

AHTS (Anchor-handling Tug/Supply) - Combined supply and anchor-handling ship. Seismic ship: Conducts seismic surveys to map geological structures beneath the sea bed.

AT SEA - In marine insurance this phrase applies to a ship which is free from its moorings and ready to sail.

BACKFREIGHT- The owners of a ship are entitled to payment as freight for merchandise returned through the fault of either the consignees or the consignors. Such payment, which is over and above the normal freight, is called backfreight.

BACKHAUL- A deviation to move cargo on the return leg of a voyage for the purpose of minimizing ballast mileage and thereby reducing transportation costs.

BACKLETTER- Where a seller/shipper issues a 'letter of indemnity' in favor of the carrier in exchange for a clean bill of lading. May have only a limited value. Example: P & I problems.

BAF- Bunker adjustment factor

BAGGED CARGO- Various kinds of commodities usually packed in sacks or in bags, such as sugar, cement, milk powder, onion, grain, flour, etc.

BALE CAPACITY- Cubic capacity of a vessel holds to carry packaged dry cargo such as bales/pallets.

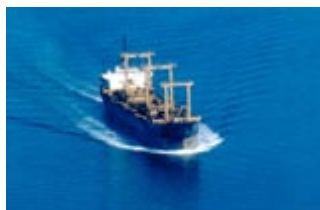
BALLAST - Heavy substances loaded by a vessel to improve stability, trimming, sea-keeping and to increase the immersion at the propeller. Sea water ballast is commonly loaded in most vessels in ballast tanks, positioned in compartments right at the bottom and in some cases on the sides, called wing tanks. On a tanker, ballast is seawater that is taken into the cargo tanks to submerge the vessel to a proper trim.

BALLAST BONUS- Compensation for relatively long ballast voyage

BALLAST MOVEMENT- A voyage or voyage leg made without any paying cargo in a vessel's tanks. To maintain proper stability, trim, or draft, sea water is usually carried during such movements.

BALLAST TANK- Compartments at the bottom of a ship or on the sides which are filled with liquids for stability and to make the ship seaworthy. Any shipboard tank or compartment on a tanker normally used for carrying salt water ballast. When these compartments or tanks are not connected with the cargo system they are called segregated ballast tanks or systems.

BARGE -Flat-bottomed boat designed to carry cargo on inland waterways,



usually without engines or crew accommodations. Barges can be lashed together and either pushed or pulled by tugs, carrying cargo of 60,000 tons or more. Small barges for carrying cargo between ship and shore are known as lighters.

BARGE ABOARD CATAMARAN - A way of loading cargo into large barges and then in turn loading the barges into a ship.

BARGE CARRIERS- Ships designed to carry either barges or containers exclusively, or some variable number of barges and containers simultaneously. Currently this class includes two types of vessels, the LASH and the SEABEE.

BBB- Before breaking bulk. Refers to freight payments that must be received before discharge of a vessel commences.

B/d-Barrels per day (measure of petroleum production).

BEAM -The width of a ship. Also called breadth.

BENEFICIAL OWNERSHIP- Designates the owner who receives the benefits or profits from the operation.

BERTH CARGO- When a liner cargo vessel accepts extra cargo to fill up the empty space remaining.

BERTH C/P- Term used in a voyage charter party, e.g. vessel shall proceed to Berth 2 at Falmouth.

BILL OF LADING- A document by which the Master of a ship acknowledges having received in good order and condition (or the reverse) certain specified goods consigned to him by some particular shipper, and binds himself to deliver them in similar condition, unless the perils of the sea, fire or enemies prevent him, to the consignees of the shippers at the point of destination on their paying him the stipulated freight. A bill of lading specifies the name of the master, the port and destination of the ship, the goods, the consignee, and the rate of freight.

B/L - Bill of Lading

BLACK CARGO- Cargo banned by general cargo workers for some reason. This ban could be because the cargo is dangerous or hazardous to health.

BLACK GANG - A slang expression referring to the personnel in the engine department aboard ship.

BLS - Bureau of Labor Statistics, Department of Labor.

B/N- Booking note



BOATSWAIN (BOSUN) - The highest unlicensed rating in the deck department who has immediate charge of all deck hands and who in turn comes under the direct orders of the master or chief mate or mate.

BOILERS- Steam generating units used aboard ship to provide steam for propulsion (and) for heating and other auxiliary purposes.

BOW THRUSTERS - A propeller at the lower sea-covered part of the bow of the ship which turns at right angles to the fore-and-aft line and thus provides transverse thrust as a maneuvering aid.

B/p or BOP - Balance of payments.

BREADTH- See Beam

BREKBUK VESSEL- A general, multipurpose, cargo ship that carries cargoes of nonuniform sizes, often on pallets, resulting in labor-intensive loading and unloading; calls at various ports to pick up different kinds of cargoes.

BREK BULK- The process of assimilating many small shipments into one large shipment at a central point so that economies of scale may be achieved; to commence discharge of cargo.

BRIDGE -Used loosely to refer to the navigating section of the vessel where the wheel house and chart room are located; erected structure amidships or aft or very rarely fore over the main deck of a ship to accommodate the wheelhouse.

BROKERAGE- Percentage of freight payable to broker (by owners in c/p's) or applicable to sale or purchase.

BULK -Cargo shipped in loose condition and of a homogeneous nature. Cargoes that are shipped unpackaged either dry, such as grain and ore, or liquid, such as petroleum products. Bulk service generally is not provided on a regularly scheduled basis, but rather as needed, on specialized ships, transporting a specific commodity.

BULK CARRIER- Ship specifically designed to transport vast amounts of cargoes such as sugar, grain, wine, ore, chemicals, liquefied natural gas; coal and oil. See also LNG Carrier, Tanker, and OBO Ship.

BULKHEAD - A name given to any vertical partition which separates different compartments or spaces from one another.

BUNKERS- Fuel consumed by the engines of a ship; compartments or tanks in a ship for fuel storage.

BUOY - A floating object employed as an aid to mariners to mark the navigable limits of channels, their



fairways, sunken dangers, isolated rocks, telegraph cables, and the like; floating devices fixed in place at sea, lake or river as reference points for navigation or for other purposes.

CABLE SHIP- A specially constructed ship for the laying and repairing of telegraph and telephone cables across channels, seas, lakes, and oceans.

CABOTAGE -The carriage of goods or passengers for remuneration taken on at one point and discharged at another point within the territory of the same country.

CABOTAGE POLICIES- Reservation of a country's coastal (domestic) shipping for its own flag vessels.

CAORF -Computer-Assisted Operations Research Facility: A MarAd R&D facility located at U.S. Merchant Marine Academy, Kings Point, New York.

CAPESIZE- A vessel too large to pass through the Suez Canal.

CARGO HANDLING- The act of loading and discharging a cargo ship.

CARGO PLAN- A plan giving the quantities and description of the various grades carried in the ship's cargo tanks, after the loading is completed.

CARGO PREFERENCE- Reserving a portion of a nation's imports and exports to national-flag vessels.

CARGO RETENTION CLAUSES- Clauses introduced by charterers based on shortage of delivered cargo because of increased oil prices.

CARRIAGE OF GOODS BY SEA ACT - A law enacted in 1936 covering the transportation of merchandise by sea to or from ports of the United States and in foreign trades.

CARRIERS- Owners or operators of vessels providing transportation to shippers. The term is also used to refer to the vessels.

CATAMARAN- A double or treble-hulled vessel constructed in wood, aluminum or reinforced glass fiber and is also composed of two or three hulls diagonally joined together by various methods. Normally no ballast is needed to counteract the center buoyancy since it enjoys good stability at sea.

CATUG -Short for Catamaran Tug. A rigid catamaran tug connected to a barge. When joined together, they form and look like a single hull of a ship; oceangoing integrated tug-barge vessels.



CATWALK - A raised bridge running fore and aft from the midship and also called "walkway". It affords safe passage over the pipelines and other deck obstructions.

CAF Currency Adjustment Factor.

C&F Cost and freight.

CIF Cost, Insurance and freight.

CBF- Cubic feet.

CBM- Cubic meters.

CCF -Capital Construction Fund: A tax benefit for operators of U.S.-built, U.S.-flag ships in the U.S. foreign, Great Lakes, or noncontiguous domestic trades, by which taxes may be deferred on income deposited in a fund to be used for the replacement of vessels.

CDS -Construction Differential Subsidy: A direct subsidy paid to U.S. shipyards building U.S.-flag ships to offset high construction costs in American shipyards. An amount of subsidy (up to 50 percent) is determined by estimates of construction cost differentials between U.S. and foreign yards.

CERTIFICATE OF REGISTRY - A document specifying the nation registry of the vessel.

CFS Container Freight Station.

CIP Carriage and Insurance Paid to

C/L Container Load.

COD Change of destination.

CHANDLER- A person, who deals in the selling of provisions, dried stores, etc.

CHARTERER- The person to whom is given the use of the whole of the carrying capacity of a ship for the transportation of cargo or passengers to a stated port for a specified time.

CHARTER RATES - The tariff applied for chartering tonnage in a particular trade.

CHARTER PARTY- A contractual agreement between a ship owner and a cargo owner, usually arranged by a broker, whereby a ship is chartered (hired) either for one voyage or a period of time.



Chemical tanker - Specially designed for the transport of chemicals.

CHIEF ENGINEER- The senior engineer officer responsible for the satisfactory working and upkeep of the main and auxiliary machinery and boiler plant on board ship.

CHIEF MATE - The officer in the deck department next in rank to the master; second in command of a ship. He is next to the master; most especially in the navigation and as far as the deck department is concerned. The chief mate assumes the position of the Master in his absence.

CLEAN SHIP- Refers to tankers which have their cargo tanks free of traces of dark persistent oils which remain after carrying crudes and heavy fuel oils.

COA- Contract of affreightment

COMBI -Combination passenger/cargo vessel; a vessel specifically designed to carry both containers and conventional cargoes.

Combined ships - Ships which can carry both liquid and dry bulk cargoes.

COMMISSION- See "Brokerage"

COMMON CARRIER- Holds himself out for hire to the general public. Must post rates and cannot discriminate against customers whose cargo he is equipped to carry.

COMPLEMENT - The number of officers and crew employed upon a vessel for its safe navigation and operation.

CONFERENCE- An affiliation of ship-owners operating over the same route(s) who agree to charge uniform rates and other terms of carriage. A conference is "closed" if one can enter only by the consent of existing members of the conference. It is "open" if anyone can enter by meeting certain technical and financial standards. Conference members are common carriers.

CONGESTIONS- Port/berth delays

CONSIGNEE - The person to whom cargo is consigned as stated on the bills of lading.

Construction unit - Equipped to assist during offshore construction and maintenance work.

CONSIGNOR- The person named in the bill of lading as the one from whom the goods have been received for shipment.



CONTAINER- A van, flat rack, open top trailer or other similar trailer body on or into which cargo is loaded and transported without chassis aboard ocean vessels; a large rectangular or square container/box of a strong structure that can withstand continuous rough handling from ship to shore and back. It opens from one side to allow cargo to be stacked and stowed into it.

C/P- Charter Party

CPI -Consumer Price Index.

CPT Carriage Paid to

CTB Combined transport Bill of lading.

CY Container Yard.

CREW -The personnel engaged on board ship, excluding the master and officers and the passengers on passenger ships.

CREW LIST- List prepared by the master of a ship showing the full names, nationality, passport or discharge book number, rank and age of every officer and crew member engaged on board that ship. This serves as one of the essential ship's documents which are always requested to be presented and handed over to the customs and immigration authorities when they board the vessel on arrival.

CROSS-TRADES- Foreign-to-foreign trade carried by ships from a nation other than the two trading nations.

CRUDE OIL WASHING- A technique of cleaning tanks in oil tankers.

Cubic capacity - The most important commercial measurement when the intrinsic weight of the cargo is so low that the ship becomes full without being loaded to the cargo line. Is expressed in cubic meters or cubic feet.

DANGEROUS CARGO- All substances of an inflammable nature which are liable to spontaneous combustion either in themselves or when stowed adjacent to other substances and, when mixed with air, are liable to generate explosive gases or produce suffocation or poisoning or tainting of foodstuffs.

DANGEROUS LIQUIDS- Liquids giving off inflammable vapors.



DAVITS -Two radial cranes on a ship which hold the lifeboats. They are constructed in such a way as to lower and lift the lifeboats the easiest way possible and are also unobstructed in case of an emergency.

DEADFREICHT- Space booked by shipper or charterer on a vessel but not used

DEADFREIGHT FACTOR- Percentage of a ship's carrying capacity that is not utilized.

DEADWEIGHT/DWAT/DWCC- A common measure of ship carrying capacity. The number of tons (2240 lbs.) of cargo, stores and bunkers that a vessel can transport. It is the difference between the number of tons of water a vessel displaces "light" and the number of tons it displaces "when submerged to the 'deep load line'." A vessel's cargo capacity is less than its total deadweight tonnage. The difference in weight between a vessel when it is fully loaded and when it is empty (in general transportation terms, the net) measured by the water it displaces. This is the most common, and useful, measurement for shipping as it measures cargo capacity.

DECK GANG- The officers and seamen comprising the deck department aboard ship. Also called deck crew, deck department, or just deck.

DECKHAND- Seaman who works on the deck of a ship and remains in the wheelhouse attending to the orders of the duty officers during navigation and maneuvering. He also comes under the direct orders of the bosun.

DECK LOG -Also called Captain's Log. A full nautical record of a ship's voyage, written up at the end of each watch by the deck officer on watch. The principal entries are: courses steered; distance run; compass variations, sea and weather conditions; ship's position, principal headlands passed; names of lookouts, and any unusual position, principal headlands passed; names of lookouts, and any unusual happenings such as fire, collision, and the like..

DECK OFFICER- As distinguished from engineer officer, refers to all officers who assist the master in navigating the vessel when at sea, and supervise the handling of cargo when in port.

DECK HOUSE- Small superstructure on the top deck of a vessel which contains the helm and other navigational instruments.

DEEP SEA TRADES- The traffic routes of both cargo and passenger vessels which are regularly engaged on the high seas or on long voyages.

DEEP STOWAGE- Any bulk, bagged or other type of cargo stowed in single hold ships.

DEMISE CHARTER- See Bareboat Charter.

DEMURRAGE -A fee levied by the shipping company upon the port or supplier for not loading or unloading the vessel by a specified date agreed upon by contract. Usually, assessed upon a daily basis after the deadline.



DESPATCH- Time saved, reward for quick turnaround - in dry cargo only

DEVIATION- Vessel departure from specified voyage course

DISABLED SHIP- When a ship is unable to sail efficiently or in a seaworthy state as a result of engine trouble, lack of officers or crew, damage to the hull or ship's gear.

DISCHARGES- An essential document for officers and seamen as it serves an official certificate confirming sea experience in the employment for which he was engaged.

DOD -Department of Defense.

DAF Delivered at frontier

DDP Delivered duty paid

DDU Delivered duty unpaid

DES Delivered Ex Ship

DEQ Delivered Ex Quay.

D/O Delivery order

DOE - Department of Energy

DOMESTIC OFFSHORE TRADES - Domestic shipping routes serving Alaska and non-continental U.S. States and territories.

DOT -Department of Transportation.

DOUBLE BOTTOM- General term for all watertight spaces contained between the outside bottom plating, the tank top and the margin plate. The double bottoms are sub-divided into a number of separate tanks which may contain boiler feed water, drinking water, fuel oil, ballast, etc.

DRAFT -The depth of a ship in the water. The vertical distance between the waterline and the keel, in the U.S. expressed in feet, elsewhere in meters.

Drilling unit - Fitted with drilling rig (oil derrick with rotary drill and a mud pumping system), drilling for petroleum.

Drill Ship -: Regular ship shaped vessel, production ship. Positioned by anchors or dynamic positioning. Has its own propulsion machinery.



DRY CARGO- Merchandise other than liquid carried in bulk.

DRY CARGO SHIP- Vessel which carries all merchandise, excluding liquid in bulk.

DRY DOCK- An enclosed basin into which a ship is taken for underwater cleaning and repairing. It is fitted with water tight entrance gates which when closed permit the dock to be pumped dry.

DUAL PURPOSE SHIP- Specially constructed ship able to carry different types of cargoes such as ore and/or oil.

DUNNAGE- A term applied to loose wood or other material used in a ship's hold for the protection of cargo.

DWT -Deadweight tons.

ENTRY -A customs form used for the clearance of ships or merchandise.

ETA- Estimated time of arrival

ETD- Estimated time of departure

EUSC -Effective U.S. Control.

EXW Ex works

EVEN KEEL- When the draft of a ship fore and aft is the same.

FAS - Free Along Side (of ship).

FCA Free Carrier

FEEDER -A grain container or reservoir constructed around the hatchway between two decks of a ship which when filled with grain automatically feeds or fills in the vacant areas in the lower holds.

FEU -Forty Foot Equivalent Units (Containers).

FCL Full Container Load



FHEX- Fridays, holidays excluded

FHINC- Fridays, holidays included

FIO -Free in and out.

FIFO Free in and free out.

FILO Free in Liner out

FIOST- Free in and out, stowed and trimmed

FIREMAN- an unlicensed member of the engine, room staff whose duties consist in standing watch in the boiler room and insuring the oil burning equipment is working properly.

FIXTURE- Conclusion of shipbrokers negotiations to charter a ship - an agreement

FLOATING OIL STORAGE- Oil stored on floating vessels. It has been the practice for oil to be stored in large laid-up oil tankers in order to offset the loss involved while the tankers are inactive.

FO- Fuel oil/free out

F.O.B. - Free on Board: Export term in which the price quoted by the exporter does not include the costs of ocean transportation, but does include loading on board the vessel.

FORCE MAJEURE- Clause limiting responsibilities of charterers, shippers and receiver of cargo

FORECASTLE- The raised part of the forward end of a ship's hull. The inside space may be used for crew accommodation or quarters, though on new ships this space is being used for the storage of paints, tackle, deck and engine stores, tarpaulins, etc.

FORWARD - At or in the direction of the bow. Also the fore part of the ship.

FREE PRATIQUE- Clearance by the Health Authorities

FREIGHT- Money payable on delivery of cargo in a mercantile condition.

FREIGHT FORWARDER- Arranges shipments for customers usually break bulk. Does not actually carry the cargo or conduct business for the ship.

FREIGHT RATE- The charge made for the transportation of freight.



FRUSTRATION- Charterers when canceling agreement sometimes quote 'doctrine of frustration' i.e. vessel is lost, extensive delays.

GA- General Average

GANGWAY- A narrow portable platform used as a passage, by persons entering or leaving a vessel moored alongside a pier or quay.

Gas tanker - Specially designed for the transport of condensed (liquefied) gases. The most important gases are: ammonia, ethylene, LNG (Liquefied Natural Gas), which consists mainly of methane, and is cooled to a temperature of minus 163 degrees Celsius, and LPG (Liquefied Petroleum Gas) such as butane and propane.

GATF -General Agreements on Tariffs and Trade

GDP -Gross Domestic Product: The total value of goods and services produced by a nation over a given period, usually 1 year.

GENERAL CARGO- A non-bulk oil cargo composed of miscellaneous goods.

GEOGRAPHICAL ROTATION- Ports in order of calling

GNP -Gross National Product: GDP plus the net income accruing from foreign sources.

GOVERNMENT IMPELLED- Cargo owned by or subsidized by the Federal Government.

GRAIN CAPACITY- Cubic capacity in 'grain'

GROSS FREIGHT- Freight money collected or to be collected without calculating the expenses relating to the running cost of the ship for the voyage undertaken.

Gross and Net tonnage (GT and NT) - Gross tonnage is the basis on which manning rules and safety regulations are applied, and registration fees are reckoned. Port fees are also often reckoned on the basis of GT and NT. GT and NT are defined according to formulas which take account, among other things, of the volume of the vessel's enclosed spaces (GT) and the volume of its holds (NT).

GROSS REGISTERED TONS- A common measurement of the internal volume of a ship with certain spaces excluded. One ton equals 100 cubic feet; the total of all the enclosed spaces within a ship expressed in tons each of which is equivalent to 100 cubic feet.



GROUNDING -Deliberate contact by a ship with the bottom while she is moored or anchored as a result of the water level dropping.

HARBOR DUES- Various local charges against all seagoing vessels entering a harbor, to cover maintenance of channel depths, buoys, lights, etc. all harbors do not necessarily have this charge.

HARBOR MASTER- A person usually having the experience of a certificated master mariner and having a good knowledge of the characteristics of the port and its whole area. He administers the entire shipping movements that take place in and within reach of the port he is responsible for.

HARD AGROUND- A vessel which has gone aground and is incapable of refloating under her own power.

HARD CURRENCY- A currency which is sound enough to be accepted internationally and which is usually fully convertible.

HATCH -An opening, generally rectangular, in a ship's deck affording access into the compartment below.

HAWSER -Large strong rope used for towing purposes and for securing or mooring ships. Hawsers are now mostly made of steel.

HELM - A tiller or a wheel generally installed on the bridge or wheelhouse of a ship to turn the rudder during maneuvering and navigation. It is in fact the steering wheel of the ship.

HOISTING ROPE - Special flexible wire rope for lifting purposes, generally being of six strands with 19 wires in each strand and in most cases having a hemp rope at the center.

HIRE- T/C remuneration

HOLD - A general name for the spaces below the main deck designated for stowage of general cargo. A hold on a tanker is usually just forward of #1 cargo tank. Some newer tankers have no hold.

HOVERCRAFT- A vessel used for the transportation of passengers and cargo riding on a cushion of air formed under it. It is very maneuverable and is also amphibious.

HULL -Shell or body of a ship.

HYDROFOIL - A craft more or less similar to the Hovercraft insofar as it flies over water and thus eliminates friction between the water and the hull. Under acceleration it rises above water but remains in contact with the surface through supporting legs.



IMF -International Monetary Fund.

IMO -International Maritime Organization: Formerly known as the Inter-Governmental Maritime Consultative Organization (IMCO), was established in 1958 through the United Nations to coordinate international maritime safety and related practices.

INERT GAS SYSTEM -A system of preventing any explosion in the cargo tanks of a tanker by replacing the cargo, as it is pumped out, by an inert gas, often the exhaust of the ship's engine. Gas-freeing must be carried out subsequently if worker have to enter the empty tanks.

INFLAMMABLE LIQUIDS- Liquids liable to spontaneous combustion which give off inflammable vapors at or below 80 degrees F. For example, ether, ethyl, benzene, gasoline, paints, enamels, carbon disulfide, etc.

INLAND WATERS- Term referring to lakes, streams, rivers, canals, waterways, inlets, bays and the like.

INMARSAT- International Maritime Satellite System.

ITF- International Transport Workers Federation (Trade Unions)

ITINERARY- Route/Schedule

KEEL -The lowest longitudinal timber of a vessel, on which framework of the whole is built up; combination of iron plates serving same purpose in iron vessel.

KNOT - Unit of speed in navigation which is the rate of nautical mile (6,080 feet or 1,852 meters) per hour.

LAIID-UP TONNAGE- Ships not in active service; a ship which is out of commission for fitting out, awaiting better markets, needing work for classification, etc.

LAKER -Type of ship which trades only in the Great Lakes of North America. They usually carry grain and ore cargoes.

LANDBRIDGE - A system of through rates and service offered by a carrier for cargo shipments from a foreign port to a U.S. port, across U.S. land to another U.S. port and finally by sea to a foreign port destination.



LASH -Lighter aboard ship: A barge carrier designed to act as a shuttle between ports, taking on and discharging barges.

LAY/CAN- Laydays/cancelling

LAYTIME -Time allowed by the ship-owner to the voyage charterer or bill of lading holder in which to load and/or discharge the cargo. It is expressed as a number of days or hours or as a number of tons per day.

LAY-UP -Temporary cessation of trading of a ship by a ship-owner during a period when there is a surplus of ships in relation to the level of available cargoes. This surplus, known as Overton aging, has the effect of depressing freight rates to the extent that some shipowners no longer find it economical to trade their ship, preferring to lay them up until there is a reversal in the trend.

LESS THAN CONTAINER LOAD- A consignment of cargo which is inefficient to fill a shipping container. It is grouped with other consignments for the same destination in a container at a container freight station.

LIFEBOAT - A specially constructed double ended boat which can withstand heavy, rough seas.

LIGHTERING- Conveying cargo with another vessel known as a lighter from ship to shore, or vice versa.

LIEN- Retention of property until outstanding debt is paid

LINER -A cargo-carrying ship which is operated between scheduled, advertised ports of loading and discharge on a regular basis.

LIFO Liner In free out

LINER SERVICE- Vessels operating on fixed itineraries or regular schedules and established rates available to all shippers. The freight rates which are charged are based on the shipping company's tariff or if the company is a member of a liner conference, the tariff of that conference.

LLOYD'S REGISTER OF SHIPPING -British classification society.

LNG -Liquefied Natural Gas, or a carrier of LNG.

LNG CARRIER - Liquefied natural gas carrier, perhaps the most sophisticated of all commercial ships. The cargo tanks are made of a special aluminum alloy and are heavily insulated to carry natural gas in its liquid state at a temperature of -285°F . The LNG ship costs about twice as much as an oil tanker of the same size.



LOAD FACTOR- Percentage of cargo or passengers carried e.g. 4000 tons carried on a vessel of 10000 capacity has a load factor of 40%

LOAD LINE - The line on a vessel indicating the maximum depth to which that vessel can sink when loaded with cargo. Also known as marks.

LOADED LEG - Subdivision of a ship's voyage during which the ship is carrying cargo.

LOF- Lloyds open form

LOI- Letter of indemnity

LONG TON- 2,240 pounds.

LOOKOUT -A member of the crew stationed on the forecandle, or on the bridge, whose duty it is to watch for any dangerous objects or for any other vessels heaving into sight.

LPG -Liquefied Petroleum Gas, or a carrier of LPG.

LSA -Liner Shipping Agreements.

LT- Long Ton = 1016.05 kilogram

L/T - Long tons (2,240 lbs.).

L/C Letter of credit.

LUMPSUM FREIGHT- Money paid to shipper for charter of a ship (or portion) up to stated limit irrespective of quantity of cargo

MAIN DECK- The main continuous deck of a ship running from fore to aft; the principle deck; the deck from which the freeboard is determined.

MANIFEST -A document containing a full list of the ship's cargo, extracted from the bills of lading.

MANNING SCALES- The minimum number of officers and crew members that can be engaged on a ship to be considered as sufficient hands with practical ability to meet every possible eventuality at sea.



MASTHEAD LIGHT- A white light positioned over the fore and aft centerline of the vessel.

MINILAND BRIDGE -The process of taking inland cargo bound for export to the coast by rail and loading it directly to the ship.

MIXED SHIPMENT- A shipment consisting of more than one commodity, articles described under more than one class or commodity rate item in a tariff.

MODU -Mobile Offshore Drilling Unit.

MOORING LINE -A cable or line to tie up a ship.

M/T -Metric tons (2,250 lbs.).

MTC -Maritime Transport Committee, OECD

MULTIPURPOSE SHIP- Any ship capable of carrying different types of cargo which require different methods of handling. There are several types of ships falling into this category, for example, ships which can carry roll on/roll off cargo together with containers

NEOBULK -Shipments consisting entirely of units of a single commodity, such as cars, lumber, or scrap metal.

NET CAPACITY- The number of tons of cargo which a vessel can carry when loaded in salt water to her summer freeboard marks. Also called cargo carrying capacity, cargo deadweight, and useful deadweight. .

NEOBULK- Shipments consisting entirely of units of a single commodity, such as cars, lumber, or scrap metal.

NET TONNAGE- Equals gross tonnage minus deductions for space occupied by crew accommodations, machinery, navigation equipment and bunkers. It represents space available for cargo (and passengers). Canal tolls are based on net (registered) tonnage.

NON-CONFERENCE LINE- A shipping line which operates on a route served by a liner conference but which is not a member of that conference.

NON CONTIGUOUS- Domestic shipping routes serving Alaska and non-continental U.S. States and territories.

NOR- Notice of readiness

NORSKE VERITAS- Norwegian classification society.



NRT -Net registered tons. This tonnage is frequently shown on ship registration papers; it represents the volumetric area available for cargo at 100 cubic feet = 1 ton. It often is used by port and canal authorities as a basis for charges.

NVOCC -Non-vessel-operating common carrier, a ships agent, conducts business for the ship but does not operate the vessel.

OBO- Ore/bulk/oil vessel

OBO SHIP- A multipurpose ship that can carry ore, heavy dry bulk goods and oil. Although more expensive to build, they ultimately are more economical because they can make return journeys with cargo rather than empty as single-purpose ships often must.

OCEAN WAYBILL- A document, issued by a shipping line to a shipper which serves as a receipt for the goods and evidence of the contract carriage.

OFF-HIRE CLAUSE -In a time charter, the owner is entitled to a limited time for his vessel to be off hire until such time as the vessel may be repaired or dry-docked.

OFFICER -Any of the licensed members of the ship's complement.

OFF-LOAD- Discharge of cargo from a ship.

Offshore service vessels - Special vessels employed in exploration for, development of or continuous production of, subsea oil and gas.

OILER -An unlicensed member of the engine room staff who oils and greases bearings and moving parts of the main engine and auxiliaries. Most of this work is now done automatically and the oiler merely insures it operates correctly.

OIL RECORD BOOK- A book or log kept by the master of an oil tanker wherein every discharge or escape of oil is recorded.

OIL TANKER- A ship designed for the carriage of oil in bulk, her cargo space consisting of several or many tanks. Tankers load their cargo by gravity from the shore or by shore pumps and discharge using their own pumps.

OPEN RATES- Pricing systems that are flexible and not subject to conference approval. Usually applied to products in which tramps are substituted for liners.



OPEN REGISTRY- A term used in place of "flag of convenience" or "flag of necessity" to denote registry in a country which offers favorable tax, regulatory, and other incentives to ship owners from other nations.

ORE CARRIER- A large ship designed to be used for the carriage of ore. Because of the high density of ore, ore carriers have a relatively high center of gravity to prevent them from being still when at sea, that is, rolling heavily with possible stress to the hull.

ORE-BULK-OIL CARRIER- A large multi-purpose ship designed to carry cargoes either of ore or other bulk commodities or oil so as to reduce the time the ship would be in ballast if restricted to one type of commodity. This type of ship is sometimes called bulk-oil carrier.

ORE-OIL CARRIER- A ship designed to carry either ore or oil in bulk.

ORDINARY SEAMAN - A deck crew member who is subordinate to the Able Bodied Seamen.

OVERTONNAGING- A situation where there are too many ships generally or in a particular trade for the level of available cargoes.

PALLET -A flat tray generally made of wood but occasionally of steel, on which goods particularly those in boxes, cartons or bags can be stacked. Its purpose is to facilitate the movement of such goods, mainly by the use of forklift trucks.

PANAMAX- A vessel designed to be just small enough to transit the Panama Canal

PASSENGER SHIP- A passenger ship that it's authorized to carry over twelve passengers.

PER CONTAINER RATE- Rates and/or charges on shipments transported in containers or trailers and rated on the basis of the category of the container or trailer.

PERSONAL FLOATATION DEVICE- Approved floats meant as life preservers and carried on board American ships.

P & I- Protection and indemnity insurance

PILOT -A person who is qualified to assist the master of a ship to navigate when entering or leaving a port.

PILOTAGE- The act carried out by a pilot of assisting the master of a ship in navigation when entering or leaving a port. Sometimes used to define the fee payable for the services of a pilot.



PILOTAGE DUES -A fee payable by the owner or operator of a ship for the services of a pilot. This fee is normally based on the ship's tonnage.

PILOT HOUSE- The enclosed space on the navigating bridge from which a ship is controlled when under way.

POL Port of Loading.

POD Port of Discharge.

PLOA Place of Acceptance

PLOD Place of delivery.

PLOR Place of Receipt.

POOLING- The sharing of cargo or the profit or loss from freight by member lines of a liner conference. Pooling arrangements do not exist in all conferences.

PORT CIP- Contracts with berth CIP. NOR can be given when within commercial limits of the port

POST-PANAMAX- A vessel too wide to pass through the Panama Canal.

PREAMBLE- Introduction to a Charter Party.

PRODUCT CARRIER- A tanker which is generally below 70,000 deadweight tons and used to carry refined oil products from the refinery to the consumer. In many cases, four different grades of oil can be handled simultaneously.

Production unit - Equipped to extract petroleum, e.g. oil production ship.

PROFORMA ACC- Estimated account

PROPANE CARRIER- A ship designed to carry propane in liquid form. The propane is carried in tanks within the holds; it remains in liquid form by means of pressure and refrigeration. Such ships are also suitable for the carriage of butane.

PSV (Platform Supply Vessel) - Carries supplies to drilling units or installations during field development or production.

PUMPMAN- A rating who tends to the pumps of an oil tanker.



PURSER -A ship's officer who is in charge of accounts, especially on a passenger ship.

REEFER -Refrigerator ship; a vessel designed to carry goods requiring refrigeration, such as meat and fruit. A reefer ship has insulated holds into which cold air is passed at the temperature appropriate to the goods being carried.

REVERSIBLE -TIME - Option for charterers to add together time allowed for loading & discharging relative to terms of a particular charter party

ROLLING CARGO - Cargo which is on wheels, such as truck or trailers, and which can be driven or towed on to a ship.

RO/RO SHIP- Freight ship or ferry with facilities for vehicles to drive on and off (roll-on roll-off); a system of loading and discharging a ship whereby the cargo is driven on and off on ramps. Equipped with large openings at bow and stern and sometimes also in the side, the ship permits rapid loading and discharge with hydraulically operated ramps providing easy access. Fully loaded trucks or trailers carrying containers are accommodated on the deck.

SB- Safe berth

SEA WORTHINESS- The sufficiency of a vessel in materials construction, equipment, crew and outfit for the trade in which it is employed. Any sort of disrepair to the vessel by which the cargo may suffer -- overloading, untrained officers, etc., may constitute a vessel unseaworthy.

SEAWORTHINESS- Statement on the condition of the vessel. It has valid certificates, is fully equipped and manned

SEAWORTHINESS CERTIFICATE- A certificate issued by a classification society surveyor to allow a vessel to proceed after she has met with a mishap that may have affected its seaworthiness. It is frequently issued to enable a vessel to proceed, after temporary repairs have been effected, to another port where permanent repairs are then carried out.

SELF-SUSTAINING SHIP- A containership which has her own crane for loading and discharging shipping containers enabling the ship to serve ports which do not have suitable lifting equipment.

SELF-TRIMMING SHIP - A ship whose holds re shaped in such a way that the cargo levels itself.

SELF-UNLOADER- A bulk carrier which is equipped with gear for unloading cargo.

SHEX- Sundays, holidays excluded



SHIFTING- This refers to movements or changing positions of cargo from one place to another. This can easily endanger the seaworthiness or cargoworthiness of the ship.

SHINC- Sundays, holidays, included

SHIPPERS- Individuals or businesses who purchase transportation services or commodities.

SHIPPER'S COUNCIL- An organization of shippers formed to collectively and services with the conferences of ship operators.

SLOP TANK- A tank in a tanker into which slops are pumped. These represent a residue of the ship's cargo of oil together with the water used to clean the cargo tanks. They are left to separate out in the slop tank.

SOFT CURRENCY- Currency which is not fully convertible to all currencies but only to some other soft currencies.

SOLAS -Safety of Life a Sea Convention

SP- Safe port

SPOT (VOYAGE) - A charter for a particular vessel to move a single cargo between specified loading port(s) and discharge port(s) in the immediate future. Contract rate ("spot" rate) covers total operating expenses, i.e., bunkers, port charges, canal tolls, crew's wages and food, insurance and repairs. Cargo owner absorbs, in addition, any expenses specifically levied against the cargo.

Stand-by vessel - Stationed near an offshore in-stallation, responsible for evacuating its crew in emergencies. Also performs continuous guard function, warning other vessels to keep their distance from installations, etc.

STARBOARD- The right-hand side of a ship when facing the front or forward end. The starboard side of a ship during darkness is indicated by a green light.

STEM- Subject to enough cargo

STERN - (Noun) The upright post or bar of the bow of a vessel.

STORE -A general term for provisions, materials and supplies used aboard ship for the maintenance of the crew, and for the navigation, propulsion and upkeep of the vessel and its equipment.



STOWAGE- The placing of goods in a ship in such a way as to ensure the safety and stability of the ship not only on a sea or ocean passage but also in between ports when parts of the cargo have been loaded or discharged.

STOWAGE FACTOR- Cubic space (measurement tons occupied by one ton (2204 lbs or 1000 kgs of cargo))

STRANDING -The running of a ship on shore on a beach.

SUBJECT TO- Depending upon as a condition

TANK-BARGE- A river barge designed for the carriage of liquid bulk cargoes.

TANK CLEANING- Removal of all traces of a cargo from the tanks of a tanker normally by means of high pressure water jets.

TANKER -A tanker is a bulk carrier designed to transport liquid cargo, most often petroleum products. Oil tankers vary in size from small coastal vessels of 1,500 tons deadweight, through medium-sized ship of 60,000 tons, to the giant VLCCs (very large crude carriers).

TBN- To be named/to be nominated

T/C- Time charter

T/C EQUIVALENT- Revenue per day

T.E.U. -Twenty Foot Equivalent Unit (containers): A measurement of cargo-carrying capacity on a containership, referring to a common container size of 20 ft in length.

TIME BAR- Time after which legal claims will not be entertained

TIME CHARTER- A form of charter party wherein owner lets or leases his vessel and crew to the charterer for a stipulated period of time. The charterer pays for the bunkers and port charges in addition to the charter hire.

TON MILE- A measurement used in the economics of transportation to designate one ton being moved one mile. This is useful to the shipper because it includes the distance to move a commodity in the calculation.



TONNAGE- Deadweight, gross, net, displacement.

TONNAGE- A quantity of cargo normally expressed as a number of tons.

TOP-OFF- To fill a ship which is already partly loaded with cargo.

TOW -When one or more vessels are being towed; when a tug is towing one or more floating objects; to pull an object in the water by means of a rope.

TOWAGE -Charges for the services of tugs assisting a ship or other vessels in ports or other locations; the act of towing a ship or other objects from one place to another.

TRADING LIMITS- Maritime area usually specified by range of ports in which a vessel may operate

TRAMP SERVICE- Vessels operating without a fixed itinerary or schedule or charter contract.

TRIM -The relationship between a ship's draughts forward and aft.

TUG - A small vessel designed to tow or push large ships or barges. Tugs have powerful diesel engines and are essential to docks and ports to maneuver large ships into their berths. Pusher tugs are also used to push enormous trains of barges on the rivers and inland waterways of the U.S. Oceangoing salvage tugs provide assistance to ships in distress and engage in such work as towing drilling rigs and oil production platforms.

VLCC -Very Large Crude Carriers: Tankers between 200,000 and 300,000 dwt.

VOYAGE CHARTER- A contract whereby the ship-owner places the vessel at the disposal of the charterer for one or more voyages, the ship-owner being responsible for the operation of the vessel.

WATCH -The day at sea is divided into six four hour periods. Three groups of watch standers are on duty for four hours and then off for eight, then back to duty. Seamen often work overtime during their off time.

WEATHER PERMITTING- That time during which weather that prevents working shall not count as laytime



WIBON- Whether in berth or not

WW- Weather working

DECK DEPARTMENT

MASTER (CAPTAIN)

- Highest officer aboard ship. Oversees all ship operations. Keeps ships records. Handles accounting and bookkeeping. Takes command of vessel in inclement weather and in crowded or narrow waters. Handles communications. Receives and implements instructions from home office.

FIRST MATE (CHIEF MATE)

- In charge of four to eight watch. Directly responsible for all deck operations (cargo storage and handling, deck maintenance deck supplies). Assigns and checks deck department overtime. Ship's medical officer.

SECOND MATE

-In charge of twelve to four watch. Ships navigation officer. Keeps charts (maps) up to date and monitors navigation equipment on bridge.

THIRD MATE

-In charge of eight to twelve watch. Makes sure emergency survival equipment (lifeboats, life rings, etc.) are in order. Assists other officers as directed.

ENGINE DEPARTMENT

CHIEF ENGINEER

- Head of engineer department. Keeps records of all engine parts and repairs. Generally tends to the functioning of all mechanical equipment on ship. Calculates fuel and water consumption and requirements. Coordinates operations with shore side port engineer.



FIRST ASSISTANT ENGINEER

- In charge of four to eight watch. Usually works from eight to four handling engine maintenance. Assigns duties to unlicensed personnel and monitors and records overtime. Consults with Chief regarding work priorities.

SECOND ASSISTANT ENGINEER

- In charge of twelve to four watch. On steam vessels has responsibility for the boilers, on diesels, the evaporators and the auxiliary equipment.

THIRD ASSISTANT ENGINEER

- In charge of eight to twelve watch. Maintains lighting fixtures. Repairs malfunctioning accessories in living quarters. Assist other engineers as directed.

BOATSWAIN (BOSUN)

- Receives working orders for deck gang from chief mate and passes them onto AB's and ordinaries. Tantamount to foreman, he is on deck directly supervising maintenance operations.

SHIPS CHAIRMAN (SHOP STEWARD)

- In charge of union business for unlicensed personnel. Handles grievances.

ABLE SEAMEN (AB)

- Stand watch, during which they steer the vessel, stand lookout, assist the mate on watch and make rounds of the ship to insure that all is in order. They also tie up and untie the vessel to and from the dock and maintain the equipment on deck.

ORDINARY SEAMAN (OS)

- An apprentice AB assists AB's bosun, and officers, keeps facilities clean.

PUMPMAN AND ELECTRICIAN - QUALIFIED MEMBERS OF THE ENGINE DEPARTMENT

-Trained in all crafts necessary to engine maintenance (welding, refrigeration, lathe operation, die casting, electricity, pumping, water purification, oiling, evaluating engine gauges, etc.) Usually watch standers but on some ships day workers.

PUMPMAN (TANKERS)



-Operates pumps and discharges petroleum products. Maintains and repairs all cargo handling equipment.

EQUIPMENT (LINERS)

- Maintains and repairs cargo handling equipment and also cargo with special handling characteristics.

WIPERS

- Apprentice QMED. Cleans engine room. Assists officers and QMED's.

CHIEF STEWARD

-Orders food. Prepares menus. Assists chief cook in food preparation.

STEWARD ASSISTANT

-Clean galley and mess halls, set tables, prepare salads, clean living quarters.

