft. Each hold is served by derricks and her total grain cubic capacity exceeds 764,000 cu. ft. The total cargo deadweight tonnage is approximately 14,000. Tramp vessels are engaged under a document called a charter party, on a time or voyage basis.

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The tramp ship is a contract carrier. Unlike a liner, often called a common carrier, which has a fixed schedule and a published tariff, the ideal tramp can carry anything anywhere, and freight rates are influenced by supply and demand. To generate business, a contract to lease the vessel known as a charter party is drawn up between the ship owner and the charterer. There are three types of charters, voyage, time and demise.

A. *Comprehension & vocabulary*

A.1 *Tick the correct box:*

1. A ship operating on a fixed sailing schedule.
2. A ship sailing to ports where there is some cargo to pick up.
3. Freighter.
4. General trader.
5. A ship designed to carry ore, coal, grain.
6. A ship engaged on a charter basis.
7. A ship carrying primarily bulk cargoes.

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A.2 *Complete the text below with the appropriate words using the following*

Basic terms:

- *charter party* • *deadweight* • *tramps* • *tramp* • *deadweight tons*
- *shipload* • *bulk cargo*

A great number of merchant vessels is employed as 1. _____ .

2. _____ ships do not operate on regular routes. They mostly carry oil and 3. _____. The cargo of oil is often carried as a complete 4. _____. DWT is the abbreviation for 5. _____. The capacity of bulk carriers is given in 6. _____. Tramp ships are usually employed on a 7. _____ basis.

A.3 Rearrange the words below to make meaningful sentences:

1. Tramps, to carry, general cargo, some, are designed.
2. Tramp ships, on regular, do, routes, operate?
3. Complete, as, bulk cargoes, most, shiploads, are carried.
4. Vessels, under, tramp, a charter party, are engaged.
5. Ship, in, holds, five, this, are provided.

A.4 Find the sentences or passages in the reading text which refer to the following questions and answer them:

1. Where do tramp ships sail?
2. What cargoes do they carry?
3. What are the holds and hatches of tramp ships like?
4. What are the five main tramp trades?
5. What are the main features of a typical tramp ship (crew, speed, accommodation, tonnage, dimensions, draft, holds)?
6. How are tramp vessels engaged?

A5 Supply the missing terms (shipping, liner services, commodity, tramp trade, containerization, tramp ships, liners, service, liner services, market)

Tramps today

Due to the explosion of liner services, and in large part, due to _____ since the 1960s, the _____ has decreased, but is by no means forgotten. A contemporary trend in the shipping business called marketing mix has resulted in renewed interest in tramp _____. To increase profits, liner companies are looking at investing into _____ to create a buffer when the market is down. For example, Mitsui OSK Lines possesses a large fleet with tramp ships and _____. With both types of shipping covered they are able to service a world economy even in a down _____. The beauty of tramp ships is they are relied upon at a moment's notice to _____ any type of market. Even in a down economy there will be a market for some type of _____ somewhere and the company with the ships able to exploit that market will do better than the company relying on _____ alone.

A6 Complete the sentences below

- The size of tramp ships remained relatively constant from 1900 to 1940, at about (dwt.).
- During World War II, the United States created the - a single design that could be used to carry just about anything, which weighed in at 10,500 dwt. The U.S. produced 2708 Liberty Ships and they were used on
-, economies of scale took over and the size of tramp ships exploded to keep up with a booming supply and demand cycle.

- During this time the bulk carrier became the tramp of choice for
- The bulk carrier was designed to carry, which gave it more flexibility and could service more ports than some of its ancestors, which only carried

A7 Supply the word in bracket in the right place in the sentence:

The tramp ship or as this kind of ship is often called, does not operate on a fixed sailing schedule, but merely trades in all parts of the world in search of cargo, primarily bulk cargo. Such cargoes include coal, grain, timber, sugar, ores, fertilizers, copra etc., which are carried in complete shiploads (**general trader**). Many of the cargoes are seasonal. The tramp is an unspecialized type of vessel with two to six, each with large unobstructed, and primarily designed for the of bulk cargoes (**conveyance, bauxite, holds, hatches**). Some ships are built with special particularly suitable to the five main tramp: grain, coal, bauxite, phosphates and iron ore (**trades, facilities**). A typical modern tramp vessel is a multi-purpose ship. She normally has a of 30, a speed of 15 and has 'tween deck (**crew, accommodation, knots**). The ship is of 9,100, with a N.T. of 6,100 and loaded mean of 8.84 metres (**draft, G.T.**). The vessel is 140 metres and she has a of 21 metres (**length, beam**). Five holds are provided. The is placed amidship aft (**accommodation**). Each hold is served by and her total cubic capacity exceeds 764,000 cu. ft (**derricks, grain**). The total cargo deadweight tonnage is approximately 14,000. Tramp vessels are under a document called a, on a time or voyage basis (**charter party, engaged**).

A8 Supply the missing term

A ship engaged in the tramp trade is one which does not have a fixed _____ or published ports of _____. As opposed to _____, tramp ships trade on the spot market with no fixed schedule or itinerary/ports-of-call(s). A steamship engaged in the tramp trade is sometimes called a _____ steamer; the similar term tramp _____ is also in use. _____ is done globally but chiefly on London, New York, Singapore shipbroking exchanges. The Baltic _____ serves as a type of stock market index for the trade.