Glossary of

Shipping Terms

**Maritime Administration**

**A**

**AA** Always Afloat. A contract term requiring that the vessel not rest on the ground. In some ports the ship is aground when approaching or at berth.

**Abaft** A point beyond the midpoint of a ship’s length, towards the rear or stern.

**Abandon** A proceeding wherein a shipper/consignee seeks authority to abandon all or parts of their cargo.

**Abatement** A discount allowed for damage or overcharge in the payment of a bill.

**Act of God** An act beyond human control, such as lightning, flood or earthquake.

**Admiralty (Adm.)** Refers to marine matters such as an Admiralty Court.

**Aframax Tanker** A vessel of 70,000 to 119,000 DWT capacity. The largest tanker size in the AFRA (average freight rate assessment) tanker rate system.

**Affreightment, Contract of** An agreement by an ocean carrier to provide cargo space on a vessel at a specified time and for a speci­fied price to accommodate an exporter or importer.

**Aft** Movement toward the stern (back end) of a ship.

**Agency Tariff** A tariff published by an agent on behalf of several carriers.

**Agent (Agt.)**A person authorized to transact business for and in the name of another person or company. Types of agents are:(1) brokers,(2) commission merchants,(3) resident buyers,(4) sales agents,(5) manufacturer’s representatives.

**Air Waybill** The forwarding agreement or carrying agreement between shipper and air carrier and is issued only in nonnegotiable form.

**Allision** The striking by a moving vessel against a stationary object.

**Alongside** A phrase referring to the side of a ship. Goods delivered “alongside” are to be placed on the dock or barge within reach of the transport ship’s tackle so that they can be loaded.

**American Bureau of Shipping** U.S. classification society which certifies seagoing vessels for compliance to standardized rules regard­ing construction and maintenance.

**Arrival Notice** A notification by carrier of ship’s arrival to the consignee, the “Notify Party,” and – when applicable – the “Also Notify Party.” These parties in interest are listed in blocks 3, 4 and 10, respectively, of the Bill of Lading.

**Astern**– Behind a vessel– Move in a reverse direction.

**Athwartships** A direction across the width of a vessel.

**Automated Identification System (AIS)**It is a system used by ships and Vessel Traffic Service (VTS) principally for the identification and the locating of vessels. AIS provides a means for ships to electronically exchange ship data including: identification, position, course, and speed, with other nearby ships and VTS stations.

**B**

**B/L** Abbreviation for “Bill of Lading.”

**Backhaul** To haul a shipment back over part of a route it has traveled.

**Barratry** An act committed by the master or mariners of a vessel, for some unlawful or fraudulent purpose, contrary to their duty to the owners, whereby the latter sustain injury. It may include negligence, if so gross as to evidence fraud.

**Barrel (BBL)**A term of measure referring to 42 gallons of liquid at 600 degrees.

**Beam** The width of a ship.

**Bilateral** A contract term meaning both parties agree to provide something for the other.

**Bill of Lading (B/L)**A document that establishes the terms of a contract between a shipper and a transportation company. It serves as a document of title, a contract of carriage and a receipt for goods.

**Bill of Lading Port of Discharge**Port where cargo is discharged from means of transport.

**Bill of Sale** Confirms the transfer of ownership of certain goods to another person in return for money paid or loaned.

**BIMCO** The Baltic and International Maritime Council, the world’s largest private shipping organization.

**Blocking or Bracing** Wood or metal supports to keep shipments in place to prevent cargo shifting.

**Board** To gain access to a vessel.

**Board Feet** The basic unit of measurement for lumber. One board foot is equal to a one–inch board, 12 inches wide and 1 foot long. Thus, a board 10 feet long, 12 inches wide, and 1 inch thick contains 10 board feet.

**Boat** A relatively small, usually open craft/vessel a small, often open vessel for traveling on waterAn inland vessel of any size.

**Bonded Warehouse** A warehouse authorized by Customs authorities for storage of goods on which payment of duties is deferred until the goods are removed.

**Booking** Arrangements with a carrier for the acceptance and carriage of freight; i.e., a space reservation.

**Booking Number** Reservation number used to secure equipment and act as a control number prior to completion of a B/L.

**Bow** The front of a vessel.

**Break Bulk**– To unload and distribute a portion or all of the contents of a rail car, container, trailer, or ship.– Loose, non–containerized mark and count cargo.– Packaged cargo that is not containerized.

**Broken Stowage**– The loss of space caused by irregularity in the shape of packages.– Any void or empty space in a vessel or container not occupied by cargo.

**Broker** A person who arranges for transportation of loads for a percentage of the revenue from the load.

**Bulk Cargo** Not in packages or containers; shipped loose in the hold of a ship without mark and count.” Grain, coal and sulfur are usually bulk freight.

**Bulkhead** A partition separating one part of a ship, freight car, aircraft or truck from another part.

**Bull Rings** Cargo–securing devices mounted in the floor of containers; allow lashing and securing of cargo.

**Bunkers** A maritime term referring to fuel used aboard the ship. In the past, fuel coal stowage areas aboard a vessel were in bins or bunkers.

**Bureau Veritas** A French classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.

**C**

**Cabotage** Water transportation term applicable to shipments between ports of a nation; commonly refers to coastwise or intercoastal navigation or trade. Many nations, including the United States, have cabotage laws which require national flag vessels to provide domestic interport service.

**Capesize Vessel** A dry bulk vessel above 80,000dwt or whose beam precludes passage via the Panama Canal and thus forces them to pass around Cape Horn or the Cape of Good Hope. (until 2015)

**Captain’s Protest** A document prepared by the captain of a vessel on arriving at port; shows conditions encountered during voyage, generally for the purpose of relieving ship owner of any loss to cargo and shifting responsibility for reimbursement to the insurance company.

**Cargo** Freight loaded into a ship.

**Cargo Manifest** A manifest that lists all cargo carried on a specific vessel voyage.

**Carrier** Any person or entity who, in a contract of carriage, undertakes to perform or to procure the perfor­mance of carriage by rail, road, sea, air, inland waterway or by a combination of such modes.

**Cells** The construction system employed in container vessels; permits ship containers to be stowed in a vertical line with each container supporting the one above it

**Center of Gravity** The point of equilibrium of the total weight of a containership, truck, train or a piece of cargo.

**CFS** Abbreviation for “Container Freight Station.” A shipping dock where cargo is loaded (“stuffed”) into or unloaded (“stripped”) from containers. Generally, this involves less than containerload shipments, although small shipments destined to same consignee are often consolidated. Container reloading from/to rail or motor carrier equipment is a typical activity. These facilities can be located in container yards, or off dock.

**Charter Party** A written contract between the owner of a vessel and the person desiring to employ the vessel (char­terer); sets forth the terms of the arrangement, such as duration of agreement, freight rate and ports involved in the trip.

**Chassis** A frame with wheels and container locking devices in order to secure the container for movement.

**Chock** A piece of wood or other material placed at the side of cargo to prevent rolling or moving sideways.

**CI** Abbreviation for “Cost and Insurance.” A price that includes the cost of the goods, the marine insur­ance and all transportation charges except the ocean freight to the named point of destination.

**CIF (Named Port)**Abbreviation for “Cost, Insurance, Freight.” (Named Port) Same as C&F or CFR except seller also provides insurance to named destination.

**CIF&C** Price includes commission as well as CIF.

**Claim** A demand made upon a transportation line for payment on account of a loss sustained through its alleged negligence.

**Classification Society**An organization maintained for the surveying and classing of ships so that insurance underwriters and others may know the quality and condition of the vessels offered for insurance or employment.*See also ABS, BV, DNV, LR and NK.*

**Clean Bill of Lading**A receipt for goods issued by a carrier with an indication that the goods were received in “appar­ent good order and condition,” without damage or other irregularities.If no notation or exception is made, the B/L is assumed to be “cleaned.”

**Cleat**A strip of wood or metal used to afford additional strength, to prevent warping, or to hold in place.

**Clip–On** Refrigeration equipment attachable to an insulated container that does not have its own refrigeration unit.

**Coastwise** Water transportation along the coast.

**Common Law** Law that derives its force and authority from precedent, custom and usage rather than from statutes, particularly with reference to the laws of England and the United States.

**Company Security Officer**Is the person designated by the company for ensuring that a ship security assessment is carried out and that a ship security plan is developed, submitted for approval and thereafter implemented and maintained for liaison with port facility security officers and the ship security officer.

**Conference** An association of ship owners operating in the same trade route who operate under collective condi­tions and agree on tariff rates.

**Consignee** A person or company to whom commodities are shipped.

**Consignment**(1) A stock of merchandise advanced to a dealer and located at his place of busi­ness, but with title remaining in the source of supply.(2) A shipment of goods to a consignee.

**Consignor** A person or company shown on the bill of lading as the shipper.

**Consolidation** Cargo containing shipments of two or more shippers or suppliers. Containerload shipments may be consolidated for one or more consignees, often in containerload quantities.

**Consolidator** A person or firm performing a consolidation service for others. The consolidator takes advantage of lower full carload (FCL) rates, and passes on the savings to shippers.

**Consul** A government official residing in a foreign country who represents the interests of her or his country and its nationals.

**Consular Visa** An official signature or seal affixed to certain documents by the consul of the country of destina­tion.

**Container** A truck trailer body that can be detached from the chassis for loading into a vessel, a rail car or stacked in a container depot. Containers may be ventilated, insulated, refrigerated, flat rack, vehicle rack, open top, bulk liquid or equipped with interior devices. A container may be 20 feet, 40 feet, 45 feet, 48 feet or 53 feet in length, 8’0” or 8’6” in width, and 8’6” or 9’6” in height.

**Container Booking** Arrangements with a steamship line to transport containerized cargo.

**Container Terminal** An area designated for the stowage of cargoes in container; usually accessible by truck, railroad and marine transportation. Here containers are picked up, dropped off, maintained and housed.

**Container Yard (CY)** A materials–handling/storage facility used for completely unitized loads in containers and/or empty containers. Commonly referred to as CY.

**Corner Posts** Vertical frame components fitted at the corners of the container, integral to the corner fittings and connecting the roof and floor structures. Containers are lifted and secured in a stack using the castings at the ends.

**Cost, Insurance and Freight (CIF)**Cost of goods, marine insurance and all transportation (freight) charges are paid to the foreign point of delivery by the seller.

**Customs** Government agency charged with enforcing the rules passed to protect the country’s import and ex­port revenues.

**Customs Bonded Warehouse** A warehouse authorized by Customs to receive duty–free merchandise.

**D**

**Deadweight Cargo** A long ton of cargo that can be stowed in less than 40 cubic feet.

**Deadweight Tonnage (DWT)**The number of tons of 2,240 pounds that a vessel can transport of cargo, stores and bunker fuel. 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 “load line.” An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

**Demurrage** A penalty charge against shippers or consignees for delaying the carrier’s equipment or vessel beyond the allowed free time. The free time and demurrage charges are set forth in the charter party or freight tariff.

**Density** The weight of cargo per cubic foot/metre or other unit.

**Despatch** An incentive payment paid by the vessel to the charterer for loading and unloading the cargo faster than agreed.Usually negotiated only in charter parties. Also called “dispatch.”

**Det Norske Veritas**A Norwegian classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.

**Devanning** The unloading of a container or cargo van.

**Displacement** The weight, in tons of 2,240 pounds, of the vessel and its contents. Calculated by dividing the volume of water displaced in cubic feet by 35, the average density of sea water.

**Dock** – For ships, a cargo handling area parallel to the shoreline where a vessel normally ties up.– For land transportation, a loading or unloading platform at an industrial location or carrier terminal.

**Door–to–Door** Through transportation of a container and its contents from consignor to consignee. Also known as House to House. Not necessarily a through rate.

**Draft**– The number of feet that the hull of a ship is beneath the surface of the water.– An unconditional order in writing, addressed by one party (drawer) to another party (drawee), requiring the drawee to pay at a fixed or determinable future date a specified sum in lawful currency to the order of a specified person.

**Dry Cargo** Cargo that is not liquid and normally does not require temperature control.

**Dry–Bulk Container** A container constructed to carry grain, powder and other free–flowing solids in bulk. Used in con­junction with a tilt chassis or platform.

**Dunnage** Any material or objects utilized to protect cargo. Examples of dunnage are blocks, boards, burlap and paper.

**E**

**Ex-Works** An Incoterm of sale meaning the seller delivers to the buyer at seller’s named premises.**45**

**F**

**FEU** Abbreviation for “Forty–Foot Equivalent Units.” Refers to container size standard of 40 feet. Two 20–foot containers or TEU’s equal one FEU.

**Flat Rack/Flat Bed Container** A container with no sides and frame members at the front and rear. Container can be loaded from the sides and top.

**Force Majeure** The title of a common clause in contracts, exempting the parties for non–fulfillment of their obliga­tions as a result of conditions beyond their control, such as earthquakes, floods or war.

**Fore and Aft** The direction on a vessel parallel to the center line.

**Freight** Refers to either the cargo carried or the charges assessed for carriage of the cargo.

**Freight Forwarder** A person whose business is to act as an agent on behalf of the shipper. A freight forwarder frequently makes the booking reservation. In the United States, freight forwarders are now licensed by the FMC as “Ocean Intermediaries.”

**G**

**Gooseneck** The front rails of the chassis that raise above the plane of the chassis and engage in the tunnel of a container leading to the connection to tractor.

**Gross Tonnage (GT)**Applies to vessels, not to cargo, (0.2+0.02 log10V) where V is the volume in cubic meters of all en­closed spaces on the vessel. Since 1994, it replaces “Gross Registered Tonnage.” An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

**Gross Weight** Entire weight of goods, packaging and freight car or container, ready for shipment. Generally, 80,000 pounds maximum container, cargo and tractor for highway transport.

**H**

**Handymax Vessel** A dry bulk vessel of 35,000 to 49,000dwt. (Note that a “Handy” drybulk carrier is from 10,000 to 34,000dwt.) A “Handymax Tanker” is a liquid bulk carrier of 10,000 to 60,000dwt.

**Harbour** Any place to which ships may resort for shelter, or to load or unload passengers or goods, or to ob­tain fuel, water, or supplies. This term applies to such places whether proclaimed public or not and whether natural or artificial.

**Harbour Master** An official responsible for construction, maintenance, operation, regulation, enforcement, administra­tion and management pertaining to marinas, ports and harbours.

**Hatch** The opening in the deck of a vessel; gives access to the cargo hold.

**HAZ MAT** An industry abbreviation for “Hazardous Material.”

**I**

**I.M.D.G. Code** International Maritime Dangerous Goods Code. The regulations published by the IMO for transport­ing hazardous materials internationally.

**Insurance, General–Average** In water transportation, the deliberate sacrifice of cargo to make the vessel safe for the remaining cargo. Those sharing in the spared cargo proportionately cover the loss.

**Intermodal** Used to denote movements of cargo containers interchangeably between transport modes, i.e., motor, rail, water, and air carriers, and where the equipment is compatible within the multiple systems.

**International Ship and Port Security Code (ISPS)**It is an amendment to the Safety of Life at Sea (SOLAS) Convention (1974/1988) on minimum security arrangements for ships, ports and government agencies. Having come into force in 2004, it prescribes responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to “detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade.”

**I.S.O.**International Standards Organization which deals in standards of all sorts, ranging from documenta­tion to equipment packaging and labeling.

**J**

**Jacob’s Ladder** A rope ladder suspended from the side of a vessel and used for boarding.

**Jettison** Act of throwing cargo or equipment (jetsam) overboard when a ship is in danger.

**JIT** Abbreviation for “Just In Time.” In this method of inventory control, warehousing is minimal or non–existent; the container is the movable warehouse and must arrive “just in time;” not too early nor too late.

**K**

**Kilogram**1,000 grams or 2.2046 pounds.

**Knot** One nautical mile (6,076 feet or 1852 meters) per hour. In the days of sail, speed was measured by tossing overboard a log which was secured by a line. Knots were tied into the line at intervals of ap­proximately six feet. The number of knots measured was then compared against time required to travel the distance of 1000 knots in the line.

**L**

**LASH** A maritime industry abbreviation for “Lighter Aboard Ship.” A specially constructed vessel equipped with an overhead crane for lifting specially designed barges and stowing them into cellular slots in an athwartship position.

**LCL** Abbreviation for “Less than Container Load.” The quantity of freight which is less than that required for the application of a container load rate. Loose Freight.

**Lightening** A vessel discharges part of its cargo at anchor into a lighter to reduce the vessel’s draft so it can then get alongside a pier.

**Lighte** An open or covered barge towed by a tugboat and used mainly in harbours and inland waterways to carry cargo to/from alongside a vessel.

**Liner** A vessel advertising sailings on a specified trade route on a regular basis. It is not necessary that every named port be called on every voyage.

**List** The amount in degrees that a vessel tilts from the vertical.

**Lloyds’ Registry** An organization maintained for the surveying and classing of ships so that insurance underwriters and others may know the quality and condition of the vessels offered for insurance or employment.

**LNG (Liquefied Natural Gas)**Natural gas will liquefy at a temperature of approximately -259 F or -160 C at atmospheric pressure. One cubic foot of liquefied gas will expand to approximately 600 cubic feet of gas at atmospheric pressure.

**LNGC (LNG Carrier)**An ocean-going ship specially constructed to carry LNG in tanks at 160 C. Current average carrying capacity of LNGs is 125,000 cubic metres. Many LNGCs presently under construction or on order are in the 210,000 – 215,000 cubic metre range.

**Load Line**The waterline corresponding to the maximum draft to which a vessel is permitted to load, either by freeboard regulations, the conditions of classification, or the conditions of service.

**Long Ton** 2,240 pounds

**Longshoreman** Individual employed in a port to load and unload ships.

**M**

**Manifest** Document that lists in detail all the bills of lading issued by a carrier or its agent or master for a specific voyage. A detailed summary of the total cargo of a vessel. Used principally for Customs purposes.

**Maritime** Business pertaining to commerce or navigation transacted upon the sea or in seaports in such matters as the court of admiralty has jurisdiction.

**Marking** Letters, numbers, and other symbols placed on cargo packages to facilitate identification. Also known as marks.

**Mate’s Receipt** An archaic practice. An acknowledgement of cargo receipt signed by a mate of the vessel. The pos­sessor of the mate’s receipt is entitled to the bill of lading, in exchange for that receipt.

**Mile** A unit equal to 5,280 feet on land.A nautical mile is 6076.115.

**Multimodal** Synonymous for all practical purposes with “Intermodal.”

**N**

**Nautical Mile** Distance of one minute of longitude at the equator, approximately 6,076.115. The metric equivalent is 1852.

**Net Tonnage (NT)The replacement, since 1994, for “Net Register Tonnage.”** Theoretically the cargo capacity of the ship. Sometimes used to charge fees or taxes on a vessel. “Ton” is figured as a 100 cubic foot ton. An approximate conversion ratio is 1NT = 1.7GT and 1GT = 1.5DWT.

**Nippon Kaiji Kyokai (NK)**A Japanese classification society which certifies seagoing vessels for compliance to standardized rules regarding construction and maintenance.

**Non–Vessel Operating Common Carrier (NVOCC)**A cargo consolidator in ocean trades who will buy space from a carrier and sub–sell it to smaller ship­pers. The NVOCC issues bills of lading, publishes tariffs and otherwise conducts itself as an ocean common carrier, except that it will not provide the actual ocean or intermodal service.

**NOR** Notice of Readiness (when the ship is ready to load.)

**NRT – Net Register Tons see “Net Tonnage”**Theoretically the cargo capacity of the ship. Sometimes used to charge fees or taxes on a vessel.

**O**

**Ocean Bill of Lading (Ocean B/L)**A contract for transportation between a shipper and a carrier. It also evidences receipt of the cargo by the carrier. A bill of lading shows ownership of the cargo and, if made negotiable, can be bought, sold or traded while the goods are in–transit.

**P**

**Packing List** Itemized list of commodities with marks/numbers but no cost values indicated.

**Pallet**A platform with or without sides, on which a number of packages or pieces may be loaded to facilitate handling by a lift truck.

**Panamax Tanker** A liquid cargo vessel of 50,000 to 70,000dwt.

**Panamax Vessel** The largest size vessel that can traverse the Panama Canal. Current maximum dimensions are: Length 294.1 meters (965 feet); width 32.3 meters (106 feet); draft 12.0 meters (39.5 feet) in tropical fresh water; height 57.91 meters (190 feet) above the water.

**Plimsoll Mark** A series of horizontal lines, corresponding to the seasons of the year and fresh or saltwater, painted on the outside of a ship marking the level which must remain above the surface of the water for the vessel’s stability.

**Port Facility Security Officer** Is the person designated as responsible for the development, implementation, revision and mainte­nance of the port facility security plan and for liaison with the ship security officers and company security officers.

**Port Facility Security Plan** Is a plan developed to ensure the application of measures designed to protect persons on board, cargo, cargo transport units and ship’s stores within the port facility from the risks of a security incident.

**Port Security** It is the defense, law and treaty enforcement, and counterterrorism activities that fall within the port and maritime domain. It includes the protection of the seaports themselves, the protection and in­spection of the cargo moving through the ports, and maritime security.

**Pratique Certificate** Lifts temporary quarantine of a vessel; granted pratique by Health Officer.

**Pre–cooling**A process employed in the shipment of citrus fruits and other perishable commodities. The

**Product Tanker**A liquid cargo vessel of 10,000 to 60,000dwt. Also referred to as a Handymax Tanker. Often built with many segregated cargo tanks and thus sometimes called a “drugstore tanker.”

**Q**

**Quarantine** A restraint placed on an operation to protect the public against a health hazard. A ship may be quaran­tined so that it cannot leave a protected point. During the quarantine period, the Q flag is hoisted.

**Quay** A structure attached to land to which a vessel is moored.

**R**

**“Ro/Ro”** A shortening of the term, “Roll On/Roll Off.” A method of ocean cargo service using a vessel with ramps which allows wheeled vehicles to be loaded and discharged without cranes. Also refers to any specialized vessel designed to carry Ro/Ro cargo.

**Route**The manner in which a shipment moves; i.e., the carriers handling it and the points at which the car­riers interchange.

**S**

**Seawaymax Vessel**The largest vessel that can transit the locks of the St. Lawrence Seaway. Length is 226 meters (740 feet); Beam is 24 meters (78 feet); Draft is 7.92 meters (26 feet).

**Seaworthiness** The fitness of a vessel for its intended use.

**Security Level 1**Is the level for which minimum appropriate protective security measures shall be maintained at all times.

**Security Level 2**Is the level for which appropriate additional protective security measures shall be maintained for a period of time as a result of heightened risk of a security incident.

**Security Level 3**

Is the level for which further specific protective security measures shall be maintained for a limited period of time when a security incident is probable or imminent, although it may not be possible to identify the specific target.

**Ship Chandler** An individual or company selling equipment and supplies for ships.

**Ship Security Officer** Is the person on board the vessel, accountable to the master, designated by the Company as respon­sible for the security of the ship, including implementation and maintenance of the ship security plan and for the liaison with the company security officer and the port facility security officers.

**Ship Security Plan** Is a plan developed to ensure the application of measures on board the ship and designed to protect persons on board, cargo, cargo transport units, ship’s stores or the ship from the risks of a security incident.

**Ship Types**

**Barge Carriers:**• Ships designed to carry barges; some are fitted to act as full container­ships and can carry a varying number of barges and containers at the same time. At pres­ent this class includes two types of vessels LASH and Sea-Bee.**90**

**Bulk Carriers:** • All vessels designed to carry bulk homogeneous cargo without mark and count such as grain, fertilizers, ore, and oil.

**Combination Passenger and Cargo Vessels:** • Ships with a capacity for 13 or more pas­sengers and any form of cargo or freight.

**Freighters:** • Breakbulk vessels both refrigerated and unrefrigerated, containerships, partial containerships, roll-on/roll-off vessels, and barge carriers. A general cargo vessel de­signed to carry heterogeneous mark and count cargoes.

**Full Containerships:** • Ships equipped with permanent container cells, with little or no space for other types of cargo.

**General Cargo Carriers:**• Breakbulk freighters, car carriers, cattle carriers, pallet carriers and timber carriers. A vessel designed to carry heterogeneous mark and count cargoes.

**Partial Containerships:** • Multipurpose containerships where one or more but not all compartments are fitted with permanent container cells. Remaining compartments are used for other types of cargo.

**Roll-on/Roll-off vessels:**• Ships specially designed to carry wheeled containers or trailers using interior ramps. Includes all forms of car and truck carriers.

**Tankers:**• Ships fitted with tanks to carry liquid bulk cargo such as crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.

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**Tankers:** • Ships fitted with tanks to carry liquid bulk cargo such as: crude petroleum and petroleum products, chemicals, Liquefied gasses (LNG and LPG), wine, molasses, and similar product tankers.

**Short Ton (ST)**A weight unit of measure equal to 2,000 pounds.

**Sight Draft**A draft payable upon presentation to the drawee.

**Sling**A wire or rope contrivance placed around cargo and used to load or discharge it to/from a vessel.

**Spreader** A piece of equipment designed to lift containers by their corner castings.

**Stability** The force that holds a vessel upright or returns it to upright position if keeled over. Weight in the lower hold increases stability. A vessel is stiff if it has high stability, tender if it has low stability. In a ship, stability is indicated by several characteristics. Initial stability is measured by the metacentric height; also known as “GM.” If GM is low, the vessel makes long slow rolls, and is considered tender. When GM is too high, the vessel is considered stiff, and may return violently to the upright position when rolling, with possible damage to cargo and injury to passengers and crew. Other stability consid­erations include the vessel’s range of stability, maximum righting arm, and the angle of heel at which the maximum righting arm occurs.

**Starboard**The right side of a ship when facing the bow.

**Stern**The end of a vessel. Opposite of bow.

**Stevedore** Individual or firm that employs longshoremen and who contracts to load or unload the ship.

**Stowage**A marine term referring to loading freight into ships’ holds.

**Straddle Carrier**Mobile truck equipment with the capacity for lifting a container within its own framework.

**Stripping** Removing cargo from a container (devanning).

**Stuffing** Putting cargo into a container.

**Suezmax Tanker** A tanker of 120,000 to 199,000dwt.

**Sufferance Wharf**A wharf licensed and attended by Customs authorities.

**Supply Chain**A logistical management system which integrates the sequence of activities from delivery of raw ma­terials to the manufacturer through to delivery of the finished product to the customer into measur­able components. “Just in Time” is a typical value–added example of supply chain management.

**T**

**Tare Weight** In railcar or container shipments, the weight of the empty railcar or empty container.

**Tariff (Trf.)**A publication setting forth the charges, rates and rules of transportation companies.

**Terminal** An assigned area in which containers are prepared for loading into a vessel, train, truck, or airplane or are stacked immediately after discharge from the vessel, train, truck, or airplane.

**Terminal Charge** A charge made for a service performed in a carrier’s terminal area.**98**

**TEU**Abbreviation for “Twenty foot Equivalent Unit.”

**Tonnage** 100 cubic feet.

**Time Charter**A contract for leasing between the ship owners and the lessee. It would state, e.g., the duration of the lease in years or voyages.

**Towage**The charge made for towing a vessel.

**Tramp Line** An ocean carrier company operating vessels not on regular runs or schedules.They call at any port where cargo may be available.

**Transship**To transfer goods from one transportation line to another, or from one ship to another.

**Transshipment Port**Place where cargo is transferred to another carrier.

**Twist Locks**A set of four twistable bayonet type shear keys used as part of a spreader to pick up a container or as part of a chassis to secure the containers.

**U**

**ULCC** Ultra Large Crude Carrier. A tanker in excess of 320,000dwt.

**Ullage** The space not filled with liquid in a drum or tank.

**Underway** A vessel is underway when it is not at anchor, made fast to the shore, or aground.

**Unitization**– The consolidation of a quantity of individual items into one large shipping unit for easier handling.– Loading one or more large items of cargo onto a single piece of equipment, such as a pallet.

**V**

**Vanning** A term for stowing cargo in a container.

**Ventilated Container**A container designed with openings in the side and/or end walls to permit the ingress of outside air when the doors are closed.

**VLCC**Very Large Crude Carrier. A tanker of 200,000 to 319,000dwt. It can carry about 2 million barrels of crude oil.

**W**

**Warehouse**A place for the reception, delivery, consolidation, distribution, and storage of goods/cargo.

**Warehouse Entry** Document that identifies goods imported when placed in a bonded warehouse. The duty is not im­posed on the products while in the warehouse but will be collected when they are withdrawn for delivery or consumption.

**Warehousing**The storing of goods/cargo.

**Weights and Measures/Measurement ton:**

40 cubic ft or one cubic meter•

Net ton/short ton – 2,000 lbs•

Gross ton/long ton – 2,240 lbs•

Metric ton/kilo ton – 2,204.6 lbs•

Cubic meter – 35.314 cubic ft•

**Wharf**A structure built on the shore of a harbor extending into deep water so that vessels may lie alongside. See also Dock and Pier.

**Wharfage (Whfge.)**Charge assessed by a pier or dock owner against freight handled over the pier or dock or against a steamship company using the pier or dock.

**XYZ**

**Yard -** A classification, storage or switching area.

**Zulu Time -** Time based on Greenwich Mean Time.