DICTIONARY OF SHIPPING TERMS

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Ву

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PREFACE

Shipping covers a wide range of activities and the international movement of goods by sea is generally achieved only by virtue of the contributions of a number of people: shipowners, tramp and liner operators, shipbrokers, freight forwarders, ship's agents, loading brokers and many others as well as the importers and exporters who provide the cargoes.

There is a tendency for each of the activities to be performed by specialists and it is the purpose of this *Dictionary* to give a better understanding of the terminology of the others. It is hoped that this book will be of particular use to students of shipping and those entering the profession.

London, 1985

P.B.

A

a/a see always afloat.

a.b. see able seaman below.

able seaman seaman who is qualified by examination and length of service at sea. Often abbreviated to a.b.

A.B.S. American Bureau of Shipping—American ship classification society. For the functions of a ship classification society, see classification society.

abt. about. For example, a telex containing an offer for the charter of a ship might describe her as abt. 2,500 tonnes DWCC.

a/c account. This abbreviation is used when referring to a bank account, for example a current a/c and when allocating costs, such as in the phrase for the a/c of charterers.

accept except term used by either the shipowner's broker or the prospective charterer's agent during the negotiations for the charter of a ship to signify that an offer or counter-offer is accepted apart from certain clauses or details. These are then listed together with the amendments sought.

accomplish a bill of lading (to) to surrender an original bill of lading to the carrying ship at the discharge port in exchange for the goods. If more than one original bill of lading has been issued, only one need be surrendered to the ship, the others becoming non-negotiable.

accomplished bill of lading original bill of lading which has been surrendered to the carrying ship at the discharge port in exchange for the goods.

act of God occurrence over which there is no human control, such as an unusually severe storm or lightning strike, resulting in a loss. Generally, contracts of carriage contain a clause excluding the carrier from liability for any such loss. It would not be an act of God, however, if the loss could reasonably have been foreseen or avoided.

ad val. ad valorem.

ad valorem freight freight calculated on the value of the goods, expressed as a percentage thereof.

addcomm. see address commission.

addendum (to a charter-party) clause, or set of clauses, attached to a charter-party and incorporated into it.

additional demurrage amount of money paid to the shipowner by the voyage charterer, shipper or receiver, as the case may be, for failing to complete loading or discharging before the agreed period of demurrage has expired. The daily rate of additional demurrage is agreed in the charter-party.

additional freight extra charge imposed in accordance with the contract of carriage by a shipping line on the shipper, receiver or bill of lading holder, as the case may be, for additional expenses incurred in discharging the cargo. This charge generally applies when the port stipulated in the contract is inaccessible or when to discharge there would result in an unreasonable delay to the ship: under these circumstances, the shipping line may have an option under the contract of carriage to proceed to another port to discharge the cargo where extra costs may be incurred.

address commission commission payable by the shipowner to the charterer, expressed as a percentage of the freight or hire, often $2\frac{1}{2}$ per cent. Although this commission was sought by charterers as a means of reducing the freight or hire, these are capable of being adjusted by the shipowner to allow for it.

adjustment calculation of a loss by an average adjuster. In the case of general average, the adjustment sets out all the contributions of the parties who had an interest in the marine adventure.

admissible as general average said of an expense which is recoverable in a general average adjustment from all the parties to the marine adventure. Whether or not a particular expense is admissible depends on the rules or jurisdiction agreed in the contract of carriage. The York-Antwerp Rules state, for example, that the expenses of entering and leaving a port of refuge are admissible as general average. Also referred to as allowable as general average.

advance call payment, normally made once a year in advance, by a shipowner to the protection and indemnity association with which his ship is entered. This

payment is the basic fee for the service provided by the association and is based on the ship's tonnage. The total of members' calls represents the anticipated amount of claims against the association's funds.

advance freight freight payable at a time, agreed by the shipowner and the shipper, before the goods are delivered at the place of destination in the contract of carriage.

advance on freight money advanced by the shipper to the master of a ship to pay for his disbursements while in port. It is often repaid by deduction from freight.

advance to master money advanced to the master of a ship by the charterer to pay for his disbursements while in port. It is often repaid by deduction from freight or hire money.

advice note note sent by a supplier of goods to, for example, a ship's port agent, giving a description of the goods, the date on which they are due to arrive and the method of despatch.

affreightment the hiring of a ship.

aft at or towards the stern or rear of a ship.

after peak tank small tank situated at the extreme after end of a ship. It normally holds water ballast and is used to help to trim the ship, that is, to adjust the draughts forward and aft.

agency clause clause in a charter-party which stipulates whether the ship's agents at the loading and discharging ports are to be nominated by the shipowner or the charterer.

agency fee fee payable by a shipowner or ship operator to a port agent whose duties may include arranging a berth with the port authority, ordering pilots, tugs and labour, entering the ship in at Customs and collecting freight.

agent widely used short form for ship's agent. For definition, see ship's agent.

as agent only form of words used with a signature to a charter-party or bill
of lading to indicate that the party signing is doing so merely on behalf of a
principal, whether it be the master, owner or charterer of the ship, and has no
rights or liabilities under the contract of carriage.

aground touching the bottom.

A.H.R. Antwerp-Hamburg range. For definition, see range of ports.

air draught (1) the maximum height from the water-line to the topmost point of a ship, that is, the superstructure or the highest mast. This information is required for ships having to navigate bridges. It is important for a ship operator to be certain which definition, this one or the one immediately below, applies to an air draught quoted to him.

air draught (2) the clearance between the topmost point of a ship and a bridge. It is important for a ship operator to be certain which definition, this one or the one immediately above, applies to an air draught quoted to him.

air draught (3) maximum height from the water-line to the top of the hatch coamings. This information is necessary in some bulk trades where loading is effected by conveyor belt which projects over the hatchway. The ship must be low enough in the water, if necessary by retaining sufficient ballast on board, to allow the conveyor to clear the hatch coamings.

all in rate freight rate which is inclusive of all surcharges and extras.

all purposes time allowed in a voyage charter for loading and discharging combined, expressed as a number of days or hours. Also referred to simply as purposes.

all time saved term used in a voyage charter-party to define one method by which despatch money is calculated, that is, by deducting time used for loading and/or discharging, as the case may be, from a theoretical time up to the expiry of laytime which includes excepted periods. For example, a charterer may be allowed 10 laydays for loading. He calculates the expiry of laytime taking account of excepted periods, such as week-ends, and arrives at a theoretical number of calendar days, say 15. Should he only use four laydays to load, he is entitled to 11 days' despatch money. See laytime saved for an alternative method of calculating despatch money.

allocation by a seaman of a percentage of his wages on a regular basis to named persons.

allotment note document in which a seaman gives authority to the master or owner of a ship to allocate a percentage of his wages on a regular basis to named persons.

allowable as general average said of an expense which is recoverable in a general average adjustment from all the parties to the marine adventure.

Whether or not a particular expense is allowable depends on the rules or jurisdiction agreed in the contract of carriage. The York-Antwerp Rules state, for example, that the expense of entering and leaving a port of refuge is allowable as general average. Also referred to as admissible as general average.

always afloat term in a charter-party which stipulates that the charterer must not order the ship to a port or berth where she would touch the bottom.

American Bureau of Shipping American ship classification society. For the functions of a ship classification society, see classification society.

amidships at or in the middle of a ship.

Amwelsh voyage charter-party, whose full name is the Americanized Welsh Coal Charter-party, used for shipments of coal from the United States of America.

anchorage place where ships drop anchor, away from shipping lanes, to wait until a loading or discharging berth becomes available, or to take bunkers from a bunker barge, or to discharge cargo to barges, or when laid up.

anchorage dues charges imposed by a port authority on ships anchoring at or off the port.

angle of repose angle formed between the horizontal and the slope made by a bulk cargo such as grain or iron ore. The smaller the angle, the more likely a cargo is to shift.

annual survey examination of a ship undertaken in dry dock by a classification society surveyor. This survey is carried out at intervals of about 12 months for the purpose of maintaining class in accordance with the rules of the classification society.

any time day or night term used in a time charter-party to signify that the shipowner may deliver the ship or that the charterer may redeliver the ship, as the case may be, at any time of the day or night and not necessarily during normal working hours.

- a.p. (1) see all purposes.
- a.p. (2) additional premium.
- a.p.s. see arrival pilot station.

a.p.t. see after peak tank.

arbitrate (to) to determine a dispute between the parties to a charter-party, bill of lading or any form of contract by means of arbitration. See also arbitration below.

arbitration method of settling disputes in private by means of one, or more than one, arbitrator. Arbitration is thought to be quicker and less costly than going to court. Arbitrators are lay people, and charter-parties often stipulate that they be commercial or shipping men whose direct experience is a further reason for arbitration as opposed to litigation. There is a tendency, however, towards professional arbitrators.

arbitration award decision by an arbitrator or arbitrators as to which party to the contract is responsible in the event of a dispute.

arbitration clause clause in a contract, such as a charter-party, which stipulates that any dispute between the parties arising from the contract be resolved by arbitration. The clause also specifies the place where the arbitration is to be held, the number of arbitrators and their qualifications, and the procedure should one party fail to nominate an arbitrator.

arbitrator person who is nominated to settle a dispute arising from a contract. He or she may be a professional arbitrator or a commercial person. Shipping contracts often stipulate that, in the event of a dispute, the arbitrator appointed must be a commercial person or a person experienced in shipping.

area differential element in the freight of a shipping line or liner conference which reflects the additional costs of serving a particular area.

arrest (of a ship) seizure of a ship by authority of a court of law either as security for a debt or simply to prevent the ship from leaving until a dispute is settled.

arrest a ship (to) to seize a ship by authority of a court of law. *See also* **arrest** (of a ship) *above*.

arrival pilot station location often used as the place of delivery of a ship by the shipowner to the charterer at the commencement of a time charter. The hire charge commences from the time of arrival unless the ship arrives prior to the first of the laydays. In such a case, the hire charge commences at the beginning of the first layday or sooner at the option of the charterer.

arrived ship requirement of all voyage charters that the ship must have arrived before laytime can commence. Where a berth or dock has been nominated by the charterer, the ship must have arrived at that berth or dock. When a port is nominated, the ship must have arrived at the port although various legal decisions have defined differently a port in this context in cases where there is no berth available and the ship is obliged to wait.

articles of agreement written agreement between the master of a ship and the crew concerning their employment. It includes rates of pay and capacity of each crewman, the date of commencement of the voyage and its duration. The agreement is also known as ship's articles.

a.s. alongside.

as is in the condition in which the subject-matter is. This expression is used when goods, or a ship, are offered for sale without repair or rectification.

as is, where is in the condition in which the subject-matter is and at the place where it is lying. This expression is used where goods, or a ship, are offered for sale without repair or rectification and with delivery to the purchaser being at the place where the goods are lying.

asphalt tanker ship specially designed for the carriage of asphalt. This is carried in the ship's large centre tanks. This cargo must not be allowed to come into contact with water and, for this reason, water ballast may not be carried in the centre tanks but only in the wing tanks.

astern at or towards the stern or rear of a ship.

a.t.d.n. See any time day or night.

athwartships across the ship, that is, from side to side. Said of cargo stowed in this way, as opposed to lengthwise.

a.t.s. See all time saved.

Austral voyage charter-party devised by the Chamber of Shipping of the United Kingdom and the Australian Grain Shippers' Association and used for shipments of grain from Australia. The full name of this charter-party is the Chamber of Shipping Australian Grain Charter.

Austwheat voyage charter-party devised by the Australian Wheat Board and the Chamber of Shipping of the United Kingdom and used for shipments of

wheat and flour from Australia. The full name of this charter-party is the Australian Grain Charter.

autonomous port type of port in France which is self-funded and managed by a council made up of representatives of the municipality, dock workers and others.

average term used in marine insurance to mean a loss which may be general (see general average) or partial (see particular average).

average (to) (laytime) as a voyage charterer, to offset the time used in loading cargo against that used in discharging for the purpose of calculating demurrage or despatch. If, for example, a charterer earns five days' despatch at the loading port but there is a period of three days' demurrage at the discharging port, the charterer has a net claim for two days' despatch money.

average adjuster expert whose services are used by insurance underwriters to calculate complex marine insurance claims or who, in the case of general average, is appointed by the shipowner to determine the contributions due from all the parties to the voyage.

average bond statement signed by cargo interests undertaking to pay their contribution to general average and/or salvage as well as any special charges determined by the average adjuster. Cargo interests also undertake in this document to provide documentation showing the value of the goods to enable the adjuster to calculate the contribution. This bond is required in consideration of the release of the goods.

average guarantee statement signed by insurance underwriters guaranteeing to the shipowner that they will pay the contribution due from cargo interests to general average and/or salvage as well as any special charges determined by the average adjuster. Without this guarantee, cargo interests are required to pay the shipowner an appropriate sum of money in consideration of the release of the goods.

\mathbf{B}

b. bale. For definition, see bale (capacity) below.

back load load which enables a vehicle to return loaded to the place or

country from where its previous load came. Also referred to as a return load.

back to back charter contract between a charterer and a sub-charterer whose terms and conditions are identical to the contract, known as the head charter, between the charterer and the shipowner. The purpose of agreeing identical terms is to ensure that any money for which the charterer may be liable to the sub-charterer, for example, despatch money, is recoverable from the shipowner.

backfreight freight payable to a shipowner for the carriage of goods back to the port of loading or to another convenient port when the vessel is unable to reach the port of destination because of an excepted peril or because the consignee fails to take delivery of the goods or provide instructions for their disposal.

b.a.f. bunker adjustment factor. See bunker surcharge.

bale (capacity) total cubic capacity of a ship's holds available for the carriage of solid cargo which is not capable of filling the spaces between the ship's frames. It is expressed in cubic feet or cubic metres.

ballast heavy weight, often sea water, necessary for the stability and safety of a ship at sea which is not carrying cargo. Such a ship is said to be steaming in ballast.

ballast (to) to steam between two ports without a cargo. Reasons for a ship having to ballast include: (a) no further cargo being available at the port where the ship is discharging; (b) in some trades, a ship may perform a series of voyages between two ports with a (suitable) cargo available in only one direction; (c) in other trades, it may be more economical to steam empty to a port to pick up a lucrative cargo than to take low-paying cargo to that port.

ballast bonus sum of money paid by a time charterer to a shipowner in recognition of the fact that the shipowner is unlikely to find a cargo near to the place of redelivery of the ship at the end of the period of the charter and is therefore obliged to ballast his ship elsewhere.

ballast leg sub-division of a ship's voyage during which the ship is not carrying a cargo. It is useful for a shipowner or ship operator to separate this part of the voyage from loaded legs in order to evaluate the profitability of the voyage and to assess requirements for bunkers since a ship may consume less when in ballast.

Baltcon voyage charter-party devised by the Baltic and White Sea Conference and used for shipments of coal from the United Kingdom to Baltic, Scandinavian and White Sea ports. The full name of this charter-party is the Baltic and White Sea Conference Coal Charter.

Baltic and International Maritime Conference association whose main object is to promote and defend the interests of shipowners. It also has a membership of shipbrokers and has been responsible for contributing to the creation of a large number of charter-parties and other shipping documents.

Baltic Mercantile & Shipping Exchange institution, located in London, England, also known as the Baltic Exchange or simply the Baltic, whose main function is to provide facilities for the chartering of ships by its members: chartering agents, acting on behalf of charterers, negotiate with shipbrokers who represent shipowners on the "floor" of the Baltic. Other activities include air chartering, future trading and sale and purchase of ships.

Baltime general purpose time charter-party published by the Baltic and International Maritime Conference (B.I.M.C.O.).

Baltimore Form C voyage charter-party used for shipments of grain from the United States of America. Its full name is the Approved Baltimore Berth Grain Charter Party.

banana carrier ship specially designed for the carriage of bananas. Bananas ripen quickly if not maintained at the correct temperature which is achieved by ventilating with cold air.

bar sand-bank which forms at the mouths of rivers and which very often limits the type of ships which are able to reach up-river destinations. In many cases, ships have to lighten, that is, to discharge some of their cargo to barges or small ships, before being able to navigate over a bar and complete the voyage. Equally, ships loading at an up-river port may only be able to load part of the cargo, the balance being taken on board after the ship has cleared the bar.

bar draught depth of water at a bar, that is, a sand-bank which forms at the mouths of rivers.

bareboat charter (1) the hiring or leasing of a ship for a period of time during which the shipowner provides only the ship while the charterer provides the crew together with all stores and bunkers and pays all the operating costs. This type of charter is favoured by persons or companies who wish to own a ship for investment purposes but who do not have the desire or expertise to operate

the ship. Similarly, it is favoured by persons or companies who have a particular requirement for a ship and the expertise with which to operate one but without the wish or ability to purchase. A ship hired out in this way is said to be on bareboat charter. Also referred to as a demise charter or a charter by demise.

bareboat charter (2) abbreviation for bareboat charter-party. For definition, see bareboat charter-party below.

bareboat charter (to) to hire or lease a ship for a period of time during which the shipowner provides only the ship while the charterer provides the crew together with all stores and bunkers and pays all the operating costs. Also known as to demise charter and to charter by demise.

bareboat charterer person or company who charters a ship for a period of time, provides crew, bunkers and stores and pays all operating costs. Also known as a demise charterer or charterer by demise.

bareboat charter-party document containing the contract between the owner of a ship and the demise charterer, and signed by both, in which are all the terms and conditions such as the period of the charter, the rate of hire, the trading limits and all the rights and responsibilities of the two parties. Also referred to as a demise charter-party.

Barecon 'A' standard bareboat charter-party published by the Baltic and International Maritime Conference (B.I.M.C.O.).

Barecon 'B' standard bareboat charter-party used for newbuildings financed by mortgage, published by the Baltic and Maritime Conference (B.I.M.C.O.).

barge flat-bottomed vessel mainly used on rivers and canals. Some types are self-propelled while those which are not are towed or pushed. Barges are often linked together and towed in a line known as a string.

barge (to) to send (cargo) by barge.

barge-carrying ship ocean ship which carries barges. These barges are loaded with cargo, often at a variety of locations, towed to the ocean ship, sometimes referred to as the mother ship, and lifted or, in some cases, floated on board. After the ocean crossing, the barges are off-loaded and towed to their various destinations. The ocean ship then receives a further set of barges which have been assembled in readiness. This concept was designed to eliminate the need for specialized port equipment and to avoid transhipment with its

consequent extra cost. One example of barge-carrying ships are the L.A.S.H. (lighter aboard ship) ships.

barratry negligence or fraud on the part of the master or crew of a ship resulting in a loss to the owners of the ship or her cargo.

base cargo (1) relatively dense cargo stowed at the bottom of a hold to provide a ship with stability when at sea.

base cargo (2) minimum quantity of cargo required by a shipping line to make it worthwhile to call at a particular port for loading.

base rate basic rate of freight of a shipping line or liner conference on to which are added, or on which are calculated, the various surcharges such as the currency adjustment factor or bunker surcharge.

batten down the hatches (to) to place wooden battens over the edges of a tarpaulin which goes over the hatch beams used to cover a hatchway.

b.b. below bridges.

bdl. bundle.

beam the maximum breadth of a ship. This is sometimes a factor in determining whether a ship is suitable for a particular port: in some cases, a ship may be too wide to pass through a lock; in other cases, the outreach of cargohandling equipment may not be sufficient to reach the centre of the hatchway which is sometimes a requirement when discharging bulk cargoes.

bearer (of a bill of lading) person who tenders the bill of lading to the ship at the place of discharge in exchange for the goods. Bills of lading are often made out to bearer.

Beaufort Scale scale of wind forces. The figures in brackets represent wind speeds in knots.

0	Calm	(less than 1
1	Light air	(1-3)
2	Light breeze	(4-6)
3	Gentle breeze	(7-10)
4	Moderate breeze	(11–16)
5	Fresh breeze	(17-21)
6	Strong breeze	(22-27)
7	Moderate gale	(28-33)

8	Fresh gale	(34-40)
9	Strong gale	(41–47)
10	Whole gale	(48–55)
11	Storm	(56–63)
12	Hurricane	(64-71)

bends see both ends.

berth place alongside a quay where a ship loads or discharges cargo or, in the case of a lay-by berth, waits until a loading or discharging berth is available. This term is also frequently used to signify a place alongside a quay each of which is capable of accommodating only one ship at a time.

berth (to) to moor alongside a quay.

berth charter-party charter-party in which a particular berth is nominated by the charterer. The time allowed for loading or discharging, as the case may be, does not start to count until the ship reaches the berth.

berth standard of average clause clause in a charter-party setting out the contribution to be made by the charterer to any claim for loss or damage to cargo for which the shipowner is liable.

berth terms expression signifying that the contract of carriage is subject to the customs and conditions of the ports of loading and discharging.

b.h.p. brake horse power.

bilge area at the lower part of a hold where liquids collect and are pumped out at regular intervals.

bill widely used short form for bill of lading. For definition, see bill of lading below.

bill of health written statement by the authorities at a port that those on board a ship are in an acceptable state of health to make physical contact with the shore.

bill of lading document issued by a shipowner to a shipper of goods. It serves as a receipt for the goods, evidence of the contract of carriage and document of title. As a receipt, it contains the description and quantity of the goods as well as suitable notations if the goods are not in apparent good condition when received by the ship. As evidence of the contract of carriage, the bill of lading contains the

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