

# MARITIME ABBREVIATIONS

[Here's a list of commonly used abbreviations only in the maritime industry:](#)

**A/B:** Able bodied seaman, a member of the crew who is able to perform all duties of an experienced seaman.

**A/S:** Alongside

**AA:** Always afloat

**AAAA:** Always accessible always afloat

**AAOSA:** Always afloat or safely aground

**AARA:** Amsterdam-Antwerp-Rotterdam Area

**ABT:** About

**ADCOM:** Address Commission

**AFSPS:** Arrival First Sea Pilot Station (Norway)

**AG:** Arabian Gulf – also called **PG** – Persian Gulf

**AGW:** All going well

**AHL:** Australian hold ladders

**ANTHAM:** Antwerp-Hamburg range

**APS:** Arrival pilot station

**AR:** Accounts receivable

**ARAG:** Amsterdam-Rotterdam-Antwerp-Gent range

**ASPW:** Any safe port in the world

**ATDNSHINC:** Any time day/night Sundays and holidays Included

**ATUTC:** Actual times used to count

**B/C:** Bulk carrier. Single deck ship carrying homogenous unpackaged cargoes. Loaded through large hatchways

**B/L:** 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.

**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.

**BBB:** Before breaking bulk. Refers to freight payments that must be received before discharge of a vessel commences

**BDI:** Both dates inclusive

**BENDS:** Both ends (load & discharge ports)

**BI:** Both inclusive

**BIMCO:** The Baltic and International Maritime Council

**BL:** Bale

**BL (or B/L):** Bill of Lading

**BM:** Beam

**BN:** Booking note

**BOB:** Bunker on board

**Boffer:** Best offer

**BPM:** Bridge procedure manual

**BROB:** Bunkers remaining on board

**BSM:** Barber Ship Management

**BSS:** Basis

**BSS 1/1:** Basis 1 port to 1 port

**BT:** Berth terms

**BWAD:** Brackish water arrival draft

**C/P:** Charter Party

**C/SNEE (or Consignee)**

Name of agent, company or person receiving consignment

**CAF:** Currency adjustment factor

**CAR:** Corrective action request

**CBA:** Collective bargaining agreement (Salary scales for different nationalities of seamen)  
Used by crewing.

**CBFT (or CFT):** Cubic feet

**CBM:** Cubic meters

**CBT:** Clean ballast tanks

**CFC:** Chlorofluorocarbon compounds. See HCFC

**CFR:** Cost and freight. Cost and freight means that the seller delivers when the goods pass the ship's rail in the port of shipment. The seller must pay the costs and freight necessary to bring the goods to the named port of destination BUT the risk of loss of

**CHENG:** Chief engineer

**CHOF:** Chief officer or chief mate, second in command of the vessel

**CHOPT:** Charterers option

**CHTRS:** Charterers

**CIF:** Cost, insurance and freight. Means that the seller delivers when the goods pass the ship's rail in the port of shipment. The seller must pay the costs and freight necessary to bring the goods to the named port of destination BUT the risk of loss of or dam

**CIP:** Carriage and insurance paid to... Means that the seller delivers the goods to the carrier nominated by him but the seller must in addition pay the cost of carriage necessary to bring the goods to the named destination. This means that the buyer bears all

**CKD:** Completely knocked down

**Clean (CPP):** Refined petroleum products with light color (gas, paraffin, gas oil, naphtha)

**CM:** Contingency manual

**CO<sub>2</sub>:** Carbon dioxide – a combustion product from burning all types of fuel. The amount of carbon dioxide in the atmosphere may increase the temperature at the Earth's surface – known as the greenhouse effect

**COA (Contract of Affreightment)** – Owners agree to accept a cost per revenue ton for cargo carried on a specific number of voyages.

**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

**CONS:** Consumption

**COP:** Custom of port

**CP (or C/P):** Charter party

**CPD:** Charterers pay dues

**CPT:** Carriage paid to... Means that the seller delivers the goods to the carrier nominated by him but the seller must in addition pay the cost of carriage necessary to bring the goods to the named destination. This means that the buyer bears all risks and any

**CQD:** Customary quick dispatch

**CR:** Current rate

**CRN:** Crane

**CROB:** Cargo remaining on board

**CRT:** Cargo retention clauses, introduced by charterers based on shortage of delivered cargo because of increased oil prices

**CST:** Centistoke

**CTR:** Container fitted

**CVS:** Consecutive voyages

**D&A:** Drug & Alcohol

**D/A:** Disbursement account

**DAF:** Delivered at frontier. Means that the seller delivers when the goods are placed at the disposal of the buyer on the arriving means of transport not unloaded, cleared for export, but not cleared for import at the named point and place at the frontier, but

**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.

**DAPS:** Days all purposes (Total days for loading & discharging)

**DDP:** Delivered duty paid. Means that the seller delivers the goods to the buyer, cleared for import, and not unloaded from any arriving means of transport at the named place of destination. The seller has to bear all the costs and risks involved in bringing th

**DDU:** Delivered duty unpaid. Means that the seller delivers the goods to the buyer, not cleared for import, and not unloaded from any arriving means of transport at the named place of destination. The seller has to bear the costs and risks involved in bringing

**DEM:** Demurrage (quay rent). Money paid by the shipper for the occupying port space beyond a specified “free time period.

**DEQ:** Delivered ex quay. Means that the seller delivers when the goods are placed at the disposal of the buyer not cleared for import on the quay (wharf) at the named port of destination. The seller has to bear costs and risks involved in bringing the goods to

**DES:** Delivered ex ship. Means that the seller delivers when the goods are placed at the disposal of the buyer on board the ship not cleared for import at the named port of destination. The seller has to bear all the costs and risks involved in bringing the goo

**DESP:** Dispatch. 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:** Dispatch half demurrage on all time saved both ends

**DHDWTSBE:** Dispatch half demurrage on working time saved both ends

**DISCH:** Discharge

**DK:** Deck

**DLOSP:** Dropping last outwards sea pilot (Norway)

**DNRCAOSLONL:** Discountless and non-returnable cargo and/or ship lost or not lost

**DO:** Diesel Oil

**DOC:** Document of Compliance – refers to the ISM Code. Means a document issued to a Company which complies with the requirements of the ISM Code.

**DOLSP:** Dropping off last sea pilot (Norway)

**DOP:** Dropping outward pilot

**DOT:** Department of Transport

**DP:** Designated Person – refers to the ISM code

**DRC:** Document Review Committee

**DRK:** Derrick, crane, winch

**DWAT:** Deadweight all told

**DWAT (or DWT):** Deadweight. Weight of cargo, stores and water, i.e. the difference between lightship and loaded displacement.

**DWCC:** Deadweight cargo capacity

**DWT (Deadweight tonnage):** Weight in tons of cargo, stores, fuel, passengers, crew, etc., carried by the ship when loaded to her maximum summer load line.

**DPS:** Dynamic positioning system; keeping the ship's position with the help of automatically controlled propellers

**EC:** East Coast

**EIU:** Even if used

**ELVENT:** Electric ventilation

**EMM:** Environmental management manual

**EPA:** Environmental Protection Agency

**ERT:** Emergency response team

**ETA:** Estimated time of arrival

**ETC:** Estimated time of completion

**ETD:** Estimated time of departure

**ETS:** Estimated time of sailing

**EXW:** Ex. works. Means that the seller delivers when he places the goods at the disposal of the buyer at the seller's premises or another named place (i.e. works, factory, warehouse, etc.) not cleared for export and not loaded on any collecting vehicle.

**FAC:** Fast as can (loading or discharging)

**FAS:** Free alongside ship. Means that the seller delivers when the goods are placed alongside the vessel at the named port of shipment. This means that the buyer has to bear all costs and risks of loss or damage to the goods from that moment.

**FCA:** Free to carrier. Means that the seller delivers the goods, cleared for export, to the carrier nominated by the buyer at the named place. It should be noted that the chosen place of delivery has an impact on the obligations of loading and unloading the goods

**FD (FDIS):** Free discharge

**FDD:** Freight demurrage deadfreight

**FDEDANRSAOCLONL:** Freight deemed earned, discountless and non-returnable (refundable) ship and or cargo lost or not lost

**FDESP:** Free dispatch

**FEU:** Standard 40' Container

**FHEX:** Fridays and holidays excepted

**FHINC:** Fridays and holidays included

**FI:** Freight interest insurance

**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.

**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 leveling of bulk cargoes. FIOS includes sea freight, but excludes loading/discharging and stowage costs.

**FIT:** Free in trimmed

**FIW:** Free in wagon

**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. Means that the seller delivers when the goods pass the ship's rail at the named port of shipment. This means that the buyer has to bear all costs and risks of loss of or damage to the goods from that point. The FOB term requires the seller

**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

**FOC:** Flag of convenience

**FOFFER:** Firm offer

**FOG:** For our guidance

**FOQ:** Free on quay

**FOR:** Free on rail

**FOT:** Free on truck

**FOW:** First open water

**FOW:** Free on wharf

**FP (Free pratique):** Clearance by the Health Authorities

**FPSO:** Floating production, storage and offloading vessel

**FR:** First refusal; first attempt at best offer that can be matched

**Free dispatch:** If loading/discharging achieved sooner than agreed, there will be no freight money returned.

**Free EXINS:** Free of any extra Insurance (Owners)

**FRT:** Freight. Money payable on delivery of cargo in a mercantile condition

**FWAD:** Fresh water arrival draft

**FWDD:** Fresh water departure draft

**FYG:** For your guidance

**FYI:** For your information

**g/t-km:** Denotes emissions in grams per tone of cargo shipped over a kilometer

**GA plan:** General arrangement plan

**GEOROT:** Geographical rotation

**GL:** General ledger

**GLS (GLESS):** Gearless

**GM:** General manager; head of local entity

**GN (or GR):** Grain (Capacity)

**GNCN or Gencon:** General conditions

**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

**H&M:** Hull and machinery insurance

**HA:** Hatch

**HBf:** Harmless bulk fertilizer

**HCFC:** Hydro-chlorofluorocarbon compounds, such as freon 22 (R22)

**HDLTSBENDS:** Half dispatch lay time saved both ends

**HDWTS:** Half dispatch working (or weather) time saved

**HFC:** Hydrofluorocarbon

**HFO:** Heavy fuel oil. Used in ship's engines and boiler systems

**HHDW:** Handy heavy d.w. (scrap)

**HI:** Hull interest insurance

**HMS:** Heavy metal scraps

**HO:** Hold; a compartment below deck in a large vessel, used solely for carrying cargo

**HW:** High water

**IAS:** International Accounting Standards. (Former name for IFRS.)

**ICT:** Information communication technology

**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

**IFRS:** International Financial Reporting Standards

**ILO:** International Labour Organization

**IMDG:** International Maritime Dangerous Goods code

**IMO (International Maritime Organisation):** Body created to regulate international maritime trade

**IND:** Indication

**INMARSAT:** International Maritime Satellite System

**INTERMODAL:** Carriage of a commodity by different modes of transport, i.e. sea, road, rail and air within a single journey

**ISM Code:** International Safety Management Code. The objectives of the ISM Code are to ensure safety at sea, prevention of human injury or loss of life, and avoidance of damage to the environment, in particular to the marine environment and to property. The purpose

**ISMA:** International Ship Managers Association

**ISO 14000:** ISO standard for environmental management

**ISO 14001:** International environmental standard

**ISO 9001:** International quality standard

**ISPS:** International Ship and Port Facility Security Code. The Objective with the ISPS code is to establish an international framework involving co-operations between contracting governments, government agencies, local administration and the shipping and port infrastructure

**ITF:** International Transport Federation

**IU:** If used

**IUHTAUTC:** If used, half time actually used to count

**IWL:** Institute Warranty Limits

**L/C:** Letter of credit

**LAT (Latitude):** The distance north or south of the equator measured and expressed in degrees.

**LCR:** Lowest current rate

**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%

**LOA:** Length overall (of ships hull)

**LOF:** Lloyds Open Form

**LOH:** Loss of hire insurance

**LOI:** Letter of indemnity



**LOLO:** Lift on – lift off

**LOW:** Last open water

**LPG:** Liquefied petroleum gas – from refineries (mostly propane, butane)

**LS (or LUMPS):** Lump sum 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

**LSFO:** Low sulphur fuel oil (bunkers)

**LT:** Liner terms

**LT:** Long ton = 1 016.05 kilogram (2 240 lbs)

**LTHH:** Liner terms hook/hook

**LW:** Low water

**LYCN:** Laycan (Layday cancelling date)

**M/V:** Motor vessel / merchant vessel

**Mark I:** WW designation for ro-ro carriers built in 1978-79

**Mark II:** WW designation for ro-ro carriers built in 1984

**Mark III:** WW designation for ro-ro carriers built in 1996

**Mark IV:** WW designation for ro-ro carriers built in 2000-01

**MB:** Merchant broker

**MDO (DO):** Marine diesel oil

**MDO / MGO:** Marine diesel oil/marine gas oil

**MED:** Mediterranean Sea

**MHI:** Car carriers built at Mitsubishi Heavy Industries in 2004-06

**MIAP:** Mortgagee interest additional perils pollution

**MII:** Mortgagee interest insurance

**MIN/MAX:** Minimum/Maximum (cargo quantity)

**MM:** Marketing manual

**MOA:** Memorandum of agreement

**MOLCHOPT:** More or less charterers option

**MOLOO:** More or less owners option. (A margin for shipowner for how much the ship should carry: A moloo of 5% on a 30 000 ton ship gives a cargo between 28,500 and 31,500 tons)

**MSM:** Minimum safe manning (flag states minimum approved manning for a vessel)

**MT:** Metric ton (1,000 kilos)

**NAABSA:** Not always afloat but safely aground

**NCB:** National Cargo Bureau

**NIS:** Norwegian International Ship Register

**NOx: Nitrogen oxides;** Environmentally harmful gases formed by the engine's combustion process

**NM:** Nautical mile. One minute of latitude; approximately 6 076 feet – about 1/8 longer than the statute mile of 5 280 feet

**NMD:** Norwegian Maritime Directorate

**NOR:** Notice of readiness

**NRT:** Net register tonnage

**NYPE:** New York Produce Exchange

**OBO:** Ore/bulk/oil vessel

**OCIMF:** The Oil Companies International Marine Forum: OCIMF is a voluntary association of oil companies having an interest in the shipment and terminalling of crude oil and oil products.

**OO:** Owners option

**OPA 90:** The Oil Pollution Act of 1990, a US law imposing far-reaching requirements on shipowners, vessels and crews when carrying petroleum products to the US and within the US Economic Zone (200 miles off the coastline). Introduced after the Exxon Valdez accident

**OSH:** Open shelter deck

**OWS:** Owners

**OWS:** Oily water separator

**P&I:** Protection and indemnity (Responsibility insurance for the shipowner).

**PASTUS:** Past Us

**PC:** Period of charter

**PCC:** Pure car carrier (vessel type)

**PCGO:** Part cargo

**PCT:** Percent

**PCTC:** Pure car and truck carrier (vessel type)

**PDA:** Pro forma disbursement account

**PDPR:** Per day or pro rata (for part of a day)

**PG:** Persian Gulf

**PHPD:** Per hatch per day

**PMS:** Port marine services

**Pooling:** Cargo or profit sharing by cooperating companies in lines or liner conferences

**ppm:** parts per million (1 ppm = 0,000001 or 1 mg/kg)

**PS&L:** Port service & logistics which includes the product lines PMS, Liner, Logistics and HUB

**PUS:** Plus us

**PWWD:** Per weather working day

**QA:** Quality assurance

**RCVR:** Receiver

**RECAP:** Recapitulation of the terms and conditions agreed

**ROB:** Remaining on board

**RT:** Revenue Ton (i.e. 1.0 metric ton 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.

**RT43:** Measure for capacity by a car which is 4.125 m long, 1.550 m wide and 1.420 m high

**SAR:** Search and Rescue

**SATPM:** Saturday P.M.

**SB:** Safe berth

**SBT:** Segregated ballast tanks

**SD (or SID):** Single decker

**SELFD:** Self discharging

**SF:** Stowage factor. Cubic space (measurement ton) occupied by one ton (2,240 lbs/1,000 kgs) of cargo

**SHEX:** Sundays and holidays excluded

**SHINC:** Sundays and holidays included

**SMC:** Safety management certificate – ref. ISM Code

**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

**SOPEP:** Shipboard Oil Pollution Emergency Plan

**SP:** Safe port

**SQC:** Special Qualification Certificate (issued by flag state)

**SQM:** Safety quality manager

**SRBL:** Signing and releasing Bill of lading

**SSHEX:** Saturdays, Sundays, holidays excluded

**SSHINC (or SATSHINC):** Saturdays, Sundays, holidays included

**SSMM:** Ship Safety Management Manual

**STCW:** Standards of Training, Certificates and Watchkeeping. Standard that crewing have to comply with. For more information please look at <http://www.imo.org> (Human Element – Training and Certification).

**SUB (Subject to):** depending upon as a condition

**SOx:** Sulphur oxides; Sulphur in the bunkers oil combines with oxygen in the combustion process to form sulphur oxides. These react with moisture in the air to produce sulphurous and sulphuric acid

**SWAD:** Salt water arrival draft

**SWDD:** Salt water departure draft

**Swedac:** Swedish Board for Accreditation and Conformity Assessment

**T/C:** Time charter (shipper controls the ship and pays a monthly rent, T/C-hire)

**TBN:** To be named/nominated

**TBT:** Tributyltin, used in tin-based antifouling

**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

**TMSA:** Tanker Management and Self Assessment. The OCIMF's Tanker Management and Self-Assessment program is a tool to help ship operators measure and improve their management systems. The program encourages ship operators to assess their safety-management systems

**TTL:** Total

**TW:** Tween decker

**UER:** Undesired event report

**ULCC:** Ultra Large Crude Carrier – oil tanker of 300,000 + dwt

**Unicoil:** Barwil Unitor's maritime refrigerants

**USC:** Unless sooner commenced

**UTC:** GMT

**UU:** Unless used

**UIIWCTAUTC:** Unless used in which case time actually used to count

**VCM:** vessel contingency manual

**VLCC:** Very Large Crude Carrier

**VPD:** Vessel pays dues

**VRPP:** Vessel response plan pollution

**W or WS:** Worldscale (Rating system for tanking. Basis rates for different voyages)

**WCCON:** Whether customs cleared or not

**WIBON:** Whether in berth or not

**WIFPON:** Whether in free pratique or not

**WIPON:** Whether in port or not

**WLS:** Wilhelmsen Lines Shipowning

**WLTOHC:** Water line-to-hatch coaming

**WMC:** Wilhelmsen Marine Consultants

**WMS:** Wilhelmsen Maritime Services

**WOG:** Without guarantee

**WP:** Weather permitting. That time during which weather prevents working shall not count as laytime

**WPD:** Weather permitting day

**WRIC:** Wire rods in coils

**WWD:** Weather working day

**WWD:** Weather working day (days when loading/ discharging is not interrupted by the weather)

**WWR:** When, where ready

**WWW:** WIBON, WCCON, WIFPON, WIPON

**YAR:** York Antwerp Rules

**YAW:** To swing or steer off course, as when running with a quartering sea

**YB:** Yellow Book – onboard the ships on management

Source:

<https://shipbrokerage.wordpress.com/semaphore/maritime-abbreviations-basil-m-k-aratzas/>

Karatzas Shipbrokers Register