

Below are the most popular syntaxes used in the shipping industry. We hope that you will find this information both helpful and informative. Please E-mail us if you have any additional comments.

ACRONYM	DEFINITION
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
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 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
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
CRT	Cargo Retention Clauses, introduced by charterers based on shortage of delivered cargo because of increased oil prices
CST	Centistoke
CTR	Container Fitted
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
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.
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
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.
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. SEE MORE INFO
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.
FULL LINER TERMS	SEE NOTES
FWAD	Fresh Water Arrival Draft
FWDD	Fresh Water Departure Draft
FYG	For Your Guidance
FYI	For Your Information
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
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)
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
HOOK	See Liner Terms Hook
HW	High Water
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
KNOT	A measurement of speed equal to one nautical mile (6,076 feet) per hour
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
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
LINER TERMS	See General Statement
LNG	Liquefied Natural Gas
LOA	Length Overall of the vessel
LOAD LINE	SEE 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)
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	Mertic Tonne (i.e. 1,000 kilos)
M/V	Motor Vessel / Merchant Vessel
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
OO	Owners Option
OBO	Ore/Bulk/Oil Vessel
OSH	Open Shelter Deck
OVERBOARD	Over the side or out of the ship
OWS	Owners
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 alt. PLIMSOLL LINE alt. 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.
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
PROFORMA	Estimated Account
PUS	Plus Us
PWWD	Per Weather Working Day
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.
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.)
SELFD	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
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
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
USC	Unless Sooner Commenced

UU	Unless Used
UIIWCTAUTC	Unless Used In Which Case Time Actually Used To Count
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
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
YAR	York Antwerp Rules
YAW	To swing or steer off course, as when running with a quartering sea
Z	UTC = GMT

FIOS (FREE IN, OUT, STOWED) :

It is most important to remember that the "Free" reference is viewed from the Ship Owners point of view - not the Shipper's. Some Shippers get caught out when they read the word "Free" as they incorrectly believe that it refers to them.

Freight rates quoted on a FIOS basis specifically exclude all aspects relating to cargo handling operations. The ship is only responsible for expenses arising as a result of the ship calling into the port, i.e. tugs, pilots and light dues etc. Another very important consideration when booking cargo on FIOS terms is that the ship does not bear any responsibility for the speed of loading or discharging.

Usually the rate agreed includes a fixed "free" period of time for loading/discharging operations, after which time a daily demurrage is incurred. Obviously this is of paramount importance where port congestion or stevedoring performance is uncertain. There are many overseas ports which fall into this category and particularly where vessel demurrage rates can vary significantly, depending on the size and type of ship nominated to undertake the particular project.

LINER TERMS - GENERAL STATEMENT :

Liner Terms is a very ambiguous statement and can be interpreted in a variety of ways in different ports of the world and by different Ship Owners/Agents. Personally we would prefer to clearly define the extent of responsibility when quoting on this basis.

LINER TERMS HOOK / HOOK :

Given that this is a notional point in chartering terms, this is best described as the Shipper/Receiver arranging for delivery/receival of cargo to/from directly under ships hook and the ship paying for the labour to stow the cargo in the vessels cargo holds, as well as on-board lashing & securing and provision of dunnage materials, and to discharge again over the ship's side. Shore based stevedoring aspects remain the responsibility of the shipper/receiver, however, there are some Owners that may incorporate these costs into their LTHH rate. Once again, ask Owners to clearly define this aspect.

Wharfage charges/dues/taxes can be a contentious issue but are usually considered to be for the Shippers/Receivers account and there may also be many other statutory levies on cargo or freight that may apply. Many Shippers/Receivers are unaware of these additional costs and do not include them into their costing and consequently may be left with an unexpected considerable expense at the completion of a project.

FULL LINER TERMS :

This is somewhat a vaguer term given different port practices. However, it generally implies that the freight amount provided includes both shore based and on-board stevedoring, lashing/unlashing, dunnage materials, securing/unsecuring and all costs of presenting to/receiving the cargo from

the ship's side; with the shippers/receivers just bearing the cost of discharging from/reloading to the transport, along with the usual port charges/levies/taxes etc.

Frequently the terms are varied at different ends of the voyage i.e. FILO (Free In/Liner Out), LIFO (Liner In Free Out) or FIFO (Free In/Free Out) etc. To be absolutely sure of all liabilities, it is always advisable to request that terms clearly and concisely indicate what is/isn't included in your particular contract - in layman's terms.