



## Chartering Abbreviations and Meanings

Abbreviation	Meaning
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
ABFT	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
A/N	Arrival Notice - an import document send to the notify party and/or importer's broker containing all necessary arrival info for Customs clearance; normally with freight charges.
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



<b>ASN</b>	Advance Shipment Notice
<b>ASPW</b>	Any Safe Port in the World
<b>ASTERN</b>	In the back of the ship, opposite of ahead
<b>ATA</b>	Actual time of arrival
<b>ATD</b>	Actual time of departure
<b>ATDNSHINC</b>	Any Time Day/Night Sundays and Holidays Included
<b>ATFI</b>	ATFI
<b>ATHWARTSHIPS</b>	At right angles to the centreline of the ship
<b>ATUTC</b>	Actual Times Used to Count
<b>AWB</b>	Air waybill
<b>BACKLETTER</b>	Where a seller/shipper issues a 'letter of indemnity' in favour of the carrier in exchange for a clean bill of lading
<b>BAF</b>	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.
<b>BALE CAP.</b>	Cubic capacity of a vessels holds to carry packaged dry cargo such as bales/pallets
<b>BALLAST</b>	Heavy weight, often sea water, necessary for the stability and safety of a ship which is not carrying cargo
<b>BALLAST BONUS</b>	Compensation for relatively long ballast voyage
<b>BAREBOAT CHTR.</b>	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.
<b>BBB</b>	Before Breaking Bulk. Refers to freight payments that must be received before discharge of a vessel commences
<b>BDI</b>	Both Dates Inclusive
<b>BEAM</b>	The maximum breadth or the greatest width of a ship
<b>BELOW</b>	Beneath the deck
<b>BENDS</b>	Both Ends (Load & Discharge Ports)
<b>BI</b>	Both Inclusive
<b>BIMCO</b>	The Baltic and International Maritime Council
<b>BL</b>	Bale
<b>B/L</b>	(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.
<b>BM</b>	Beam



<b>BN</b>	Booking Note
<b>BOB</b>	Bunker on Board
<b>BOFFER</b>	Best Offer
<b>BOW</b>	The forward part of a ship
<b>BROB</b>	Bunkers Remaining on Board
<b>BROKERAGE</b>	Percentage of freight payable to broker (by owners in c/p's) or applicable to sale or purchase
<b>BSS</b>	Basis
<b>BSS 1/1</b>	Basis 1 Port to 1 Port
<b>BT</b>	Berth Terms
<b>BULKHEAD</b>	A vertical partition separating compartments This is the assembly of pieces of cargo, secured into one manageable unit.
<b>BUNDLING</b>	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.
<b>BUNKERS</b>	Name given for vessels Fuel and Diesel Oil supplies (Originates from coal bunkers)
<b>BUOY</b>	An anchored float used for marking a position on the water or a hazard or a shoal and for mooring
<b>BWAD</b>	Brackish Water Arrival Draft
<b>CAF</b>	Currency Adjustment Factor. A fee applied to the shipping costs to compensate for exchange rate fluctuations.
<b>CBM</b>	Cubic Metres
<b>CBFT (or CFT)</b>	Cubic Feet
<b>CFR (or C&amp;F)</b>	Cost and Freight
<b>CHART</b>	A map used by navigators
<b>CHOPT</b>	Charterers Option
<b>CHTRS</b>	Charterers
<b>CIF</b>	Cost, Insurance & Freight. Seller pays all these costs to a nominated port or place of discharge.
<b>CKD</b>	Completely knocked down
<b>COA</b>	Contract of Affreightment - Owners agree to accept a cost per revenue tonne for cargo carried on a specific number of voyages.
<b>CIP</b>	Carriage and Insurance paid to...
<b>C.O.</b>	Certificate of Origin - a signed statement from a semiofficial organization certifying the origin of an export item, required by certain nations.



<b>COACP</b>	Contract of Affreightment Charter Party
<b>COB</b>	Closing of Business
<b>COBLDN</b>	Closing of Business London
<b>COD</b>	Cash On Delivery
<b>COGSA</b>	Carriage of Goods by Sea Act
<b>CONGESTION</b>	Port/berth delays
<b>CONS</b>	Consumption
<b>CNEE</b>	CONSIGNEE. Name of agent, company or person receiving consignment
<b>COP</b>	Custom Of Port
<b>CP (or C/P)</b>	Charter Party
<b>CPD</b>	Charterers Pay Dues
<b>CPT</b>	Carriage Paid To
<b>CQD</b>	Customary Quick Despatch
<b>CR</b>	Current Rate
<b>CROB</b>	Cargo Remaining on Board
<b>CRN</b>	Crane
<b>CRT</b>	Cargo Retention Clauses, introduced by charterers based on shortage of delivered cargo because of increased oil prices
<b>CST</b>	Centistoke
<b>CTR</b>	Container Fitted
<b>DA</b>	Disbursement Account
<b>DAF</b>	Deliver At Frontier
<b>DAPS</b>	Days all Purposes (Total days for loading & discharging)
<b>DAMFORDET</b>	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.
<b>DDU</b>	Delivered Duty unpaid.
<b>DDP</b>	Delivered Duty Paid.
<b>DECK</b>	A permanent covering over a compartment, hull or any part thereof
<b>DEM</b>	Demurrage (Quay Rent). Money paid by the shipper for the occupying port space beyond a specified "Free Time" period.
<b>DEQ</b>	Delivered Ex Quay
<b>DES</b>	Delivered Ex Ship
<b>DESP</b>	Despatch. Time saved, reward for quick turnaround- in dry cargo only
<b>DET</b>	Detention (See DAMFORDET)



<b>DEV</b>	Deviation. Vessel departure from specified voyage course
<b>DFRT</b>	Deadfreight. Space booked by shipper or charterer on a vessel but not used
<b>DHDATSBE</b>	Despatch Half Demurrage on All Time Saved Both Ends
<b>DHDWTSBE</b>	Despatch Half Demurrage on Working Time Saved Both Ends
<b>DISCH</b>	Discharge
<b>DK</b>	Deck
<b>DLOSP</b>	Dropping Last Outwards Sea Pilot (Norway)
<b>DO</b>	Diesel Oil
<b>DOLSP</b>	Dropping Off Last Sea Pilot (Norway)
<b>DOP</b>	Dropping Outward Pilot
<b>DOT</b>	Department of Transport
<b>DNRCAOSLONL</b>	Discountless and Non-Returnable Cargo and/or Ship Lost or Not Lost
<b>DRAUGHT (or DRAFT)</b>	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.
<b>DRK</b>	Derrick
<b>DUNNAGE</b>	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.
<b>DWAT (or DWT)</b>	Deadweight. Weight of cargo, stores and water, i.e. the difference between lightship and loaded displacement.
<b>EBB</b>	A receding current
<b>EC</b>	East Coast
<b>EIU</b>	Even If Used
<b>ELVENT</b>	Electric Ventilation
<b>ETA</b>	Estimated Time of Arrival - the projected date and time a shipment is scheduled to arrive at its destination.
<b>ETC</b>	Estimated Time of Completion
<b>ETD</b>	Estimated Time of Departure - the projected date and time a shipment is scheduled to depart from the port/airport of origin.
<b>ETS</b>	Estimated Time of Sailing
<b>EXW</b>	Ex Works
<b>FAC</b>	Fast as can



<b>FAS</b>	Free Alongside Ship. Seller delivers goods to appropriate dock or terminal at port of embarkation and buyer covers costs and risks of loading
<b>FCA</b>	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.
<b>FCL</b>	Full Container Load - a container that is fully loaded by cargo, occupying all space, or loaded to the maximum permissible weight. It can contain cargo from multiple shippers, but normally is consigned to the same consignee. The shipment is expected to be delivered to the consignee with the shipper's seal intact.
<b>FD (FDIS)</b>	Free Discharge
<b>FDD</b>	Freight Demurrage Deadfreight
<b>FDESP</b>	Free Despatch
<b>FDEDANRSAOCLONL</b>	Freight Deemed Earned, Discountless And Non-Returnable (Refundable) Ship And Or Cargo Lost Or Not Lost
<b>FENDER</b>	A cushion, placed between ships, or between a ship and a pier, to prevent damage
<b>FEU</b>	Standard 40" Container, forty-foot equivalent unit, a standard size intermodal container.
<b>FHEX</b>	Fridays/Holidays Excluded
<b>FHINC</b>	Fridays/Holidays Included
<b>FILO</b>	Free In/Liner Out. Seafreight with which the shipper pays load costs and the carrier pays for discharge costs.
<b>FIO</b>	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.
<b>FIOS</b>	Free In/Out Stowed. As per FIO, but excludes stowage costs.
<b>FIOST</b>	Free In/Out and Trimmed. Charterer pays for cost of loading/discharging cargo, including stowage and trimming.
<b>FIOT</b>	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.
<b>FIT</b>	Free In Trimmed
<b>FIW</b>	Free In Wagon
<b>FIXING</b>	Chartering a Vessel
<b>FIXTURE</b>	Conclusion of shipbrokers negotiations to charter a ship - an agreement
<b>FLATPACKING</b>	Cargo to be presented stacked and secured as an integral unit.



<b>FLT</b>	Full Liner Terms
<b>FMC</b>	Federal Maritime Commission
<b>FME</b>	Force Majeure Excepted
<b>FMS</b>	Fathoms
<b>FO</b>	For Orders
<b>FO (IFO)</b>	Fuel Oil/Intermediate FO
<b>FO</b>	Free Out
<b>FOB</b>	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
<b>FOFFER</b>	Firm Offer
<b>FOG</b>	For Our Guidance
<b>FOQ</b>	Free On Quay
<b>FOR</b>	Free On Rail
<b>FORCE MAJEURE</b>	Clause limiting responsibilities of the charterers, shippers and receivers of cargo.
<b>FORE-AND-AFT</b>	In a line parallel to the keel
<b>FORWARD</b>	Toward the bow of the ship
<b>FOT</b>	Free On Truck
<b>FOW</b>	First Open Water
<b>FOW</b>	Free On Wharf
<b>FP</b>	Free Pratique. Clearance by the Health Authorities
<b>FR</b>	First Refusal. First attempt at best offer that can be matched
<b>FREEBOARD</b>	The minimum vertical distance from the surface of the water to the gunwale
<b>FRT</b>	Freight. Money payable on delivery of cargo in a mercantile condition
<b>FREE DESPATCH</b>	If loading/discharging achieved sooner than agreed, there will be no freight money returned.
<b>FREE EXINS</b>	Free of any Extra Insurance (Owners)
<b>FREE OUT</b>	Free of discharge costs to owners. Includes seafreight only.
<b>FRUSTRATION</b>	Charterers when cancelling agreement sometimes quote 'doctrine of frustration' i.e. vessel is lost, extensive delays.
<b>FWAD</b>	Fresh Water Arrival Draft
<b>FWDD</b>	Fresh Water Departure Draft
<b>FYG</b>	For Your Guidance
<b>FYI</b>	For Your Information



<b>GA</b>	General Average
<b>GEAR</b>	A general term for ropes, blocks, tackle and other equipment
<b>GLS (GLESS)</b>	Gearless
<b>GNCN</b>	Gencon (GENERAL CONDITIONS)
<b>GN (or GR)</b>	Grain (Capacity)
<b>GO</b>	Gas Oil
<b>GP</b>	Grain Capacity. Cubic capacity in 'grain'
<b>GR</b>	Geographical Rotation. Ports in order of calling
<b>GRD</b>	Geared
<b>GRI</b>	General Rate Increase. Used to describe an across-the-board tariff rate increase implemented by conference members and applied to base rates.
<b>GRT</b>	Gross Registered Tonnage
<b>GSB</b>	Good, Safe Berth
<b>GSP</b>	Good, Safe Port
<b>GTEE</b>	Guarantee
<b>GUNWALE</b>	The upper edge of a ship's sides
<b>2H</b>	Second Half
<b>HA</b>	Hatch
<b>HAGUE RULES</b>	Code of minimum conditions for the carriage of cargo under a Bill of Lading
<b>HATCH</b>	An opening in a ship's deck fitted with a watertight cover
<b>HBF</b>	Harmless Bulk Fertilizer
<b>HDLTSBENDS</b>	Half Despatch Lay Time Saved Both Ends
<b>HDWTS</b>	Half Despatch Working (or Weather) Time Saved
<b>HHDW</b>	Handy Heavy d.w. (Scrap)
<b>HIRE</b>	T/C Remuneration
<b>HMS</b>	Heavy Metal Scraps
<b>HO</b>	Hold
<b>HOLD</b>	A compartment below deck in a large vessel, used solely for carrying cargo
<b>HULL</b>	The main body of a ship
<b>HW</b>	High Water
<b>ICW</b>	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





<b>IMDG</b>	International Maritime Dangerous Goods Code
<b>IMO</b>	International Maritime Organisation
<b>IN &amp;/OR OVER</b>	Goods carried below and/or on deck
<b>INCOTERMS</b>	(Refer to comments in covering statement on front page A-F)
<b>IND</b>	Indication
<b>INTERMODAL</b>	Carriage of a commodity by different modes of transport, i.e. sea, road, rail and air within a single journey
<b>ITF</b>	International Transport Workers Federation (Trade Unions). Complies on crewing
<b>ISPS</b>	International Ships and Port Security System
<b>ITINERARY</b>	Route.Schedule
<b>IU</b>	If Used
<b>IUHTAUTC</b>	If Used, Half Time Actually To Count
<b>IWL</b>	Institute Warranty Limits
<b>KEEL</b>	The centreline of a ship running fore and aft; the backbone of a vessel
<b>KNOT</b>	A measurement of speed equal to one nautical mile (6,076 feet) per hour
<b>LANE METER</b>	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.
<b>LASH</b>	To hold goods in position by use of Ropes, Wires, Chains or Straps etc.
<b>LAT</b>	Latitude. The distance north or south of the equator measured and expressed in degrees.
<b>LAYCAN</b>	Laycan (Layday Cancelling Date)
<b>LAYTIME</b>	Time at Charterers disposal for purpose of loading/discharging
<b>L/C</b>	Letter of Credit
<b>LCL</b>	Less than Container Load - a shipment that takes up only a portion of a consolidated container. LCL shpts are to be picked up at a CFS only, whereas FCL are to be picked up at a container yard/terminal.
<b>LCR</b>	Lowest Current Rate
<b>LEE</b>	The side sheltered from the wind
<b>LEEWARD</b>	The direction away from the wind. Opposite of windward
<b>LEEWAY</b>	The sideways movement of the ship caused by either wind or current
<b>LF</b>	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%%
<b>LIEN</b>	Retention of property until outstanding debt is paid



<b>LNG</b>	Liquefied Natural Gas
<b>LOA</b>	Length Overall of the vessel
<b>LOAD LINE</b>	See PLIMSOLL LINE
<b>LOF</b>	Lloyds Open Form
<b>LOG</b>	A record of courses or operation. Also, a device to measure speed
<b>LOI</b>	Letter of Indemnity
<b>LONGITUDE</b>	The distance in degrees east or west of the meridian at Greenwich, England
<b>LOW</b>	Last Open Water
<b>LS (or LUMPS)</b>	Lumpsum Freight. Money paid to Shipper for a charter of a ship (or portion) up to stated limit irrespective of quantity of cargo
<b>LSD</b>	Lashed Secured Dunnaged
<b>LT</b>	Liner Terms
<b>LT</b>	Long Ton = 1,016.05 kilogram (2,240 lbs)
<b>LTHH</b>	Liner Terms Hook/Hook
<b>LW</b>	Low Water
<b>LYCN</b>	Laycan (Layday Cancelling Date)
<b>MANIFEST</b>	Inventory of cargo on board
<b>MB</b>	Merchant Broker
<b>MDO (DO)</b>	Marine Diesel Oil
<b>MIDSHIP</b>	Approximately in the location equally distant from the bow and stern
<b>MIN/MAX</b>	Minimum/Maximum (cargo quantity)
<b>MOA</b>	Memorandum of Agreement
<b>MOLCHOPT</b>	More or Less Charterers Option
<b>MOLOO</b>	More or Less Owners Option
<b>MOORING</b>	An arrangement for securing a ship to a mooring buoy or pier
<b>MT</b>	Mertic Tonne (i.e. 1,000 kilos)
<b>M/V</b>	Motor Vessel \ Merchant Vessel
<b>NAABSA</b>	Not Always Afloat But Safely Aground
<b>NM</b>	Nautical Mile. One minute of latitude; approximately 6,076 feet - about 1/8 longer than the statute mile of 5,280 feet
<b>NAVIGATION</b>	The art and science of conducting a ship safely from one point to another
<b>NCB</b>	National Cargo Bureau
<b>NESTING</b>	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
<b>NON-REVERSIBLE</b>	(Detention). If loading completed sooner than expected, then saved days will not be added to discharge time allowed.
<b>NOR</b>	Notice of Readiness
<b>NRT</b>	Net Restricted Tonnage
<b>NYPE</b>	New York Produce Exchange
<b>OO</b>	Owners Option
<b>OBO</b>	Ore/Bulk/Oil Vessel
<b>OSH</b>	Open Shelter Deck
<b>OVERBOARD</b>	Over the side or out of the ship
<b>OWS</b>	Owners
<b>P&amp;I</b>	Protection and Indemnity Insurance
<b>PASTUS</b>	Past Us
<b>PC</b>	Period of Charter
<b>PCGO</b>	Part Cargo
<b>PCT</b>	Percent
<b>PDPR</b>	Per Day Pro Rata
<b>PERDIEM</b>	By the Day
<b>PER SE</b>	By Itself
<b>PHPD</b>	Per Hatch Per Day
<b>PLIMSOLL MARK</b>	An internationally recognised line painted on the side of merchant ships.
<b>alt.</b>	When a ship is loaded, the water level is not supposed to go above the
<b>PLIMSOLL LINE</b>	line. Water can reach different parts of the line as its temperature and
<b>alt.</b>	saltiness varies with the season and location. From where Plimsoll
<b>LOAD LINE</b>	Shipping derived its name.
<b>PORT</b>	The left side of a ship looking forward. A harbour.
<b>PRATIQUE</b>	Licence or permission to use a port
<b>PREAMBLE</b>	Introduction to a charter party
<b>PROFORMA</b>	Estimated Account
<b>PUS</b>	Plus Us
<b>PWWD</b>	Per Weather Working Day
<b>RCVR</b>	Receiver
<b>RECAP</b>	Recapitulation of the terms and conditions agreed
<b>REVERSIBLE</b>	(Detention). If loading completed sooner than expected at load port, then days saved can be added to discharge operations.



<b>ROB</b>	Remaining On Board
<b>RT</b>	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.
<b>SATPM</b>	Saturday P.M.
<b>SB</b>	Safe Berth
<b>SD (or SID)</b>	Single Decker
<b>SEAFREIGHT</b>	Costs charged for transporting goods over the sea. This does not cover haulage or loading/discharging costs but the sea transport only
<b>SEAWORTHINESS</b>	Statement of condition of the vessel (valid certificates, fully equipped and manned etc.)
<b>SELF</b>	Self Discharging
<b>SEMI-TRAILERS</b>	Are usually 12.0 meter flat bed road trailers
<b>SF</b>	Stowage Factor. Cubic space (measurement tonne) occupied by one tonne (2,240 lbs/1,000 kgs) of cargo
<b>SHINC</b>	Sundays/Holidays Included
<b>SHEX</b>	Sundays/Holidays Excluded
<b>SHPR</b>	Shipper - the party in whose name a contract of carriage of goods has been concluded with at carrier or any party by whom, in whose name or on whose behalf the goods are actually delivered to the carrier in relation to the contract of carriage.
<b>SKIDS</b>	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.
<b>SN</b>	Satellite Navigation - A form of position finding using radio transmissions from satellites with sophisticated on-board automatic equipment
<b>SOC</b>	Shipper Owned Container
<b>SOF</b>	Statement of Facts
<b>SP</b>	Safe Port
<b>SPIDERING</b>	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
<b>SRBL</b>	Signing and Releasing Bill of Lading
<b>SSHEX</b>	Saturdays, Sundays, Holidays Excluded
<b>SSHINC (or SATSHINC)</b>	Saturdays, Sundays, Holidays Included



<b>STABILITY</b>	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.
<b>STARBOARD</b>	Right side of a ship when facing the front or forward end.
<b>STEM</b>	Subject to Enough Merchandise (Availability of cargo). Also, the forward most part of the bow.
<b>STERN</b>	The foremost or after part of a ship
<b>SUB</b>	Subject (to). Depending upon as a condition
<b>SUPERCARGO</b>	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.
<b>SWAD</b>	Salt Water Arrival Draft
<b>SWDD</b>	Salt Water Departure Draft
<b>THWARTSHIPS</b>	At right angles to the centreline of the ship
<b>TIDE</b>	The periodic rise and fall of water level in the oceans
<b>TIME BAR</b>	Time after which legal claims will not be entered
<b>TBN</b>	To Be Named / To Be Nominated
<b>TC</b>	Time Charter - Owners agree to hire a particular ship for a set length of time and provide technical management, crewing etc.
<b>TCP</b>	Time Charter Party
<b>TEU</b>	Standard 20' Container, twenty-foot equivalent unit, a standard size intermodal container.
<b>TOPSIDES</b>	The sides of a ship between the waterline and the deck; sometimes referring to onto or above the deck
<b>T/S</b>	Transshipment - a shipping arrangement in which a shipment is discharged of the vessel at an intermediate port enroute and subsequently reloaded to another vessel for carriage to its final destination
<b>TRIM</b>	Fore and aft balance of a ship
<b>TTL</b>	Total
<b>TW</b>	Tween Decker
<b>USC</b>	Unless Sooner Commenced
<b>UU</b>	Unless Used
<b>UUIWCTAUTC</b>	Unless Used In Which Case Time Actually Used To Count
<b>VPD</b>	Vessel Pays Dues
<b>WATERLINE</b>	A line painted on a hull which shows the point to which a ship sinks when



	it is properly trimmed
<b>WAY</b>	Movement of a ship through water such as headway, sternway or leeway
<b>WCCON</b>	Whether Customs Cleared Or Not
<b>WIBON</b>	Whether In Berth Or Not
<b>WIFPON</b>	Whether In Free Pratique Or Not
<b>WINDWARD</b>	Toward the direction from which the wind is coming
<b>WIPON</b>	Whether In Port Or Not
<b>WLTOHC</b>	Water Line-To-Hatch Coaming
<b>WOG</b>	Without Guarantee
<b>WP</b>	Weather Permitting. That time during which weather prevents working shall not count as laytime
<b>WPD</b>	Weather Permitting Day
<b>WWD</b>	Weather Working Day
<b>WRIC</b>	Wire Rods In Collis
<b>WWR</b>	When, Where Ready
<b>WWW</b>	Wibon, Wccon, Wifpon, Wipon
<b>YAR</b>	York Antwerp Rules
<b>YAW</b>	To swing or steer off course, as when running with a quartering sea
<b>Z</b>	UTC = GMT