

Glossaire

Sigle	Signification US	Commentaire US
AA	Always Afloat	not aground at low tide
AA	Always Accessible	Double meaning : commercial (=available) and nautical
AAAA	Always Afloat, Always Accessible	
ADCOM	Address Commission	Rebate in Charterers' favour
AP	(for) All Purposes	Total laytime allowed for both loading and discharging operations
APS	(upon) Arrival at Pilot Station	Used to pinpoint the place and the time of vessel's delivery under a Time Charterparty
ATDNSHINC	Any Time Day or Night Sundays and Holidays Included	See ATDNSHINC. Used to specify that no period of time is excluded for the delivery / redelivery of a vessel or for remitting a Notice
ATDNC	Any Time Day or Night Sundays and Holidays Included	See ATDNC. Used to specify that no period of time is excluded for the delivery / redelivery of a vessel or for remitting a Notice
ASAP	As Soon As Possible	
AWIWL	Always Within Institute Warranty Limits	See IWL
B4	Before	
BB	Ballast Bonus	Is not a part of the hire i.e. is nett of commissions unless otherwise specified : for instance by stating "Gross BB"
BB, B/B	BAREBOAT (C/P)	
BB	Below Bridges	For instance : " London BB "
BBB	Before Breaking Bulk	i.e. before commencement of discharge
BBLS	Barrels (oil)	1 barrel = 158,984 litres (42 US Gallons)
BC, B/C	Bulk Carrier	Single deck vessel with holds fitted with top-side and side wingtanks (octogonal section). See ST (Self-Trimming)

Glossaire

BCM	(distance) Bow / Center Manifold	Used exclusively in tanker trade. Other acronyms used sometimes : SCM for Stern/Center Manifold and ACM for Aft/Center Manifold.
BE, BENDS	(at) Both Ends	i.e. at loading and discharging ports
BHP	Brake Horse Power	
BIZ	Business	
BL(S), B/L(S)	Bill(s) of Lading	
BN, B/N	Booking Note	Often refers to a C/P form
BSMA / BSMA 100	British Standards Marine Series : Specifications for Marine Oil Engines	Published by BSI (British Standards Institute) in 1982 concerning various classes of fuel : Class M6 = 180 Cst, Class M7 = 380 Cst
BW	Brackish Water	Neither fresh (D=100) nor salt (D = 1,025) In general : D = 1,10 to 1,015
BWAD	(maximum) Brackish Water Arrival Draft	Applies to the ship
BWT	Bleeding Wing Tanks	Top side wingtanks self-emptying by gravity into the main holds when loaded with a fluid cargo (grain)
C	Raccourci de SHINC (Sundays and Holidays Included)	
CBF... GRAIN/BALE	Cubic Feet grain / bale	Units of volume of holds for either fluid cargoes (grain) or solid cargoes (bale, i.e. outside frames) 1 Cbf = 0,028317 Cbm
CBM	Cubic Metre	1 Cbm =35,314475 Cbf
CBT	Central Ballast Tank	
CBT	Clean Ballast Tank	In use for older type tankers (contrarily to SBT)
CF	Cost and Freight	Condition of sale of the cargo (frequently referring to Incoterms)
CGO	Cargo	
CIF	Cost Insurance and Freight	Condition of sale of the cargo (frequently referring to Incoterms)

Glossaire

CHABE	Charterers Agents at Both Ends	Inappropriate wording meaning that Vessel's agents are nominated by the Charterers
CHALO ou CHADO	Charterers Agents at Loading/Discharging Only	Same comment as above
CHOP	(In) Charterers' Option	
CHRTR(S)	Charterer(s)	
CMI	COMITE MARITIME INTERNATIONAL	
COA	Contract of Affreightment	Any C/P is a COA. However "COA" is currently used only for contracts involving more than one voyage
COB	Close of Business	
COM	Commission (Brokerage)	
CONSECS	Consecutive voyages	
CO2	CO2 (fitted)	
COP/CQD	Custom of Port/ Customary Quick Despatch	Obsolete wording which has become void of any accurate meaning
COW	Crude Oil Washing	Used only in tanker trade.
CP, C/P	Charterparty	
CST	Centistoke(s)	Unit of measurement of viscosity for marine fuels 180 Cst correspond to IFO and 380 Cst to HVF
CT	Contract	
CTL	Constructive Total Loss	Applies to a ship damaged beyond his intrinsic value and therefore abandoned to hull insurers
D	Day(s)	In chartering business : 24 consecutive hours
DA, D/A	Disbursements Account	
DAP	Days for All Purposes	i.e. days allowed for both loading and discharging A sole time-sheet will be drawn up for the whole
DD	Dated	
DD	Dry Dock	
DEL, DELY, DLY	Delivery	Used under Time Charterparty
DEMDES	Demurrage/ Despatch Money	

Glossaire

DES, DESP	Despatch Money	
DHDATSBE	Demurrage/Half Despatch on All Time Saved at Both Ends	
DHDATSDO	Demurrage/Half Despatch on All Time Saved at Both Ends at Discharge Only	
DHDATSLO	Demurrage/Half Despatch on Working Time Saved at Both Ends at Loading Only	
DHDWTSBE	Demurrage/Half Despatch on Working Time Saved at Both Ends	
DHDWTSDO	Demurrage/Half Despatch on Working Time Saved at Both Ends at Discharge Only	
DHDWTSLO	Demurrage/Half Despatch on Working Time Saved at Both Ends at Loading Only	
DISCH, DISCHPORT	Discharge - Discharging Port	
DK	Deck	
DN	Debit Note	
DO	Diesel Oil	(see MDO)
DOP	(Upon) Dropping Outward Pilot	Used to specify the place and the time of the delivery or redelivery under a T/C DOLSP is more currently used than DLOSP which would be more coherent with DOP/DOSP : Dropping Last Outward Sea Pilot.
DOSP	(Upon) Dropping Outward Sea Pilot	Used to specify the place and the time of the delivery or redelivery under a T/C DOLSP is more currently used than DLOSP which would be more coherent with DOP/DOSP : Dropping Last Outward Sea Pilot.

Glossaire

DOLSP	(Upon) Dropping of Last Sea Pilot	Used to specify the place and the time of the delivery or redelivery under a T/C DOLSP is more currently used than DLOSP which would be more coherent with DOP/DOSP : Dropping Last Outward Sea Pilot.
DW	Deadweight	Includes the weight of fuel, water, provisions and constants on board
DWAT	Deadweight All Told	Includes the weight of fuel, water, provisions and constants on board
DWCC	Deadweight Cargo Capacity	Excludes the weight of fuel, water, provisions and constants on board
DYS	Days	In chartering business : 24 consecutive hours
E & OE, E &/or OE	Errors and/or Omissions Excepted	
EIU	Even If Used	Used about days which are excepted from laytime in all cases
EST, ESTD	Estimated	
ETA	Expected (ou Estimated) Time of Arrival	
ETB	Expected (ou Estimated) Time of Berthing	
ETC	Expected (ou Estimated) Time of Completion	
ETD	Expected (ou Estimated) Time of Departure	
ETR	Expected (ou Estimated) Time of Departure of Readiness	
ETS	Expected (ou Estimated) Time of Departure of Readiness of Sailing	
EX, EXCL	Excepted, Excluded/Excluding	
EXPLOAD	Expected to load ...	Used to indicate the quantity of cargo that the vessel is normally able to load
FAC	as Fast As Can (receive / deliver)	Obsolete wording except for self loading/discharging vessels

Glossaire

FAS	Free Alongside Ship	A term which puts the risk and expense of loading and discharging on to the Owner
FCC	First Class Charterers	Appreciative description which may involve some liability on the part of the broker who will have made it
FD	Free Discharge	i.e. free of expense to the Vessel
FD	Free Despatch-Money	
FDD	Freight Deadfreight Demurrage	Currently used to assess the basis of commission
FH	First Half (of a month)	i.e. first fortnight
FHEX	Fridays and Holidays excepted	
FHINC	Fridays and Holidays included	
FILO	Free In / Liner Out	Remark : liner terms are extremely variable from one port to the other
FIO	Free In and Out	i.e. loading and discharging free of expense to the Vessel
FOIS	Free In and Out and Stowed	i.e. loading, stowage and discharging free of expense to the Vessel
FIOT	Free In and Out and Trimmed	i.e. loading trimming and discharging free of expense to the Vessel
FIOST	Free In and Out Stowed and/or Trimmed	i.e. loading stowage and/or trimming, and discharging free of expense to the Vessel
FIOST	Free In and Out and Spout-Trimmed	i.e. loading, trimming by spout and discharging free of expense to the Vessel Spout-trimming is rather unfinished. It is sufficient for bulk carriers
FIOSPT	id.	
FO	Fuel Oil	Marine fuel used in engines of medium or high power
FOB	Free On Board	Term of the sale of the cargo (Incoterms) also a chartering term often completed by S or T (Stowed or Trimmed) or ST (Spout-Trimmed) - See FIO

Glossaire

FOC	Flag of Convenience	... in older times : PANHONLIB. That list was since enlarged
FOW	(Date of)First Open Water	Only used about ports / regions icebound in winter. The date varies with the power and the ice class of the vessel
FPA	Free of Particular Average	Term of cargo insurance which only covers general average and total loss
FT	Foot	1 foot = 30,479448 centimetres
FW	Fresh Water	d = 1,000
FWAD	(Maximum) Fresh Water Arrival Draft	Applies to the vessel
FXD	Fixed	
FYG	For Your Guidance	
GA, G/A	General Average	
GAARB	General Average / Arbitration (in ...)	
G/B	Grain / Bale (capacity)	(See CBF and CBM)
GD, GRD	Geared (vessel)	Vessel fitted with cargo handling gear (cranes or derricks)
GL	Gearless (Vessel)	Vessel without cargo handling gear
GMT	Greenwich Mean Time	See also UTC
GO	Gasoil	Petroleum distillate a) fuel for oil engines of moderate power b) the richer part of a blend with HVF to make IFO or DO
GR	Grain	
GRT	Gross Registered Tonnage	Volume of the hull in units of 100 cbf (2,8317 cbm)
HA	Hatches	(See HO)
HDLTS	Half Despatch on Laytime Saved	Clearer than the following
HDWTS ...	Half Despatch on Working Time Saved cf.: DHD ...	
HH, H/H	Holds/Hatches	For instance : 5H/5H or 2H/4H
HO	Holds	For instance : 2HO /4HA
HRS	Hours	

Glossaire

HSS	Heavy Grain Sorghums and/or Soyabeans	Traditionally wheat and maize are " heavy grain " even when their density falls below that of barley which is always a " light " grain
HVF	Heavy Fuel ou High Viscosity Fuel	Viscosity of such fuels is at least 380 cst (their density is close to 1)
HW	High Water	See also : NT (Neap Tide)
IFO	Intermediate fuel-oil	Viscosity of such fuels is maximum 180 Cst or below (it is a mixture of HVF + GO)
IGS	Inert Gas System	
IHP	Indicated Horse Power	
INC, INCL	Including, Included	
INCLOT	Including Overtime	Concerns the crew - is used when fixing a Time Charterparty
INCOTERMS	International rules for the Interpretation of Trade Terms	A publication of the International Chamber of Commerce, universally used
IMO (ex IMCO)	International Maritime Organisation	Consultative body, branch of the United Nations, competent in matters relating to the safety at sea (f.i. the Solas Convention)
INFO	Information	
ISO	International Standardization Organisation	
IWL	Institute Warranty Limits or : Institute Warranties - Geographical and Chronological provisions	Such limits indicate when / where vessels can trade with/without paying an extra insurance premium for navigational risk
KN, KNT, KT	Knot	Unit of speed for Vessels 1kn = 1 mile (1852 m) per hour 1 mile = 1' of the great circle of the earth
LAYCAN, L/C	Laydays / Cancelling (date)	
LBP / LBPP / LPP	Length Between Perpendiculars	
LC , L/C, LOC	Letter of Credit	Concerns the sale of the cargo, rarely the freight.
L/D	Loading / Discharging	

Glossaire

LDG	Loading	
LH	Last Half (of a month)	
LKFTD, LAKER	Lake Fitted (Vessel)	Vessel suitable for the St Lawrence Seaway Maximum breadth : 22,86 m (75 feet) with an allowance up to 23 m NB. Draft currently authorized : 26 feet in fresh water, i.e. 7,925 metres
LMDF	Light Marine Diesel Fuel	French qualification for a petroleum distillate, very close to GO Used as DO or GO
LNG	Liquified Natural Gas	
LPG	Liquified Petroleum Gas	
LOA	Length Overall	
LS, L/S	Lumpsum	
LT	Long Ton	2240 Lbs, i.e. 1016,048 Kg, currently admitted as 1016 Kg
LW	Low Water	
LW	Light Weight	See also ST (Spring Tide)
MDO	Marine Diesel Oil	Oil fuel used in engines of moderate power (auxiliaries, etc...) Rarely a petroleum distillate and generally a mixture of GO + HVF
MINMAX	Minimum / Maximum	The exact quantity of cargo that vessel undertakes to load and that Charterers undertake to ship
MOA	Memorandum of agreement	Sale contract of a vessel
MOL	More or Less	Relates to a margin at the option of either party
MOLOO	More or less at Owners' option	Relates to a margin at the option of the Owners, f.i. +/- 5% on the quantity of cargo
MS	Motor Ship	
MT	Metric Ton	
MT, M/T	Motor Tanker	
MV, M/V	Motor Vessel	

Glossaire

NAABSA	Not Always Afloat But Safely Aground	Used about tidal ports, when vessels are lying aground on a fair bottom, at low tide
NB, NBDG	Newbuilding	
NHC	No Heat Crude	Crude oil not requiring any heating on board
NKAWW	What can you offer ?	The unique five letter code-word surviving from the "New Boe Code" in use before the telex era (sometimes : WCUO)
NOR	Notice Of Readiness	By custom, the NOR must be in writing (letter, telex, radio message, etc...) and must be delivered at the office of the addressee
NRT	Net Registered Tonnage	Volume of the hull less space occupied by machinery, cabins and bunkers, in units of 100 Cbf (2,8317 Cbm)
NT, ONT	(Ordinary) Neap Tide	HWONT describes the draft available at high water (HW) in an average neap tide
NWS	Barème de référence des frets pétroliers	Schedule of tanker freights published by "Worldscale" and used as a reference
NYPE	New York Produce Exchange (Time Charterparty)	NYPE is mostly used as a reference to the T/C originally issued by the New York Produce Exchange, and later on taken over by ASBA (Association of Ship Brokers & Agents, New York)
OBO	Ore Bulk Oil (Vessel)	Vessel built so as to carry alternatively oil and dry bulk cargoes in the same cargo compartments
OBQ	On Board Quantities	
O/O	Ore / Oil (carrier) ou Ore/Oiler	Vessel with separate center holds for heavy dry bulk cargoes and side tanks for bulk oil

Glossaire

OO	(at) Owners' Option	
OT, O/T	Overtime	Mainly used to place the expense of overtime work on to either party
PANDI, P + I	P. and I. Club (Protection and Indemnity)	Mutual Insurance Organization covering the professional risks of the Shipowners, the Charterers, ...
PCT	Per Cent	
P & C, P and C	Private and Confidential	
PLS, PLSE	Please ...	
PNX	Panamax (vessel)	Vessel within the physical limits of the Panama Canal LO.A. 274,30 metres for cargo ships/ 289,50 metres for container or passengers ships Beam 32,30 metres, with a possible extension when draft is maximum 11,28 metres, Draft : 12,04 metres (in normal circumstances)
PP, PPD	Prepaid	Applies to a freight payable upon shipment of the cargo (Implies that it is non returnable)
PPS	(All) Purposes	Same as AP : Total laytime allowed for both loading and discharging operations
PPT	Prompt	
PT	Port	Mostly used to indicate the stowage factor (SF) of a cargo ; expressed in cbf or cbm per Ton.
PT	Per Ton	
REDEL, REDELY	Redelivery	Used under Time Charterparty
RE, REF	Reference/Referring to ...	
REV	Reversible (laydays)	This stipulation allows the Charterers to average the time lost at one end with the time gained at the other. Separate accounts must be drawn up before averaging.
RGE	Range	as example : H/H range - i.e. Havre / Hamburg

Glossaire

ROB	Remaining On Board	Used about the bunker fuel in any vessel or about the unpumpable part of the cargo in a tanker
RORO	Roll-On Roll-Off (Vessel)	
RPM (REVS)	Revolutions per Minute	
RPT	Repeat ...	
RV, R/V	Round Voyage	Used in Time Charterparty - Can be made more accurate , f.i. TARV = Transatlantic round voyage
SATAFEX / SPMX	Saturday After noon (P.M.) Excepted	
SATPMSHEX	Saturday P.M., Sundays and Holidays Excepted	
SB / SBBE	Safe Berth (at Both Ends)	The legal definition exists in the " Eastern City " case, fairly well reproduced in the Charterparty Laytime Definitions
SBM	Single Buoy Mooring	Used in tanker trade only
SBM	Soyabean meal	
SBT	Segregated Ballast Tank	Used in tanker trade only
SF	Stowage Factor	Actual volume occupied by one ton of the cargo in the holds of the considered vessel.Ex. SF = 50 Cbf /Ton Remark : often differs definitely from the density of the cargo measured ashore due to a " stowage loss " .
SHEX	Sundays and Holidays Excepted	
SHINC	Sundays and Holidays Included	
SOF	Statement Of Facts	To be fully valid SOF must be signed by the Master, the Agent and the Charterers or their representatives
SOLAS	Safety Of Life At Sea Convention	See IMO
SP	Safe Port	See SB
SS	Steamship	
SSHEX	Saturdays Sundays and Holidays excepted	

Glossaire

SSW	Summer (free board in) Salt Water	Used in conjunction with the description of the deadweight of the vessel
ST, OST	Spring Tide, Ordinary Spring Tide	LWOST describes the draft available at low tide in an average spring water. Important to know for tidal ports
ST	Self-Trimmer, Self-Trimming, Self-Trimming Bulk Carrier	Describe a Vessel with restricted spaces outside the square of hatches (requires no trimming of the cargo once dumped in the holds).
STEM, SUBSTEM	Subject to Enough Merchandise (doubtful origin) better : Subject to Shippers' agreement on quantity and dates of shipment	
SUB	Subject ...	SUBDETAILS requires a mutual agreement on all minor clauses in the contract
SUB	Substitute (Vessel)	Ex. : MV " X " OR SUB - Ambiguous expression which requires clarification. If not, is it an option or an obligation ?
SW	Salt Water	Not a fixed density - In general about 1,025
SWAD	(Maximum) Salt Water Arrival Draft	Applies to the vessel
TARV	TransAtlantic Round Voyage	Specifies the trade under a T/C
TBN	To Be Nominated, To be Named	Used about the vessel, or the port, ...
TBN	To Be Narrowed	Used about the date of loading or delivery of the vessel
TBR	To Be Renamed	Used about vessel chartered or sold before changing her name
TC, T/C	Timecharter	
TCT	Timecharter Trip	
TDW	Ton(s) Deadweight	
TEU	Twenty Foot Equivalent Unit	ISO standards for containers of 20'x8'x8'6"

Glossaire

TIP	Taking Inward Pilot	Used to specify the place and the time of the delivery of a vessel under T/C
TOVALOP	Tanker Owner's Voluntary Agreement of Liability for Oil Pollution	
TPC	Ton(s) per Centimetre	Weight necessary to increase vessel's draft by 1cm
TPI	Ton(s) per Inch	Same as above for 1 inch (2,5399 cm)
TS, T/S	Timesheet	Its conclusion must be an account of time lost (demurrage) or time saved (despatch-money)
TTL, TOTCOM	Total (commissions)	
ULCC	Ultra Large Crude Carrier	Tanker above 300.000 T DW
USB	Unless Sooner Berthed	Used about the freetime allowed to the Charterers after receipt of the NOR which ceases when the vessel berthes.
USD	US Dollar	
UU	Unless Used	Used about time normally excepted from laytime which shall count when used. It requires to be clarified by a statement that only the time effectively used shall count - in full or for half, as agreed
VLCC	Very Large Crude Carrier	Tanker of 180 to 299.000 T DW
VOY	Voyage	
VSL	Vessel	
WB	Water Ballast	
WCCON	Whether Custom Cleared Or Not	All these expressions have the purpose to allow the remittance of the NOR when the berth / the port is/are congested. Their interpretation is not uniform all around the world

Glossaire

WECHON	Whether Entered at Custom House Or Not	All these expressions have the purpose to allow the remittance of the NOR when the berth / the port is/are congested.Their interpretation is not uniform all around the world
WIBON	Whether In Berth Or Not	All these expressions have the purpose to allow the remittance of the NOR when the berth / the port is/are congested.Their interpretation is not uniform all around the world
WIFPON	Whether In Free Pratique Or Not	All these expressions have the purpose to allow the remittance of the NOR when the berth / the port is/are congested.Their interpretation is not uniform all around the world
WIPON	Whether In Port Or Not	All these expressions have the purpose to allow the remittance of the NOR when the berth / the port is/are congested.Their interpretation is not uniform all around the world
W/M	Weight of Measurement	Used about the assessment of the freight, per ton or per cbm
WLTHC	(Distance) Water Line / Top of Hatch Coaming	This distance is measured when the vessel is fully ballasted / without cargo. It allows to check whether the vessel can get under the loading apparatus or leave the discharging apparatus without difficulty.
WOG	Without Guaranty	
WP	Weather Permitting	It means that the laytime counts unless the weather conditions actually prevent loading or discharging. However this interpretation has been recently changed by english judges and interpreted as WWD below
WT	Wing Tanks	
WVNS	Within Vessel's Natural Segregation	

Glossaire

WWD, WW Day	Weather Working Day	Means that the laytime counts unless the weather conditions have or would have prevented loading or discharging whether the vessel is at work or not.
WWR	When and Where Ready	Used to specify the place and the time of the delivery of the vessel under T/C
WWWW	WIBON+WIFPON+WIPON+WECHON (WCCON)	Whether the vessel is in berth or not, in free pratique or not, in port or not, entered at custom house or not
X	Raccourci de SHEX (Sundays and Holidays Excepted)	
Y/A	York Antwerp Rules	
STBC	Self-Trimming Bulk Carrier	The same with octogonal shaped holds (upper and lower side tanks)
UTC	Universal Time	Modern way to say " GMT "