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The duty in time charters differs from that in voyage charters only in the impact of the contemplated time period on the relative level of the duty; short term repairs, enough for a voyage or two, may not be enough if the charter contemplates many months and many voyages. Often the parties express the duty in the time charter.

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Payment of freight under voyage charters At common law, freight is the consideration payable for the carriage of the goods to, and their delivery at, the destination. In the absence of any special contractual provision, freight is earned only when the goods are delivered at their destination.

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Blank Rome maritime partners John D. Kimball and LeRoy Lambert are co-authors of the third edition of Voyage Charters, published by Lloyd's of London. Voyage charters present one of the most complex areas of maritime law, with disputes frequently arising over the interpretation of charters. It is essential for the parties to these contracts and their legal advisors to have a clear and authoritative reference guide.

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Voyage Charters (3rd ed.) | Blank Rome LLP

He is also the author of seven books on maritime law, with the third edition of the 1,800-page, two-volume tome EU Shipping Law, originally published by Lloyd's of London Press, published in 2019 by Informa Law from Routledge and hosted on the i-law.com platform. 03 / Simon Rainey, Quadrant

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The owner pays the port costs (excluding stevedoring), fuel costs and crew costs. The payment for the use of the vessel is known as freight. A voyage charter specifies a period, known as laytime, for loading and unloading the cargo. If laytime is exceeded, the charterer must pay demurrage.

Chartering (shipping) - Wikipedia

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