

# 47.501 Definitions.

As used in this subpart-

*Dry bulk carrier* means a vessel used primarily for the carriage of shipload lots of homogeneous unmarked nonliquid cargoes such as grain, coal, cement, and lumber.

*Dry cargo liner* means a vessel used for the carriage of heterogeneous marked cargoes in parcel lots. However, any cargo *may* be carried in these vessels, including part cargoes of dry bulk items or, when carried in deep tanks, bulk liquids such as petroleum and vegetable oils.

*Foreign-flag vessel* means any vessel of foreign registry including vessels owned by U.S. citizens but registered in a nation other than the *United States*.

*Government vessel* means a vessel owned by the U.S. Government and operated directly by the Government or for the Government by an agent or contractor, including a privately owned *U.S.-flag vessel* under bareboat charter to the Government.

*Privately owned U.S.-flag commercial vessel* means a vessel-

- (1) Registered and operated under the laws of the *United States*,
- (2) Used in commercial trade of the *United States*,
- (3) Owned and operated by U.S. citizens, including a vessel under voyage or time charter to the Government, and
- (4) A Government-owned vessel under bareboat charter to, and operated by, U.S. citizens.

*Tanker* means a vessel used primarily for the carriage of bulk liquid cargoes such as liquid petroleum *products*, vegetable oils, and molasses.

*U.S.-flag vessel* when used independently means either a *Government vessel* or a *privately owned U.S.-flag commercial vessel*.

**Parent topic:** [Subpart 47.5 - Ocean Transportation by U.S.-Flag Vessels](#)