

**I- VERSION : Traduire intégralement le texte ci-dessous****Maritime Contracts**

Contracts between vessel owners and charterers concerning the water transportation of goods are technically known in admiralty law as "contracts of affreightment". The charterer agrees to pay a freight charge for cargo space. The voyage, amount of cargo space, and time of delivery will all be covered by the contract. One common type of contract is the "voyage" charter. This type of charter usually concerns the hire of a vessel's entire cargo space for one or more specific voyages.

If the charterer does not require the use of an entire ship, the agreement will specify what portion of the cargo is used and is referred to as a "space" charter. With these types of charter, the master (or agent) will give the shipper a bill of lading, to document the title to the goods and serve as receipt. The bill of lading is not in itself a charter or contract; the voyage charter is considered to be the governing transport contract. Under voyage chartering the owner is responsible for the running expenses of his ship such as employment of crew, wages, purchase of stores and provisions, all insurance on the vessel as well as the incidental voyage expenses incurred, covering port charges, light dues, special voyage insurance, bunker fuel supply, owner's agency and so on.

Another very common arrangement is known as a "time" charter. A time charter is similar to a voyage charter in that the charterer may direct the movements and cargoes carried during an agreed period of time and under certain limitations. Under a time charter, the ship owner is usually responsible for employing the master and crew for the specified duration. It is important to note that cargo handling expenses arising when a ship is fixed on a time charter, will always remain the charterer's responsibility, the owner having no expenses and no involvement in the hiring of stevedores.

Alternatively, the charterer may contract use of an entire ship, taking possession and control of the entire vessel for an agreed-upon period of time. This kind of contract is referred to as "a demise of the ship" or "bareboat charter" and effectively transfers ship-owner status for a very specific time. The contractor will be responsible for crew and personnel, repairs and supplies, and other duties of a ship-owner. This contract is much less common than contracts of affreightment.

## II – THEME: Traduire les phrases ci-dessous

1. Les affréteurs ont le droit de déduire du loyer mensuel le paiement des soutes restant à bord.
2. Un avis de navire « prêt à charger » est un avis officiel remis par l'armateur ou le capitaine signifiant que le navire est prêt à charger.
3. Les surestaries sont généralement exprimées sous la forme d'un montant journalier.
4. « Franco à bord » signifie que les marchandises sont mises à bord d'un navire par le vendeur au port de chargement prévu par le contrat de vente
5. Pendant le dernier voyage, la marchandise a été endommagée par l'eau de mer, ce qui a provoqué une demande d'indemnisation des chargeurs.