

## A

### AA

Always Afloat

### AAAA

Always Accessible Always Afloat

### AAOSA

Always Afloat or Safe Aground. Condition for a vessel whilst in port

### AARA

Amsterdam-Antwerp-Rotterdam Area

### ABAFT

Toward the rear (stern) of the ship.  
Behind.

### ABOARD

On or within the ship

### ABOVE DECK

On the deck (not over it - see ALOFT)

### ABT

About

### ADCOM

Address Commission

### ADDENDUM

Additional chartering terms at the end of a charter party

### AFSPS

Arrival First Sea Pilot Station (Norway)

### AFFREIGHTMENT

The hiring of a ship in whole or part

### AFT

At or towards the stern or rear of a ship

### AGROUND

Touching or fast to the bottom

### AGW

All Going Well

### AHL

Australian Hold Ladders

### AIDS TO NAVIGATION

Artificial objects to supplement natural landmarks indicating safe and unsafe waters

### ALOFT

Above the deck of the ship

### AMIDSHIPS

In or toward the centre of the ship

### ANCHORAGE

A place suitable for anchorage in relation to the wind, seas and bottom

### ANTHAM

Antwerp-Hamburg Range

### APS

Arrival Pilot Station

### ARAG

Amsterdam-Rotterdam--Antwerp-Gent Range

### ARBITRATION

Method of settling disputes which is usually binding on parties. A clause usually in a charter party

### A/S

Alongside

### ASBA

American Shipbrokers Association

### ASPW

Any Safe Port in the World

### ASTERN

In the back of the ship, opposite of ahead

### ATDNSHINC

Any Time Day/Night Sundays and Holidays Included

### ATHWARTSHIPS

At right angles to the centreline of the ship

### ATUTC

Actual Times Used to Count

## CHARTERING TERMS

### B

#### **BACKLETTER**

Where a seller/shipper issues a 'letter of indemnity' in favour of the carrier in exchange for a clean bill of lading

#### **BAF**

Bunker Adjustment Factor. A Fuel Surcharge expressed as a percentage added or subtracted from the freight amount, reflecting the movement in the market place price for bunkers.

#### **BALE CAP**

Cubic capacity of a vessels holds to carry packaged dry cargo such as bales/pallets

#### **BALLAST**

Heavy weight, often sea water, necessary for the stability and safety of a ship which is not carrying cargo

#### **BALLAST BONUS**

Compensation for relatively long ballast voyage

#### **BAREBOAT CHTR.**

Bareboat Charter - Owners lease a specific ship and control its technical management and commercial operations only. Charterers take over all responsibility for the operation of the vessel and expenses for the duration.

#### **BBB**

Before Breaking Bulk. Refers to freight payments that must be received before discharge of a vessel commences

#### **BDI**

Both Dates Inclusive

#### **BEAM**

The maximum breadth or the greatest width of a ship

#### **BELOW**

Beneath the deck

#### **BENDS**

Both Ends (Load & Discharge Ports)

#### **BI**

Both Inclusive

#### **BIMCO**

The Baltic and International Maritime Council

#### **BL1**

Bale

#### **BL2**

(Bill of Lading) A document signed by the carrier which acts as a Contract of Affreightment, a receipt and evidence of title to the cargo.

#### **BM**

Beam

#### **BN**

Booking Note

#### **BOB**

Bunker on Board

#### **BOFFER**

Best Offer

#### **BOW**

The forward part of a ship

#### **BROB**

Bunkers Remaining on Board

#### **BROKERAGE**

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

#### **BSS**

Basis

#### **BSS 1/1**

Basis 1 Port to 1 Port

#### **BT**

Berth Terms

#### **BULKHEAD**

A vertical partition separating compartments

#### **BUNDLING**

This is the assembly of pieces of cargo, secured into one manageable unit. This is relevant to items such as Structural Steel, Handrails, Stairways etc. Whilst this is a

# CHARTERING TERMS

very flexible description, a rule of thumb is to present cargo at a size easily handled by a large (20 tonne) fork lift.

## **BUNKERS**

Name given for vessels Fuel and Diesel Oil supplies (Originates from coal bunkers)

## **BUOY**

An anchored float used for marking a position on the water or a hazard or a shoal and for mooring

## **BWAD**

Brackish Water Arrival Draft

# C

## **CAF**

Currency Adjustment Factor

## **CBM**

Cubic Metres

## **CBFT (or CFT)**

Cubic Feet

## **CFR (or C&F)**

Cost and Freight

## **CHART**

A map used by navigators

## **CHOPT**

Charterers Option

## **CHTRS**

Charterers

## **CIF**

Cost, Insurance & Freight. Seller pays all these costs to a nominated port or place of discharge.

## **CKD**

Completely knocked down

## **COA**

Contract of Affreightment - Owners agree to accept a cost per revenue tonne for cargo carried on a specific number of voyages.

## **CIP**

Carriage and Insurance paid to...

## **COACP**

Contract of Affreightment Charter Party

## **COB**

Closing of Business

## **COBLDN**

Closing of Business London

## **COD**

Cash On Delivery

## **COGSA**

Carriage of Goods by Sea Act

## **CONGESTION**

Port/berth delays

## **CONS**

Consumption

## **C/SNEE**

## **CONSIGNEE**

Name of agent, company or person receiving consignment

## **COP**

Custom Of Port

## **CP (or C/P)**

Charter Party

## **CPD**

Charterers Pay Dues

## **CPT**

Carriage Paid To

## **CQD**

Customary Quick Despatch

## **CR**

Current Rate

## **CROB**

Cargo Remaining on Board

## **CRN**

Crane

# CHARTERING TERMS

**CRT**

Cargo Retention Clauses, introduced by charterers based on shortage of delivered cargo because of increased oil prices

**CST**

Centistoke

**CTR**

Container Fitted

## D

**DA**

Disbursement Account

**DAF**

Deliver At Frontier

**DAPS**

Days all Purposes (Total days for loading & discharging)

**DAMFORDET**

Damages for Detention. Penalty if cargo is not ready when ship arrives for working (1st day of Laycan). This is not detention which is charged for ships time on delay. If the cargo is ready there is no DAMFORDET.

**DDU**

Delivered Duty unpaid.

**DDP**

Delivered Duty Paid.

**DECK**

A permanent covering over a compartment, hull or any part thereof

**DEM**

Demurrage (Quay Rent). Money paid by the shipper for the occupying port space beyond a specified "Free Time" period.

**DEQ**

Delivered Ex Quay

**DES**

Delivered Ex Ship

**DESP**

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

**DET**

Detention (See DAMFORDET)

**DEV**

Deviation. Vessel departure from specified voyage course

**DFRT**

Deadfreight. Space booked by shipper or charterer on a vessel but not used

**DHDATSBE**

Despatch Half Demurrage on All Time Saved Both Ends

**DHDWTSBE**

Despatch Half Demurrage on Working Time Saved Both Ends

**DISCH**

Discharge

**DK**

Deck

**DLOSP**

Dropping Last Outwards Sea Pilot (Norway)

**DO**

Diesel Oil

**DOLSP**

Dropping Off Last Sea Pilot (Norway)

**DOP**

Dropping Outward Pilot

**DOT**

Department of Transport

**DNRCAOSLONL**

Discountless and Non-Returnable Cargo and/or Ship Lost or Not Lost

## CHARTERING TERMS

### **DRAUGHT (or DRAFT)**

Depth to which a ship is immersed in water. The depth varies according to the design of the ship and will be greater or lesser depending not only on the weight of the ship and everything on board, but also on the density of the water in which the ship is lying.

### **DRK**

Derrick

### **DUNNAGE**

Materials of various types, often timber or matting, placed among the cargo for separation, and hence protection from damage, for ventilation and, in the case of certain cargoes, to provide space in which the tynes of a fork lift truck may be inserted.

### **DWAT (or DWT)**

Deadweight. Weight of cargo, stores and water, i.e. the difference between lightship and loaded displacement.

## **E**

### **EBB**

A receding current

### **EC**

East Coast

### **EIU**

Even If Used

### **ELVENT**

Electric Ventilation

### **ETA**

Estimated Time of Arrival

### **ETC**

Estimated Time of Completion

### **ETD**

Estimated Time of Departure

### **ETS**

Estimated Time of Sailing

### **EXW**

Ex Works

## **F**

### **FAC**

Fast as can

### **FAS**

Free Alongside Ship. Seller delivers goods to appropriate dock or terminal at port of embarkation and buyer covers costs and risks of loading

### **FCA**

Free to Carrier. A modern equivalent of FAS used in intermodal transport where goods are transferred at a nominated forwarders premises, depot or terminal but not actually on board vessel.

### **FD (FDIS)**

Free Discharge

### **FDD**

Freight Demurrage Deadfreight

### **FDESP**

Free Despatch

### **FDEDANRSAOCLONL**

Freight Deemed Earned, Discountless And Non-Returnable (Refundable) Ship And Or Cargo Lost Or Not Lost

### **FENDER**

A cushion, placed between ships, or between a ship and a pier, to prevent damage

### **FEU**

Standard 40" Container

### **FHEX**

Fridays/Holidays Excluded

### **FHINC**

Fridays/Holidays Included

### **FILO**

Free In/Liner Out. Seafreight with which the shipper pays load costs and the carrier pays for discharge costs.

# CHARTERING TERMS

**FIO**

Free In/Out. Freight booked FIO includes the seafreight, but no loading/discharging costs, i.e. the charterer pays for cost of loading/discharging cargo.

**FIOS**

Free In/Out Stowed. As per FIO, but excludes stowage costs.

**FIOST**

Free In/Out and Trimmed. Charterer pays for cost of loading/discharging cargo, including stowage and trimming.

**FIOT**

Free In/Out and Trimmed. As per FIOS but includes trimming, e.g. the levelling of bulk cargoes. FIOS includes seafreight, but excludes loading/discharging and stowage costs.

**FIT**

Free In Trimmed

**FIW**

Free In Wagon

**FIXING**

Chartering a Vessel

**FIXTURE**

Conclusion of shipbrokers negotiations to charter a ship - an agreement

**FLATPACKING**

Cargo to be presented stacked and secured as an integral unit.

**FLT**

Full Liner Terms

**FMC**

Federal Maritime Commission

**FME**

Force Majeure Excepted

**FMS**

Fathoms

**FO1**

For Orders

**FO2 (IFO)**

Fuel Oil/Intermediate FO

**FO3**

Free Out

**FOB**

Free on Board. Seller sees the goods "over the ship's rail" on to the ship which is arranged and paid for by the buyer

**FOFFER**

Firm Offer

**FOG**

For Our Guidance

**FOQ**

Free On Quay

**FOR**

Free On Rail

**FORCE MAJEURE**

Clause limiting responsibilities of the charterers, shippers and receivers of cargo.

**FORE-AND-AFT**

In a line parallel to the keel

**FORWARD**

Toward the bow of the ship

**FOT**

Free On Truck

**FOW1**

First Open Water

**FOW2**

Free On Wharf

**FP**

Free Pratique. Clearance by the Health Authorities

**FR**

First Refusal. First attempt at best offer that can be matched

**FREEBOARD**

The minimum vertical distance from the surface of the water to the gunwale

**FRT**

Freight. Money payable on delivery of cargo in a mercantile condition

**FREE DESPATCH**

If loading/discharging achieved sooner than agreed, there will be no freight money returned.

**FREE EXINS**

Free of any Extra Insurance (Owners)

**FREE OUT**

Free of discharge costs to owners.  
Includes seafreight only.

**FRUSTRATION**

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

**FWAD**

Fresh Water Arrival Draft

**FWDD**

Fresh Water Departure Draft

**FYG**

For Your Guidance

**FYI**

For Your Information

## G

**GA**

General Average

**GEAR**

A general term for ropes, blocks, tackle and other equipment

**GLS (GLESS)**

Gearless

**GNCN**

Gencon (GENERAL CONDITIONS)

**GN (or GR)**

Grain (Capacity)

**GO**

Gas Oil

**GP**

Grain Capacity. Cubic capacity in 'grain'

**GR**

Geographical Rotation. Ports in order of calling

**GRD**

Geared

**GRT**

Gross Registered Tonnage

**GSB**

Good, Safe Berth

**GSP**

Good, Safe Port

**GTEE**

Guarantee

**GUNWALE**

The upper edge of a ship's sides

## H

**2H**

Second Half

**HA**

Hatch

**HAGUE RULES**

Code of minimum conditions for the carriage of cargo under a Bill of Lading

**HATCH**

An opening in a ship's deck fitted with a watertight cover

**HBF**

Harmless Bulk Fertilizer

**HDLTSBENDS**

Half Despatch Lay Time Saved Both Ends

**HDWTS**

Half Despatch Working (or Weather) Time Saved

**HHDW**

Handy Heavy d.w. (Scrap)

# CHARTERING TERMS

## HIRE

T/C Remuneration

## HMS

Heavy Metal Scraps

## HO

Hold

## HOLD

A compartment below deck in a large vessel, used solely for carrying cargo

## HULL

The main body of a ship

## HW

High Water

## I

## ICW

Intercoastal Waterway : bays, rivers, and canals along the coasts (such as the Atlantic and Gulf of Mexico coasts), connected so that vessels may travel without going into the sea

## IMDG

International Maritime Dangerous Goods Code

## IMO

International Maritime Organisation

## IN &/OR OVER

Goods carried below and/or on deck

## IND

Indication

## INTERMODAL

Carriage of a commodity by different modes of transport, i.e. sea, road, rail and air within a single journey

## INCOTERMS

(Refer to comments in covering statement on front page A-F)

## ITF

International Transport Workers Federation (Trade Unions). Complies on crewing

## ITINERARY

Route.Schedule

## IU

If Used

## IUHTAUTC

If Used, Half Time Actually To Count

## IWL

Institute Warranty Limits

## KEEL

The centreline of a ship running fore and aft; the backbone of a vessel

## K

## KNOT

A measurement of speed equal to one nautical mile (6,076 feet) per hour

## L

## LANE METER

A method of measuring the space capacity of Ro/Ro ships whereby each unit of space (Linear Meter) is represented by an area of deck 1.0 meter in length x 2.0 meters in width.

## LASH

To hold goods in position by use of Ropes, Wires, Chains or Straps etc.

## LAT

Latitude. The distance north or south of the equator measured and expressed in degrees.

## LAYCAN

Laycan (Layday Cancelling Date)

## LAYTIME

Time at Charterers disposal for purpose of loading/discharging

## L/C

Letter of Credit



## CHARTERING TERMS

### LCR

Lowest Current Rate

### LEE

The side sheltered from the wind

### LEEWARD

The direction away from the wind.  
Opposite of windward

### LEEWAY

The sideways movement of the ship  
caused by either wind or current

### LF

Load Factor. Percentage of cargo or  
passengers carries e.g. 4,000 tons carried  
on a vessel of 10,000 capacity has a load  
factor of 40%

### LIEN

Retention of property until outstanding  
debt is paid

### LNG

Liquefied Natural Gas

### LOA

Length Overall of the vessel

### LOAD LINE

plimsoll\_markSEE PLIMSOLL LINE

### LOF

Lloyds Open Form

### LOG

A record of courses or operation. Also, a  
device to measure speed

### LOI

Letter of Indemnity

### LONGITUDE

The distance in degrees east or west of  
the meridian at Greenwich, England

### LOW

Last Open Water

### LS (or LUMPS)

Lumpsum Freight. Money paid to Shipper  
for a charter of a ship (or portion) up to  
stated limit irrespective of quantity of cargo

### LSD

Lashed Secured Dunnaged

### LT1

Liner Terms

### LT2

Long Ton = 1,016.05 kilogram (2,240 lbs)

### LTHH

Liner Terms Hook/Hook

### LW

Low Water

### LYCN

Laycan (Layday Cancelling Date)

## M

### MANIFEST

Inventory of cargo on board

### MB

Merchant Broker

### MDO (DO)

Marine Diesel Oil

### MIDSHIP

Approximately in the location equally  
distant from the bow and stern

### MIN/MAX

Minimum/Maximum (cargo quantity)

### MOA

Memorandum of Agreement

### MOLCHOPT

More or Less Charterers Option

### MOLOO

More or Less Owners Option

### MOORING

An arrangement for securing a ship to a  
mooring buoy or pier

### MT

Metric Tonne (i.e. 1,000 kilos)

### M/V

Motor Vessel / Merchant Vessel

## N

**NAABSA**

Not Always Afloat But Safely Aground

**NM**

Nautical Mile. One minute of latitude; approximately 6,076 feet - about 1/8 longer than the statute mile of 5,280 feet

**NAVIGATION**

The art and science of conducting a ship safely from one point to another

**NCB**

National Cargo Bureau

**NESTING**

Implies that cargo is presented stacked in the contour of similarly shaped cargo, it may be likened to a stack of plates. This is particularly relevant in the presentation of tankage strakes for transport

**NON-REVERSIBLE**

(Detention). If loading completed sooner than expected, then saved days will not be added to discharge time allowed.

**NOR**

Notice of Readiness

**NRT**

Net Restricted Tonnage

**NYPE**

New York Produce Exchange

## O

**OO**

Owners Option

**OBO**

Ore/Bulk/Oil Vessel

**OSH**

Open Shelter Deck

**OVERBOARD**

Over the side or out of the ship

**OWS**

Owners

## P

**P&I**

Protection and Indemnity Insurance

**PASTUS**

Past Us

**PC**

Period of Charter

**PCGO**

Part Cargo

**PCT**

Percent

**PDPR**

Per Day Pro Rata

**PERDIEM**

By the Day

**PER SE**

By Itself

**PHPD**

Per Hatch Per Day

**PLIMSOLL MARK****PLIMSOLL LINE****LOAD LINE**

An internationally recognised line painted on the side of merchant ships. When a ship is loaded, the water level is not supposed to go above the line. Water can reach different parts of the line as its temperature and saltiness varies with the season and location. From where Plimsoll Shipping derived its name.

**PORT**

The left side of a ship looking forward. A harbour.

**PRATIQUE**

Licence or permission to use a port

**PREAMBLE**

Introduction to a charter party

# CHARTERING TERMS



## PROFORMA

Estimated Account

## PUS

Plus Us

## PWWD

Per Weather Working Day

## R

### RCVR

Receiver

### RECAP

Recapitulation of the terms and conditions agreed

### REVERSIBLE

(Detention). If loading completed sooner than expected at load port, then days saved can be added to discharge operations.

### ROB

Remaining On Board

### RT

Revenue Tonne (i.e. 1.0 metric tonne or 1.0 cubic meter, whichever greater). The overall RT is calculated on a line by line basis of the Packing List using the largest amount. The overall freight liability is calculated on the total RT amount, multiplied by the freight rate.

## S

### SATPM

Saturday P.M.

### SB

Safe Berth

### SD (or SID)

Single Decker

### SEAFREIGHT

Costs charged for transporting goods over the sea. This does not cover haulage or loading/discharging costs but the sea transport only

## SEAWORTHINESS

Statement of condition of the vessel (valid certificates, fully equipped and manned etc.)

## SELF D

Self Discharging

## SEMI-TRAILERS

Are usually 12.0 meter flat bed road trailers

## SF

Stowage Factor. Cubic space (measurement tonne) occupied by one tonne (2,240 lbs/1,000 kgs) of cargo

## SHINC

Sundays/Holidays Included

## SHEX

Sundays/Holidays Excluded

## SKIDS

Are bearers (timber or steel) positioned under the cargo to enable forklift handling at port, and for ease of rigging and lashing on board ship.

## SN

Satellite Navigation - A form of position finding using radio transmissions from satellites with sophisticated on-board automatic equipment

## SOC

Shipper Owned Container

## SOF

Statement of Facts

## SP

Safe Port

## SPIDERING

Is the strengthening of circular tanks for transport, this prevents the tanks from becoming warped. The tanks are strengthened with steel or wood crossbeams giving a "spider" appearance

## SRBL

Signing and Releasing Bill of Lading

## SSHEX

Saturdays, Sundays, Holidays Excluded

# CHARTERING TERMS

## **SSHINC (or SATSHINC)**

Saturdays, Sundays, Holidays Included

## **STABILITY**

It is paramount that a vessel is stable in all aspects at all times. When cargo is loaded/discharged, the stability is monitored by a computer, which takes into account the weight and position of cargo within the vessel.

## **STARBOARD**

Right side of a ship when facing the front or forward end.

## **STEM**

Subject to Enough Merchandise (Availability of cargo). Also, the forward most part of the bow.

## **STERN**

The foremost or after part of a ship

## **SUB**

Subject (to). Depending upon as a condition

## **SUPERCARGO**

Person employed by a ship owner, shipping company, charterer of a ship or shipper of goods to supervise cargo handling operations. Often called a port captain.

## **SWAD**

Salt Water Arrival Draft

## **SWDD**

Salt Water Departure Draft

## **T**

## **THWARTSHIPS**

At right angles to the centreline of the ship

## **TIDE**

The periodic rise and fall of water level in the oceans

## **TIME BAR**

Time after which legal claims will not be entered

## **TBN**

To Be Named / To Be Nominated

## **TC**

Time Charter - Owners agree to hire a particular ship for a set length of time and provide technical management, crewing etc.

## **TCP**

Time Charter Party

## **TEU**

Standard 20' Container

## **TOPSIDES**

The sides of a ship between the waterline and the deck; sometimes referring to onto or above the deck

## **TRIM**

Fore and aft balance of a ship

## **TTL**

Total

## **TW**

Tween Decker

## **U**

## **USC**

Unless Sooner Commenced

## **UU**

Unless Used

## **UUIWCTAUTC**

Unless Used In Which Case Time Actually Used To Count

## **V**

## **VPD**

Vessel Pays Dues

## **WATERLINE**

A line painted on a hull which shows the point to which a ship sinks when it is properly trimmed

## CHARTERING TERMS

### W

**WAY**

Movement of a ship through water such as headway, sternway or leeway

**WCCON**

Whether Customs Cleared Or Not

**WIBON**

Whether In Berth Or Not

**WIFPON**

Whether In Free Pratique Or Not

**WINDWARD**

Toward the direction from which the wind is coming

**WIPON**

Whether In Port Or Not

**WLTOHC**

Water Line-To-Hatch Coaming

**WOG**

Without Guarantee

**WP**

Weather Permitting. That time during which weather prevents working shall not count as laytime

**WPD**

Weather Permitting Day

**WWD**

Weather Working Day

**WRIC**

Wire Rods In Collis

**WWR**

When, Where Ready

**WWWW**

Wibon, Wccon, Wifpon, Wipon

### Y

**YAR**

York Antwerp Rules

**YAW**

To swing or steer off course, as when running with a quartering sea

### Z

**Z**

UTC = GMT