

Chartering Terms & Definitions

Abbreviation	Meaning
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
ARA	Amsterdam-Rotterdam-Antwerp Range
ARAG	Amsterdam-Rotterdam-Antwerp-Gent Range
ABAFT	Toward the rear (stern) of the ship. Behind
ABS	American Bureau of Shipping
ABT	About
a/c; acc; acct	Account
a/c 25	25 Airchanges (per hours in hold)
a/s	Alongside, Aftersight
abv	above
aboard	On or within the Ship
Adcom	Address Commission
Addendum	Additional chartering terms at the end of a Charter Party
a/e	accept/except
AF	Advance Freight
aft	At or towards the stern or the rear of a ship
afmt	After Fixing Maintermis
AFSPS	Arrival First Sea Pilot Station
aground	Touching or fast to the bottom
Africanphos C/P	C/P Africa Trade for fertilizer
agw	all going well
ah	after hatch
amidships	In or toward the center of the ship
astern	In the back of the ship, opposite of ahead
anchorage	A place suitable for anchorage in relation to the wind, seas and bottom
alt	alternative
ao	and or
ap	additional premium
approx	approximately
aps	Arrival Pilot Station
AHL	Australian Hold Ladders
Arb	Arbitration (aussergerichtliche Einigung) Method of settling disputes which is usually binding on parties. A clause usually in a C/P

Aids to Navigation

ard
aloft
arri
ASAP
ASBA
asf
ASPW
aswd/ asswd
atdnshinc

athwardships

ATRS
awiwl
ATUTC

B

Backletter

BAF

Bale Cap.

ballast

Ballast Bonus
Bareboat Chtr.

b4

b/e

b/h

b/k, blk

b/s

BBB

bc

bd

bdi

bds

Artificial objects to supplement natural landmarks indicating safe and unsafe waters

around

Above the deck of the ship

Arrival

As soon as possible

American Shipbrokers Association

as follows

Any Safe Port in the World

Arrival summer saltwater draft

Any Time Day/Night Sundays Holidays

Included

At right angles to the centreline of the Ship

American Tanker Rate Schedule

always within IWL

Actual Times Used to Count

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

Bunker Adjustment Factor. A fuel surcharge expressed as a percentage added or subtracted from the freight amount, reflecting the the movement in the market place for bunker prices.

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

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

Compensation for a relatively long ballast voyage.

Bareboat Charter – Owners lease a specific ship and control its technical management and commercial operations only.

before

bill of exchange

bill of health; bulkhead – A vertical partition separating compartments

bulk, bulker

bill of sale

Before Breaking Bulk – refers to freight payments that must be received before discharging of a vessel commences.

bulk cargo

bar draught

both dates inclusive

(timber) boards

beam	The maximum breadth or the greatest width of a Ship
bends, be	both ends
below	beneath the deck
bi	both inclusive
bgd	bagged
biz	business
b/l, blading	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.
ble, bl	bale
bm	beam
BOD	Bord of Directors
BIMCO	The Baltic and International Maritime Council, CPN
bn	Booking Note
bob	Bunker on board
boffer, bof, bo, bofrs	best offer
bot	board of trade
Bow	The forward part of a ship
Box	boxshaped
Bqs	bunker quantity service
bs	boiler survey
bst	british summer time
bt	berth terms
brob	bunkers remaining on board
burob	bunkers rest on board
brokerage	Percentage of freight payable to broker (by owners in c/p's) or applicable to sale or purchase
bss	basis
bss1/1	basis 1 port to 1 port
BV	Bureau Veritas
bly	barley
btms	bottoms
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 very flexible description, a rule of thumb is to present cargo at a size easily handled by 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 meters
cands	candidates

cbft, cft	cubic feet
cc	container capacity
CFR (C&F)	Cost and Freight
cga	cargo's proportion of General Average
cgo	cargo
chart	a map used by navigators
chabe	charterer both ends
chopt	charterers option
chtrs, chrs	charterers
co2 fitted	kohlenstoffdioxid /Feuerlöschanlage ohne die Ladung zu beschädigen.
CIF	Cost, Insurance, Freight – Seller pays all these cost to a nominated place/port of discharge
ckd	completely knocked down
cob	close of business
cobldn	closing of business london
COA	Contract of Affreightment – Owners agree to accept a cost per revenue tonne for cargo carried on a specific number of voyages.
COGSA	Carriage of Goods by Sea Act
com	commission
CIP	Carriage and Insurance paid to...
COACP	Contract of Affreightment Charter Party
cod	cash on delivery
conbc	container-bulker
congestion	port/berth delays
cop	custom of port
cosp	commencement of sea passage
cp, c/p	charter party
cons	consumption
cpd	charterers pay dues
cpp	clean petroleum product
cqd	customary quick despatch
crd / crnd	craned
crn	crane
cpt	carriage paid to
c/nee	consignee – Name of agent, company, or person receiving consignment
cr	current rate
crob	cargo remaining on board
csd	closed single decker
cst	centistokes
cud	could
CRT	Cargo Retention Clauses, introduced by charterers based on shortage of delivered cargo because of increased oil prices.
Ctr	container fitted

D	
da	disbursement account
DAF	Deliver at Frontier
Daps	Days all purposes (total days for loading and discharging)
DD	Dry Docking
Ddo	despatch discharging only
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
del, dely, dly	delivery
dem/hd	demurrage/half despatch
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 specific "free time" period.
DEQ	Delivered ex Quay
DES	Delivered ex Ship
Desp	Despatch – Time saved reward for quick turnaround – in dry cargo only
df	dead freight; direction finder
dfprt	dead freight
dhdwtsbe	demurrage, half despatch on working time saved both ends
dhdatsbe	demurrage, half despatch on all time saved both ends
diot	daily including overtime
dip	dropping inward pilot
dispo	discharging port
disch	discharge
dlosp	dropping last outward sea pilot
dlo	despatch loading only
dly	daily
do	diesel oil
dolsp	dropping off last sea pilot
dop	dropping outward pilot
DOT	Dept. Of Transport
dp	direct port
dpdng	depending
dpp	dirty petroleum product
dnrcaoslol	discountless and non returnable cargo and/or ship lost or not lost

draught / 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 density of the water in which the ship is lying.
drk	derrick
dspt	discharging port
dur	duration
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.
dw	deadweight
dwat / dwt	deadweight all told – weight of cargo, stores and ballast water, i.e. the difference between lightship and loaded displacement.
dwcc	deadweight cargo capacity
dy(s)	day(s)
E	
ebb	a receding current
EC	east coast
edp	early departure procedure
eiu	even if used
ely	early
elevent	electric ventilation
ev / elv	electr. ventilated
eosp	end of sea passage
esd	echo sounding device
ETA	Estimated Time of Arrival
ETC	Estimated Time of Completion
ETC/L	Estimated Time of Completion of Loading
ETD	Estimated Time of Departure
ETS	Estimated Time of Sailing
ETR	Estimated Time of Redelivery
EXW	Ex Works
F	
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 Carrier – A modern equivalent of FAS used in international transport where goods are transferred at a nominated forwarders premises, depot or terminal but not actually on board vessel.
fd / fdis	free discharge

f&d	freight and demurrage
f/d	free discharge o. free despatch
fdd	freight demurrage deadfreight
fdesp	free despatch
f+c	full and complete
fac	as fast as can
fad	full and down
faq	fair average quality
fcc	first class charterer
fdd	freight, demurrage, detention
fdedanrsaoclonl	freight deemed earned, discountless and non returnable (refundable) ship and or cargo lost or not lost
fdesaoclonl	free deemed earned ship and or cargo lost or not lost
fender	a cushion, placed between ships, or between a ship and a pier, to prevent damage
ferts	fertilizers
FeSi	Ferro Silikon
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.
FIO	Free in/out – Freight booked FIO includes the seafreight, but no loading / discharging costs, i.e. the charterer pays for costs of loading / discharging cargo.
FIOS	Free in / out stowed. As per FIO, but excludes stowage costs.
FIOST	Free in / out stowed and trimmed – Charterer pays for loading / discharging including stowage and trimming.
FIOT	Free in / out trimmed – As per FIOS but includes trimming, e.g. the levelling of bulk cargoes. FIOS includes seafreight, but excludes loading / discharging and stowage costs.
Fios/fiosls/foist	free in and out stowed, spout/lashed and secured/trimmed
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
fms	fathoms

fo	firm offer, for order, fuel oil
(IFO)	Intermediate Fuel Oil)
FO	Free Out
fobas	fuel oil bunker analysis and advisory service
FOB	Free on Board – Seller sees the goods “over ship's rail” on to the ship which is arranged and paid for by the buyer.
foffer	firm offer
fog	for your guidance
FOQ	Free on Quay
FOR	Free on Rail
Force Majeure	Clause limiting responsibilities to the charterers, shippers and receivers of cargo in a line parallel to the keel toward the bow of the ship
fore and aft	free on truck
forward	first open water, free on wharf
fot	free pratique - clearance by the Health Authorities
fow	first refusal – first attempt at best offer that can be matched
fp	The minimum vertical distance from the surface of the water to the gunwale
fr	Freight – Money payable on delivery of cargo in a mercantile condition.
freebord	If loading / discharging achieved sooner than agreed, there will be no freight money returned.
FRT	Free of any extra Insurance (Owners)
Free Despatch	Free of discharge costs to owners. Includes seafreight only.
Free ExIns	free turn, freight ton, full terms
Free Out	fresh water arrival draft
ft	fresh water departure draft
fwad	fresh water
fwdd	for your guidance
fw	for your information
fyg	
fyi	
G	
GA, g/a	General Average
gear	A general term for ropes, blocks, tackle and other equipment.
gls (gless)	gearless
gncn	GenCon (General Conditions) C/P
gn (or gr)	grain (capacity)
gd gear	good gear (for heavy lift)
gdbc	geared bulkcarrier
GO	Gas Oil
GP	Grain Capacity – cubic capacity in “grain”
gless / gls	gearless
gnrls	generals

grd / gr
GR
grainftd
GRT
gsb
gsp
gsaaaab
gte
gunwale

geared
Geographical Rotation – Ports in order of calling
grainfitted
Gross Registered Tonnage
good safe berth
good safe port
good safe always afloat always accessible berth
guarantee
The upper edge of a ship's sides

H

ha/ho
hd
2h
Hague Rules

hatch/hold
half demurrage
second half
Code of minimum conditions for the carriage of cargo under a Bill of Lading.
An opening in a ship's deck fitted with a watertight cover.

hatch

harmless bulk fertilizer

hbf

heavy handy dead weight (scrap)

hhdw

heavy lift

hl

hours

hrs

half despatch lay time saved both ends

hdltsbends

half despatch working (or weather) time saved

hdwts

T/C Remuneration

hire

heavy metal scraps

hms

half shelterdecker

hsh

heavy grain soya sorghum

hss

hereunder

hu

hold – a compartment below deck in a large vessel, used solely for carrying cargo.

ho

half time actually used to count

htautc

The main body of a ship.

Hull

high water mark

hwm

high water ordinary spring tides

hwest

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.

if

in full

immy

immediately

IMDG

International Dangerous Goods Code

IMO

International Maritime Organisation

IFO

Intermediate Fuel Oil

intn

intention

in &/ or over

goods carried below and/or on deck

ind

indication

iooogr

in or out of geographic rotation

intermodal	carriage of a commodity by different modes of transport, i.e. sea, road, rail, and air within a single journey.
INCO – TERMS	International Commercial Terms
ITF	International Transport Workers Federation (Trade Unions). Complies on Crewing.
itini, iti	itinerary – route. schedule
inchopt	in charterers option
iu	if used
iuhtautc	if used, half time actually to count
IWL	Institute Warranty Limits
K	
keel	The centreline of a ship running fore and aft; the backbone of a vessel.
knot	a measurement of speed equal to one nautical mile (1,852 km) 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 the goods in position by ropes, wires, chains or straps etc.
lat	latitude - The distance north or south of the equator measured and expressed in degrees.
lay/can	laydays cancelling days
laytime	time at charterers disposal for purpose of loading/discharging.
lbp	length between perpendiculars
L/C	Letter of Credit
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. 4000 tons carried on a vessel of 10000 capacity has a load factor of 40%.
lgt	long ton
lien	Retention of property until outstanding dept is paid.
lh	lower hold
lmt	local meantime
lng	liquefied natural gas
loa	length overall of the vessel
Load Line	see Plimsoll Line
LOF	Lloyd's 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
lpg	liquefied petroleum gas
lpp	length between perpendiculars
lps	lumpsum
lqs	lubricant quality scan
lsd, l/s/d	lashed, secured, dunnaged
LT	Liner Terms
lt	long ton = 1016 kg
ltdw	long ton dead weight
lwost	low water ordinary spring tide
lthh	liner terms hook/hook
lw	low water
lycn	laycan
M	
Manifest	Inventory of cargo on board
mb	merchant broker
m/r	mate's receipt
mcr	machine continuous rate
MDO (DO)	Marine Diesel Oil
MGO	Marine Gas Oil
mhws	mean high water springs
midship	Approximately in the location equally distant from the bow and the stern
min/max (m/m)	minimum/maximum (cargo quantity)
mip	marine insurance policy
mlws	marine low water springs
moa	memorandum of agreement
molco / molchopt	more or less charterers option
moloo	more or less owners option
mos	months
mooring	An arrangement for securing a ship to a mooring buoy or pier
mpp	multi purpose
msa	merchant shipping acts
mt	metric ton (s)
m/v	motor vessel / merchant vessel
N	
naa	not always afloat
naabsa	not always afloat but safe aground
nm	nautical mile – one minute of latitude – 1,852km
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 be not added to discharge time allowed.

noa

not over aged

NOR

Notice of Readiness

NRT

Net Register Tonnage

ntc

not to count

NYPE

New York Produce Exchange

O

oa

over aged (in general >15 yrs)

oo

owners option

obo

ore / bulk / oil

o/b

on board

onw

onwards

opt

option

or

owners risk

osh

open shelter deck

osp

one safe port

ospb

on arrival safe port berth

ost

ordinary spring tide

ot

overtime

overboard

over the side (ceiling) or out of the ship

ows

owners

o'wise

otherwise

P

p

poop

p+c

private and confidential

p/a

particular average

p/grt/pd/pr

per gross tonnage per day pro rata

p/l

partial loss

pcgo

part cargo

pct

per cent

P&I

Protection and Indemnity Insurance

pus

past us

pdpr

per day pro rata

per diem

by the day

per se

by itself

phpd

per hatch per day

pico

port in charterers option

pioo

port in owners option

ploff

please offer

pls / pse

please

pmo

passing muscat outward

Plimsoll Mark / Line

pmt
pob
poc
pod
pol
por
poss
pps
ppse / pps
ppt
pratique
preamble
proforma
psg
psi
pthtc
ptntc
ptutc
pus
pwhd
pwwd

R

r/v; rv
rcvr
rd
rdc
recap
redel
reversible

rgds
rng
rob
RT

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.

the left side of a ship looking forward / a harbour
per metric tons
pilot on board
port of call
port of discharge
port of loading
port of refuge
possible
pumps
propose
prompt
license or permission to use a port
introduction to a charter
estimated account
passing
pounds per square inch
prior time half to count
prior time not to count
prior time used to count
past us
per working hatch/day
per weather working day

round voyage
receiver
running days
running down clause
recapitulation of the terms and conditions agreed
redelivery
(detention)if loading completed sooner than expected at a load port, then days saved can be added to discharge operations.
regards
range
remaining on board
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	
Sataft	saturday afternoon
satpm	saturday p.m.
sb	safe berth
sc	salvage charges
sd (sid)	single decker
sd	short delivery
sdw	summer deadweight
sea freight	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).
selfd	self discharging
semi trailers	are usually 12.0m flat bed road trailers
sf	stowage factor – cubic space (measurement tonne) occupied by one tonne (2240lbs/1000kgs) of cargo.
sh, shd, sd	shelter decker
(s)shinc	(saturdays) sundays, holidays included
(s)shex	(saturdays) 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 of ship.
sl	salvage loss
sn	shipping note / satellite navigation – a form of position finding using radio transmissions from satellites with sophisticated on – board automatic equipment.
SOC	shipper's own container
SOF	Statement of Facts
sol	shipowners liability
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.
spd	steamer pays dues
srbl	signing and releasing bills of lading
SS	special survey
st	stowing
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
stern	the foremost or after part of a ship
sth	south

stw	stowage
subs	substitute
sub	subject (to). Depending upon as 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.
sw	shipper's weight / salt water
swad	salt water arrival draft
swdd	salt water departure draft
swl	safety weight load
T	
ta	tanks
tb	to be
tbl	to be lifted
tbn	to be nominated/named
tc(p)	time charter(party) – Owners agree to hire a particular ship for asset length of time and provide technical management, crewing etc.
tct	time charter trip
tdwat	tons deadweight all told
tdwcc	tons deadweight cargo carrying capacity
TEU	Twenty Foot Equivalent Unit – 20' standard container.
tft	turkish freight max
thwartships	At right angles to the centreline of the ship
tide	The periodic rise and fall of water levels in the oceans
time bar	Time after legal claims will not be entered
tip	taking inward pilot
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
ts	tons
ttd (ds; hrs)	total (days; hours)
tw / twd / twn	tweendecker
U	
ucae	unforeseen circumstances always excepted
uce	unless commenced earlier
ULCC	Ultra Large Crude Carrier
usdhrs	us – dollars
usc	unless sooner commenced
utm	utmost
uu	unless used
uuiwctautc	unless used in which case time actually used to count
uw	unit weight

V

VLCC

vpd

vsl

vv

Very Large Crude Carrier

vessel pays dues

vessel

vertical ventilated

W

waterline

way

wa

wb

wccon

wcyo

wd

wibon

wifpon

wipon

windward

w/m

wna

wltohc

wo (w/o)

wog

wp

wp

wric

ws (red)

wpd

wwd

wts

wwr

www

w/w

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

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

with average

water ballast

whether customs cleared or not

what can you offer

working day

whether in berth or not

whether in free pratique or not

whether in port or not

Toward the direction from which the wind is coming

weight/measurement

winter north atlantic

water line to hatch coaming

without

without guarantee

without prejudice

weather permitting – That time during which weather prevents working shall not count as laytime

wire rods in collies

rates, extras, demurrage per world scale

weather permitting day

weather working day

working time saved

when where ready

wibon, wccon, wifpon, wipon

world wide

Y

YAR

yrs

yaw

York – Antwerp – Rules

years

to swing or steer of course, as when running with a quartering sea