



CJA Marine Services - Singapore & Thailand

Singapore Tel : (65) 62811986 / 7 Thailand Tel: (66) 02 6811793-5
Singapore Fax : (65) 62811966 Thailand Fax : (66) 02 6811796
Mobile : +65 96815992 Mobile : +66 860088022
E-mail: survey@cjamarine.com
www.cjamarine.com

GLOSSARY OF SHIPPING TERMS

This Glossary of Shipping terms contains many basic terms as well as more complex ones used in the marine industry. The terms contained in this Glossary are NOT strict definitions and this document should NOT be used to form the basis of any legal advice given, written or otherwise. It has been put together purely to assist and serve as guide.

A

ABANDONMENT

Giving up the proprietary rights in insured property to the underwriter in exchange for payment of a constructive total loss

ACTUAL TOTAL LOSS

This occurs when: the insured property is completely destroyed; the assured is irretrievably deprived of the insured property; cargo changes in character so that it is no longer the thing that was insured e.g. cement, water damaged, becomes concrete; a ship is posted "missing" at Lloyd's

ADVENTURE

The exposure of property to risk

AFT

Towards, at, or near the stern

AFT DRAUGHT

The distance from the bottom of the keel to the waterline on the aft perpendicular when the ship is upright

AFT PERPENDICULAR (AP)

A perpendicular drawn to the waterline at the point where the aft side of the rudder post meets the summer load line. Where no rudder post is fitted it is taken as the centre line of the rudder stock

AIR DRAFT

The minimum mast height required for passing under bridges etc, or the height available or required under the arm of the loader/unloader on a bulk cargo berth

AIR PIPE

Fitted to water ballast and oil tanks and led to the upper deck to allow the escape of air when the tanks are being filled

AMIDSHIPS

The portion of the ship at half its length

ANGLE OF REPOSE

The angle between the horizontal and the cone surface of a bulk load, measured at half height of the load above the tank top of a hold

ANODE

A solid block of zinc or magnesium fastened to the outside of the hull below the water line to reduce the electrolytic corrosion of the hull material

ANTI-STATIC ADDITIVE

A substance added to a petroleum product to prevent accumulation of static electricity by raising its electrical conductivity above 100 pico Siemens/metre (pS/m)

API GRAVITY

An expression of density of petroleum liquids, measured by a hydrometer instrument graduated in degrees API. The relation between API gravity and relative density is: API gravity at 60EF = 141.5

Relative density at 60EF

APPROVED

An "approved" vessel is one which the underwriters deem adequate to carry the insured cargo, at the agreed rate of premium

APPROVED EQUIPMENT

Equipment that has been tested and approved by an Appropriate Authority. The Authority certifies that the equipment is safe for use in a hazardous environment

APRON

Vertical structural timber fitted inside and just abaft the stern. The forward ends or hoods of the side planking are secured to the apron

ARBITRATION

Methods of settling disputes which is usually binding on the parties concerned

ARCHBOARD

Top section of the transom

ARITHMETICAL MEAN DRAUGHT (AMD)

The arithmetical mean of the forward draught and the aft draught

ASSIGNED SUMMER FREEBOARD

The distance from the upper edge of the summer load line to the upper edge of the deck line

ASSIGNMENT

The passing of beneficial rights from one party to another

ASSURED

Party indemnified against loss by means of insurance

AUXILIARY BOILER

Used for duties other than main propulsion but may still be very large boilers as found on tankers when cargo discharge is done using cargo pumps driven by steam turbines

AVERAGE

A marine partial loss

AVERAGE ADJUSTER

An independent professional, versed in maritime law and practice, who provides an impartial assessment of a marine loss based upon information provided

AVOIDANCE

The right of an underwriter, in the event of a breach of good faith or delay in commencement of an insured voyage, to step aside from the insurance contract and to treat it as though he never accepted the risk

B

BALE SPACE

A measure of the actual space available in a cargo compartment, measured from the underside of the deck beams and the inner edges of the ship side frames, expressed in cubic metres

BALLAST

Any solid or liquid weight placed in a ship to increase the draught, to change the trim or to regulate the stability

BALLAST KEEL

Large piece of cast iron or lead bolted to the underside of the ordinary keel in sailing vessels to increase the transverse stability moment

BALLAST TANK

A watertight compartment to hold water to improve the ship's stability

BANK GUARANTEE

An undertaking given by a bank to pay a claim sometime in the future should the Member be found liable and the undertaking is provided by the bank for the Association

BARGE

A flat bottomed vessel for carrying cargo

BATTEN

To "batten down" is to secure the hatchway tarpaulin

BEAM

Transverse structural member below and supporting the deck(s)

BEAM SHELF

In wooden vessels a longitudinal structural member inside and at the top of the timbers upon which the ends of the deck beams sit

BERTH

- (a) A place alongside a quay or wharf to which the vessel is secured
- (b) A sleeping place aboard the vessel

BERTHING

Light non-watertight planking between the top of the weather deck and the bulwark rail, clothing the timberheads and forming the bulwark

BILGE

- (a) The area of the hull between the lower part of the side and the outer part of the bottom
- (b) The space below the cabin sole or engine room floor plates used as a drainage space

BILGE BRACKET

Plate connecting the outer end of the floor plates in steel or iron vessels to the heel of the side frames

BILGE KEEL

Non-structural timber in wooden vessels or plate and bar construction in steel or iron vessels usually about one third of the vessel's length fitted on the bilge outside of the planking or plating to increase the roll damping factor – sometimes called a rolling chock

BILGE WALE

Plank or planks thicker than the ordinary side or bottom planking and running along the line of a diagonal line through the bilge. Often aligned with a bilge stringer

BILL OF LADING

A receipt for the cargo received into the care of the carrier must be issued to the shipper by the carrier:

1. Evidence of the contract of carriage
2. Title to the goods
3. Receipt for the goods

BLOCK COEFFICIENT (Cb)

The ratio of the underwater volume of the vessel to the volume of a rectangular block of the same extreme dimensions

BOLLARD

Single non-structural vertical timber, steel tube or cast piece used to make fast the lines securing the vessel to her berth. When set in pairs they are called *bitts*. Often fitted with a *through bolt*

BONA FIDE

In good faith, without fraud or deceit

BOTTOM BOARDS

Loose boards laid in the bottom of a small boat to form a simple walking platform

BOW THRUSTER

An additional motor driven propulsion unit to provide transverse movement

BREADTH (BEAM)

Maximum width of the ship

BREAK BULK

A term used to describe any cargoes which are not shipped in bulk

BROACHING

Theft or pilferage of cargo

BROKEN STOWAGE

The spaces between items of cargo. The space lost in a compartment due to the variable shape of items of cargo. Expressed as a percentage of the bale space of a compartment or per cubic metre of the item(s) in question

BROKER

A person who transacts the business of negotiating between merchants and shipowners respecting cargoes and clearances, or one who effects insurances with underwriters

BS&W

The suspended sediment and water contained in crude oil, expressed as a percentage by volume. Also referred to as S&W

BULBOUS BOW

A ship which has a bulbous profile which improves the speed and efficiency/characteristics of the vessel

BULK CARGO

Any cargo which is shipped loose, such as grain, coal, ores, etc

BULKHEAD

Vertical subdivision 'wall' within a vessel. May be transverse or longitudinal, watertight or non-watertight. Light bulkheads of no particular structural importance, used to subdivide cabin areas for example are called *screen* bulkheads

BULKHEAD STIFFENER

A structural member (usually vertical) secured to a bulkhead to give it added strength or stiffness

BULWARK

Protective wall-like structure built round the outer edge of the upper or weather deck to prevent the crew falling overboard

BUNKER

Ship's fuel

C

CALIBRATION TABLE

Also referred to as a tank table or a tank capacity table, shows the capacities of, or volumes in, a tank for various liquid levels measured from an ullage reference point or dip-point

CALL

The premium charged by a P & I Club

CAMBER

The transverse downward curvature of the upper or weather deck

CANT FRAMES

Frames at the forward or aft end of the vessel set at an angle to the centreline in contradistinction to the square body frames at the middle section of the vessel

CAPPING

Smooth and often decorative longitudinal member forming the upper edge of the bulwark or similar deck edge type railing

CARGO INTERESTS

Parties having an interest in the cargo

CARGO LASHINGS

Means of securing cargo items in stowage from shifting due to the movement of the vessel at sea

CARGO PLAN

A diagram showing the distribution of cargo within a vessel. Used to locate cargo items and to assist in planning load/discharge operations

CARLING

Longitudinal structural member below the deck usually aligned with the deck house sides or hatch coaming

CARRIER

Operator or charterer of a ship, usually a shipowner

CATHEAD

In older vessels, a non-structural timber extending out either side of the hull to support the anchor when it has been weighed

CEILING

Light wooden planking laid over the open floors of a steel vessel in way of the hold to form a walking or working surface

CENTRE OF FLOTATION (F)

The centroid of the waterplane area. It is the point about which the ship trims, heels and lists

CENTRIFUGAL SEPARATORS

Used on ships to treat fuels and lubricating oils. They spin at very high speeds, typically 6000 rpm and separate out water and solids

CERTIFICATE OF ENTRY

A document issued by the Association which records the names of Members interested in, and is evidence of a contract of insurance in respect of, an entered ship

CESSER

When a term comes to an end

CHARTERER

Person who hires a vessel either on a voyage or for a period of time

CHARTER PARTY

A contract between a shipowner and a party who hires his ship for an agreed period of time, or for a specific voyage or a series of voyages

CHINE

A hard corner forming the bilge of fast motor vessels or certain barge type hulls

CHINE BAR

A longitudinal structural member forming the chine of a fast motor vessel or barges and may be an inner chine bar, i.e. inside the vessel, or an outer chine bar, i.e. on the outside of the planking

CLAIMS ADJUSTER

A person, frequently an employee of an insurance company, versed in insurance law and practice, who provided an assessment of a loss based upon information provided

CLAMP

In wooden vessels a longitudinal member fitted below the beam shelf but usually only over the middle two thirds of the vessel's length. On some vessels a 'beam clamp' is also fitted. This latter is a longitudinal structural member fitted inside the beam shelf and under the deck beams

CLASS

A vessel is described as being *in class* when she is in current survey with a Classification Society

CLASSIFICATION SOCIETY

Bodies approved by governments to ensure the practical enforcement of statute for the safety of life at sea

CLEAT

A fitting having two horns around which ropes may be tied, a clip on the frames to hold the cargo battens in place

CLINGAGE

Oil that remains on pipe walls or internal surfaces of the tank after the discharge

COAMING

Vertical structural member standing above the deck and surrounding a hatchway (or cockpit of a small vessel)

COFFERDAM

Narrow space between two bulkheads or floors that prevents leakage between adjoining compartments

COFFIN PLATE

The aft most plate of the keel in a steel or iron vessel that wraps up round the stern post

COINSURANCE

Where two or more parties share the same insured risk

COLLAR

Shaped piece of wood at the top of the apron connecting the ends of the beam shelves to each other

COLLISION

Physical impact between two or more ships or vessels used for navigation

COMBINATION CARRIER

A ship that is designed to carry either petroleum cargoes or dry bulk cargoes

COMBUSTIBLE OR FLAMMABLE

Capable of being ignited and of burning

COMBUSTIBLE GAS INDICATOR (EXPLOSIMETER)

An instrument for measuring the composition of hydrocarbon gas/air mixture as a percentage of the lower flammable limit (LFL)

COMPRESSOR

A means of producing air

CONSTRUCTIVE TOTAL LOSS

Where the assured abandons the subject matter insured to the underwriter and claims a total loss

CONTRACT OF AFFREIGHTMENT

Contract for the carriage of goods by sea in return for payment

COOL DOWN SURVEY

The process by which the refrigeration equipment is checked to be operating within its designed parameters. It is used to identify the possible existence of insulation deficiencies

CORNER SETT

Small piece of decking at the corners of rounded deck houses to which the margin strakes are butted

CORRESPONDENT

Representatives of the Association who are based in all major and minor ports throughout the world. Correspondents can be maritime lawyers, ship's agents or in some cases surveyors

COVERING BOARD

The outer plank of decking formed to lie with the curve in of the vessel's side 'covering' the tops of the side timbers. In steel or iron vessels the outer deck plank or plate is called the margin strake

CUMBLADING

On wooden vessels fitted with a transom a decorative shaped piece of timber covering the ends of the side planking

CUTCH TIMBER

Structural timber inside the rounded stern of a counter sterned vessel supporting the aft end of the deck planks and to which the cant frames give support

CUTWATER

The forward edge of the stern. On a canal vessel this is usually called the *feather*.

D

DAVITS

The supports under which the lifeboats are stowed and from which they are launched overboard

DEADWEIGHT

The difference between the light displacement and the loaded displacement. It is the carrying capacity of the ship and includes the weight of cargo, ballast, fuel, water, stores, crew and effects

DECK

Horizontal flat or curved surface forming a working area for the hull. The upper deck is usually weather tight, lower decks will usually be watertight. Upper decks are usually cambered. Level decks inside the hull which do not extend the full length of the vessel are usually called *flats*.

DECKING

The planking from which the deck is constructed. In steel or iron vessels, the weather deck is often *sheathed* in wooden decking

DECK LOG

A book where records of the vessel's navigational progress and daily events are kept.

DEDUCTIBLE

Sometimes called an "excess" is the amount the Member agrees to pay or is required to pay in respect of a particular claim

DEMURRAGE

Charge made by shipowner or wharf owner for delay in unloading or loading

DEMISE CHARTER PARTY

A charter party under which the shipowner provides vessel, and charterer crew and cargo

DENSITY

The mass per unit volume

DENSITY ABSOLUTE

The ratio of mass to volume density of a homogeneous substance. The temperature at which a liquid gives off sufficient gas to form a flammable gas mixture near the surface of the liquid

DEPTH

Distance from the top of the deck plating at the side of the ship to the bottom of the keel

DERRICK

A wood spar or steel tube used for discharging or loading cargo

DISCLOSURE

The duty of the assured and his broker to tell the underwriter every material circumstance before acceptance of the risk

DISBURSEMENTS

Payments incurred for a variety of port expenses embracing fresh water, bunkers, customs fees etc.

DISPLACEMENT

The mass of water displaced by the ship. It represents the total weight of the ship and is calculated by: volume of displacement x density of water

DOLPHIN

A mooring buoy or a block of wood with a ring bolt at each end for vessels to ride by

DRAUGHT

The distance from the bottom of the keel to the waterline. Sometimes spelled *draft*

DUNNAGE

Any material, usually wood, which is used to protect cargo whilst in stow or to assist in Cargo Lashing operations. There are two types:

- Temporary: lengths of rectangular or square cross section timber, e.g. 2" x 2"; 4" x 1" and sheets of heavy duty plyboard
- Permanent: wooden sheathing on the tank top (lower deck) of a cargo hold

E

ENTERED SHIP

A ship which has been entered for insurance in any Class of the Association

ESTIMATED TOTAL CALL (ETC)

The approximate level of premium which the Members will be advised how much to budget for the coming year

EVEN KEEL

When the forward and aft draughts are the same, the ship is said to be on an even keel.

The ship's hydrostatic data is calculated for this condition

F

FACULTATIVE

The right of option. The right of an underwriter to decide whether or not to accept a risk

FAIRLEAD

Curved cast or wooden open topped piece secured to the edge of the deck through which the mooring lines are run to give them a 'fair lead'. When cast with a top to form a ring they are called *Panama* fairleads

FALSE KEEL

Longitudinal member fitted below the keel to take the wear consequent upon grounding, slipping or docking. Also called a shoe

FATHOM

A unit of measurement

FCL

Full container load

FENDERS

Rubbing pieces fitted on the sides of a ship as a means of protection

FLAG STATE INSPECTION

A safety inspection by a representative of the government of the country under whose registry a vessel is operated

FLOOR

Transverse structural member set vertically and supporting the bottom planking or plating and forming the lower sections of the side frames and joining opposite frames across the keel. They are generally of three types:

- (a) Bracket Floor : Floor constructed of angles and simple plate brackets
- (b) Open Floor : i.e. in vessels not fitted with a double bottom tank
- (c) Solid Floor : Floor constructed of a single solid plate

Note : Solid floors may be fitted with lightening holes

FORECASTLE

The superstructure on the upper deck at the fore end of a ship

FORE PEAK

The watertight compartment at the extreme forward end

FORWARD DRAUGHT

The distance from the bottom of the keel to the waterline on the forward perpendicular when the ship is upright

FORWARD PERPENDICULAR (FP)

A perpendicular drawn to the waterline at the point where the foreside of the stern meets the summer load line

FRAME

Transverse steel or iron structural member supporting and stiffening the side shell or planking. Note: In wooden vessels these structural members are usually called *timbers* except in the case where they are sawn to shape from plane wood in which case they are called *sawn frames*

FREEBOARD

The distance from the waterline to the upper surface of the freeboard deck at the ship's side

FREE FALL

The unrestricted fall of liquid into a tank

FREE OIL

Free-flowing oil left in cargo tanks after discharge

FREE SPACE

A term used in liner trades to describe the amount of space available in any compartment on completion of cargo operations in a port

FREE WATER

Clearly and separately identifiable water

FREIGHT

The hire of a ship, the carriage of cargo, cargo

FRESH WATER ALLOWANCE (FWA)

The amount by which the summer load line may be submerged in fresh water without the ship being overloaded

FUTTOCK

A section of a wooden grown frame. A grown frame is divided into several futtocks: the floor futtock, bilge futtock, main futtock, topside futtock - the latter often extending through the deck to form the timber head

G

GANGWAY

A ladder used for boarding a ship

GARBOARD STRAKE

The lowest strake of planking or plating next to and either side of the keel

GAS FREE

A tank or compartment is gas free when sufficient fresh air has displaced the flammable mixture below the lower level of any flammable, toxic or inert gas to that required for a specific purpose, e.g. hot work, entry, etc

GAS FREE CERTIFICATE

A certificate issued by a responsible person confirming that, at the time of testing a tank, compartment or container was gas free for a specific purpose

GENERAL AVERAGE

An extraordinary sacrifice or expenditure is intentionally and reasonably made or incurred for the common safety for the purpose of preserving from peril the property involved in a common adventure

GIRDER

Longitudinal structural member supporting the deck beams - sometimes called a *runner*

GOOD FAITH

A basic principle of insurance. The assured and his broker must disclose and truly represent every material circumstance to the underwriter before acceptance of the risk. A breach of good faith entitles the underwriter to avoid the contract

GRP

Glass reinforced plastic (sometimes FRP) loosely referred to as *fibreglass*

GRAIN SPACE

The measure of the total volume of a cargo compartment, expressed in cubic metres

GRIPE

Curved structural timber joining the heel of the stern to the forward end of the keel

GUDGEON

The female member of the hinge upon which the rudder turns. Spade rudders are not fitted with gudgeons or pintles

GUNWALE

Strictly, a thicker timber than the ordinary side planking fitted at and forming the lower edge of the gun ports in a warship, but now somewhat loosely used to describe the upper edge of the bulwarks - see *Capping*. Often incorrectly spelled gunwhale

H

HAGUE RULES

Throughout the latter half of the 19th Century there was increasing dissatisfaction amongst cargo owners and their insurers with the law governing a carrier's liabilities for damage to goods in their custody. This was due to an increasing number of protection and other limitation clauses. There was a growing demand to establish a uniform code or rules for the carriage of goods by sea. After many years a conference was held at Brussels which resulted in a set of Rules known as the Hague Rules. The aim of the Rules was to establish a uniform code for the carriage of cargo shipped under Bills of Lading

HAGUE VISBY RULES

In 1968 the Hague Rules were revised and amended in order to bring them into line with the needs of a modern shipping industry. The amended Rules are known as the Hague Visby Rules

HALF BEAMS

Structural deck beams supporting the side decks alongside the deck house(s) and running between the beam shelf and the carting

HAMBURG RULES

A further convention on the Carriage of Goods By Sea was held in Hamburg and the provisions agreed at this convention are known as the Hamburg Rules. The Hamburg Rules make the presumption that the carrier is responsible for any loss or damage unless it is proved that the carrier took all measures that could reasonable be required to avoid the occurrence

HARPIN (Old Term)

A longitudinal non-structural timber fitted to the outside of the side planking to form a wearing strip. When, as is usual, it is fitted to align with the deck it is called a sheer harpin and when fitted at the after end of the vessel it is called a quarter rail. Often (incorrectly) these days called a rubbing strake

HATCH COVER

Steel, wood or canvas covers for the openings to cargo compartments

HAWSE TIMBERS

Vertical structural timbers set abaft the knightheads each side

HAZARDOUS CARGO

Items of cargo which are liable to cause a hazard to the health and safety of persons, or damage to the vessel's structure

HEAVY LIFT

Items which are above the safe working load of the vessel's normal lifting equipment limits and require alternative rigging methods or specialised lifting equipment such as floating cranes or mobile cranes

HEEL

The ship is heeled when inclined by an external force

HELD COVERED

A provisional acceptance of risk, subject to confirmation at a later date that the agreed cover is needed. Where applicable to an existing insurance, cover is conditional, in practice, on prompt advice to the underwriter as soon as the assured is aware of the circumstances to be held covered coming into effect

HOG

Longitudinal structural timber fitted above and bolted through the keel and to which the garboard strake either side is secured. On some (older) wooden vessels this is not fitted and the garboard strakes are rabbetted into the side of the keel in which case the upper part of the keel, i.e. above the rabbet is called the rising timber. This construction is now rarely found

HOG

The condition of a ship when it is deformed so that the forward and aft draughts are deeper than the midship's draught. It is referred to as a *hull deflection*

HOLDS

Spaces below deck for stowage of cargo

HOMOGENOUS CARGOES

Cargoes which are of the same type, e.g. bulk cargo

HOODED END

The forward and aft ends of the planking of the hull 'hooded', i.e. hidden into the rabbet

HORN TIMBER

Main structural member extending aft from the stern post for forming the base upon which the vessel's counter is built

HOSE TEST

The testing of hatch covers' weather tight integrity through the application of a jet of water (minimum 5 bar) to the hatch joints

HOT WORK

Work involving sources of ignition or temperatures sufficiently high to cause the ignition of a flammable gas mixture

HOT WORK PERMIT

A document issued by a responsible person permitting hot work during specific time intervals in a defined area

HULL

A ship's chassis/base frame

HYGROSOPIC CARGOES

Items of cargo which are mainly vegetable in origin and give off moisture as well as contains the same

I

IMO

International Maritime Organisation. The London based United Nations Agency concerned principally with safety at sea

INDEMNITY

Security against damage or loss, exemption from penalties, compensation for damage

INERT CONDITION

Through the introduction of inert gas into a tank/compartment which reduces the oxygen content throughout the atmosphere of a tank to 8% or less by volume

INERT GAS PLANT

Equipment fitted to supply, cool, clean, pressurise, monitor and control the delivery of inert gas to the cargo tank systems

INERT GAS SYSTEM

All piping, valves and associated fittings to distribute inert gas from the inert gas plant to the cargo tanks, to vent gases to atmosphere and to protect tanks against excessive pressure or vacuum

INERTING

The introduction of inert gas into a tank with the object of attaining the inert condition

INHERENT VICE

A defect or inherent quality of the goods or their packing which of itself may contribute to their deterioration, injury, wastage or final destruction without any negligence

INNAGE GAUGE

The depth of liquid in a tank, measured from the surface of the liquid to the tank bottom or to a fixed datum plate

INSULATING FLANGE

A flanged joint incorporating insulating gasket sleeves and washers to prevent electrical continuity between pipelines, hose strings or loading arms

INSURABLE INTEREST

It is illegal for anyone to insure without an insurable interest or, in the case of marine insurance, a reasonable expectation of acquiring such interest. In general one has such interest when his relationship to the property at risk may expose him to loss or liability or where he stands to gain by the safety of such property

INTERCOSTAL (Latin: Between the Ribs) (Strictly: Intercostal Girder)

Longitudinal structural member forming a girder and set vertically in sections between the floor plates and supporting the bottom plating

INTERFACE DETECTOR

An electrical instrument for detecting the boundary (interface) between oil and water

INTRINSICALLY SAFE

An electrical circuit is intrinsically safe if any spark or thermal effect produced normally (i.e. by breaking or closing the circuit) or accidentally (e.g. by short circuit or earth fault) is incapable of igniting a gas mixture

IN WALE

A longitudinal structural member inside and at the top of the timbers of a wooden vessel and aligned with the sheer wale

J

JURISDICTION

Administration of justice

K

KEEL

Main longitudinal structural timber or plate forming the backbone upon which the vessel is constructed

KEELSON

In steel or iron vessels a main continuous longitudinal structural member sitting on top of the keel plate and aligned vertically - sometimes called a *Centreline Girder*. On wooden vessels a longitudinal structural member sitting along the centreline above and over the floor timbers

KEVEL

Non-structural timber fitted inside the timber heads for use of attaching mooring or rigging lines

KING PLANK

Central plank of deck planking

KING POST

Vertical non-structural timber situated on the forward deck centreline and sitting on the hog and designed for use as a mooring post. Usually fitted with a through bolt

KNEE

A shaped piece of timber taking advantage of the grain to form a supporting bracket to the deck beams. When the knee is aligned vertically it is called a *hanging* knee and when aligned horizontally it is called a *lodging* knee

KNIGHTHEAD

Vertical timber fitted just abaft and either side of the apron and protruding above the deck and bulwark capping (often decorated) to form a mooring post

L

LAGGING

Material used for insulation

LAID UP RETURNS

P & I insurance premium or call which is received although a vessel is laid up during a policy year and is no longer trading

LANDRAIL

Light decorative quarter section timber fitted under the lands (overlap of the upper plank over the lower) in clinker built boats

LCL

Less than Container Load. Used to describe a container which is not loaded to its maximum capacity or maximum weight limit

LENGTH BETWEEN PERPENDICULARS (LBP)

Distance from the forward perpendicular to the aft perpendicular

LENGTH OVERALL (L)

Maximum length of the ship

LETTER OF CREDIT

A letter from a bank authorising a person to draw money up to a specified amount, usually to another bank

LETTER OF PROTEST

A declaration by the Master holding another party responsible for some loss or damage that has already occurred or is likely to occur to the ship or cargo

LIABLE / LIABILITY

Legally bound, subject to, exposed to, answerable for/being liable for

LIEN

Retention of property until outstanding debit is discharged

LIGHT DISPLACEMENT

The displacement of the ship and superstructure with all her equipment plus engine room spares and with water in the boilers to working level. Also referred to as *Lightship* or *Lightweight*

LIGHTENING HOLE

Hole cut into non-watertight solid plate to remove excess weight from the structure

LIGHTER

An open non-propelled barge

LINE

The amount or percentage in a broker's slip or policy which establishes the extent of the underwriter's liability. The written line is written by the underwriter on the slip when he accepts the risk

LINER

A merchant ship engaged on a scheduled direct regular service

LIST

The ship is listed when inclined by unevenly distributed weights within the ship

LLOYD'S AGENT

An agent of the Corporation of Lloyd's (not an agent of the underwriters) who arranges surveys at underwriters' requests and often also the settlement of claims

LNG

Liquefied Natural Gas, the principal type of cargo carried by LNG vessels

LOADING OVERALL

The loading of cargo or ballast 'over the top' through an open-ended pipe or by means of an open-ended hose entering a tank through a hatch or other deck opening, resulting in the free fall of liquid. Loading overall in most cases prohibited

LOG BOOK

An official book containing the records of the voyage inserted by the Master of the ship

LONGITUDINAL CENTRE OF FLOTATION (LCF)

The distance of the centre of flotation from midships or the aft perpendicular

LOWER FLAMMABLE LIMIT (LFL)

The concentration of a hydrocarbon gas in air below which there is insufficient hydrocarbon to support and propagate combustion. Sometimes referred to as lower explosive limit (LEL)

LPG

Liquefied Petroleum Gas, the principal type of cargo carried by LPG vessels

M

MAIN BOILER

Typically water tube boilers where the steam and water drums are interconnected with tubes which carry the water

MAN HOLE

A hole in the tank top to provide access

MANIFEST

Inventory/list of cargo shipped

MARGIN STRAKE

(a) Angled plate in the bilges of steel or iron vessels forming the outer side of the double bottom tanks

(b) Plank of decking immediately adjacent to deckhouses or the deck edge

MARPOL

International Convention for the Prevention of Pollution from Shipping

MASTER

A person in sole charge of a ship

MATE'S RECEIPT

An important document used in preparing Bills of Lading. It is a receipt, given and signed by the Mate, for goods actually received on board the ship. It must provide a description of the cargo, including the quantity, distinguishing marks, grade and any other relevant information

MEASUREMENT SPACE

Similar to Bale Space, being a measure of space available for stowage of Break Bulk items

MEASUREMENT TONNAGE

Sometimes termed the "Deadweight Tonne" equals 4.25 cubic metres per tonne. Used when calculating freight rates. Dense or heavy cargo will be charged by weight and light weight cargoes by volume occupied on board

MEMBER

A shipowner/charterer/time charterer or a person who hire ships for a specific voyage who has entered his vessels with the Association for insurance cover

MIDSHIPS (OR AMIDSHIPS)

The point midway between the forward and aft perpendiculars. The centre of the load line circle should indicate this position

MIDSHIPS DRAUGHT

The distance from the bottom of the keel to the waterline at a position midway between the perpendiculars

MISREPRESENTATION

A mis-statement of fact made by the assured or his broker to the underwriter, before acceptance of the risk, which misleads the underwriter in assessing the risk

MOISTURE MIGRATION

When a vessel vibrates during a sea passage, any moisture which may be present in a bulk cargo will rise to the top of the stow. This "migration" or movement of moisture may cause the cargo to liquefy and flow from side to side as the vessel rolls in the seaway

MOORING WINCH BRAKE DESIGN CAPACITY

The percentage of the minimum breaking load (MBL) of a new mooring rope or wire it carries, at which the winch brake is designed to render. Winch brakes will normally be designed to hold 80% of the line's MBL and will be set in service to hold 60% of the mooring line's MBL. Brake holding capacity may be expressed either in tonnes or as a percentage of a line's MBL

MOORING WINCH CAPACITY

The heaving power of a mooring winch on its mooring rope or wire. Usually expressed in tonnes

MUTUAL INSURANCE

The sharing of liabilities on a non profit basis

N

NAKED LIGHTS

An unconfined source of ignition and other equipment liable to produce sparking while in use such as open flames, lighted smoking materials, electrical, and unprotected light bulbs

NO CURE NO PAY

Salvage provision whereby no award is paid to a salvor if he is unsuccessful

NON-VOLATILE PETROLEUM

Petroleum having a flash point of 60EC or above as determined by the closed cup method of test

O

OBO, OIL/ORE

See 'Combination Carrier'

OUTTURN DENSITY/API GRAVITY - GROSS VOLUME

The density or API gravity determined from a representative sample of each grade, including S&W. This determination is referred to as "wet" density or gravity

OUTTURN DENSITY/API GRAVITY-NET OIL

The density of API gravity of each grade adjusted for the S&W content. This determination is referred to as "dry" density or gravity

OVERSPILL CALL

If a claim exceeds the Club's retention, the Pool's retention and excess loss reinsurance an overspill call will be required

OWNER

A person who owns a ship (shortened version of shipowner)

OXTER PLATE

The plate of double curvature fitted at the top of the stern post and under the counter of a ship shape hull. In narrow boats the flat plate that forms the bottom of the counter is called the uxtter plate or counter plate

OXYGEN ANALYSER/METER

An instrument for determining the percentage of oxygen in a sample of the atmosphere drawn from a tank, pipe or compartment

P

PACKAGED CARGO

Petroleum or other cargo in drums, packages or other containers

PALLET

Trays made from either wood or metal on to which items of break bulk cargo are packaged prior to being loaded on board

PEAK TANKS

The compartments at the extreme ends of the ship which are normally used as ballast tanks

PERCENT DISCHARGED

The percentage of cargo discharged at an intermediate port

PERCENT LOADED

The percentage of cargo loaded at an intermediate port

PERIL

A term used in the Marine Insurance Act (1906) to denote a hazard

PETROLEUM

Crude oil and liquid hydrocarbon products derived from it

PETROLEUM GAS

A gas evolved from petroleum. The main constituents of petroleum are hydrocarbons, hydrogen sulphide or lead alkyds, etc

P&I CLUB

A mutual insurance organisation principally covering the liabilities of shipowners and charterers

PILLAR

Vertical structural member transferring loads from the supported deck to the vessel's bottom structure

PILOT

A person who aids the Master in ship navigation, usually in confined waters

PILOTAGE

A charge raised on a vessel entering a river/port/estuary/canal where the services of a pilot are obligatory

PINTLE

The male member of the hinge upon which the rudder turns and which fits into the gudgeon

PLANKING

The outer surface of the vessel's hull. It may be 'laid' in several ways:

- (a) Clinker (American - Lap Straka) : where the strakes of planking overlap at one edge
- (b) Carvel : where the strakes of planking form a smooth outer surface
- (c) Double Diagonal : where the planking is laid in two layers each at approximately 90° to the other. In the latter case the inner layer of planking are called the *palings* and the outer layer the *wrappers*

POLICY YEAR

Time period of insurance

POOLING AGREEMENT

Means or method whereby claims are paid by various contributions from P & I Clubs collectively known as the London Group or International Group. A sharing arrangement

PORT

Left hand side of the vessel when looking forward

PORT STATE INSPECTION

A safety inspection in a foreign port by a government representative of that port's country

POUR POINT

The lowest temperature at which a petroleum oil will remain fluid

PREMIUM

Monies paid to the Association in respect of the entered ship

PRE-SLUNG

Items of cargo which are stowed with their lifting slings left in position for ease of discharge

PRESSURE SURGE

A sudden increase in the pressure of the liquid in a pipeline brought about by an abrupt change in flow velocity, i.e. slamming a valve shut

PRESSURE / VACUUM RELIEF (PN VALVE)

A dual purpose valve incorporated in the cargo venting system which automatically prevents excessive pressure or vacuum in the tank or tanks which it serves

PRIMA FACIE

At first glance

PRIVITY

Knowledge actual or constructive

PROPELLER

A revolving screw-like device that drives the ship through the water

PUMP

A means of transporting liquids or gases from one area to another

PURGING

The introduction of inert gas into a tank already in the inert condition with the object of:

1. further reducing the existing oxygen content; and/or
2. reducing the existing hydrocarbon gas content to a level below which combustion cannot be supported if air is subsequently introduced into the tank

PYROPHORIC IRON SULPHIDE

Iron sulphide capable of a rapid exothermic oxidation causing incandescence when exposed to air and potential ignition of flammable hydrocarbon gas/air mixtures

Q

QUARTER TIMBERS (OR TRANSOMS)

Structural timbers each side and inside the transom to which the unhooded ends of the upper planking are fastened in a transom sterned vessel

R

RABBET

V-shaped groove formed by the stem and apron, the keel and hog and the sternpost and inner sternpost to take the hooded ends or the edge of the garboard stake as appropriate

RATIFY / RATIFICATION

To confirm or accept by signature or other formality

RECOVERY

Amount recovered from a third party responsible for a loss on which a claim has been paid

REEFER

General term used to describe refrigerated cargo or specialised refrigerated vessels

REFERENCE POINT

A fixed point or mark at or near the top of a tank where measurements are made from.

This point may be:

- a bench mark of a small fixed plate inside the gauging hatch
- a narrow groove cut horizontally on the inside of the hatch
- the edge of a piece of metal which is attached to the tank shell and which projects a short distance into the gauging hatch

REID VAPOUR PRESSURE (RVP)

The vapour pressure of a liquid determined in a standard manner in the Reid apparatus at a temperature of 100EF (37.8EC) and with a ratio of gas to liquid volumes of 4.1

RELATIVE DENSITY (RD)

The ratio of the weight of a substance to the weight of an equal volume of fresh water.

RD of fresh water : 1.000 at 4°C

RD of salt water : 1.025 at 4°C

The term *specific gravity*, previously used in place of RD, is no longer used with SI units

RELEASE CALL

Upon the cesser of insurance in respect of an Entered Ship for any reason, or at any time thereafter the Managers may at their sole discretion demand an amount to release the Member from liability for further contributions to Calls in respect of such ship

REMAINING ON BOARD (ROB) OR LEFT-ON-BOARD (LOB)

All substances remaining in the ship's cargo tanks, lines and pumps after completion of cargo discharge

RESERVE

When claims cannot be met out of the call income or reinsurance then there are always reserves. It is not however a policy of P & I Clubs to hold on to their Members' money unnecessarily and therefore reserves are maintained at an optimum level

REINSURANCE

The procedure whereby an insurance company or P & I Club passes on all or part of the risk to another insurance company or P & I Club

RIBS

A journalist's term for the side frames not used by shipbuilders, shipwrights or naval architects

RIDER CLAUSE

The addition of type-written clauses to the standard Charter Party. These clauses can significantly alter the owner's responsibility for cargo claims

RISERS

Non-structural timbers fitted inside the timbers of a small wooden boat to support the thwarts

RO-RO I ROLL ON-ROLL OFF

Ships capable of shipping vehicular traffic via stern door/ramp or bow door

ROV

Remotely operated vehicle. Used in underwater search and investigation

RUBBING STRAKE

Longitudinal non-structural member fitted to the outside of the shell plating of a steel or iron vessel to take wear off the side shell - see *Harpin*

RUDDER

Vertically aligned controllable plane surface at the after end of the vessel to enable her to be steered in any desired direction. Rudders are of various types: spade, balanced, semi-balanced, barn door etc and may be of single or double plate, wood or steel construction or cast in bronze or aluminium. Sometimes in frp vessels it is of hollow hydrofoil form

RULES

Comprise of P & I cover/H & M Cover/FD & D Cover afforded to the Members subject to the terms of entry

RUNNING DOWN CLAUSE

The collision liability clause which appears in a policy covering the hull and machinery of a ship

RUNNING DOWN CLAUSE/RDC COVER

Sometimes all or part of the third party liability cover for damage caused to other vessels through collision is included in a special clause in the Hull and Machinery insurance. This is normally the only third party cover provided within the traditional Hull and Machinery police

S

SAG

The condition of a ship when it is deformed so that the midships draught is deeper than the forward and aft draughts. It is referred to as a *hull deflection*

SALVAGE

Process of recovering a ship or cargo from a loss or damage due to maritime perils

SALVAGE ASSOCIATION

A London based organisation which acts on the instructions, principally of Lloyds and Company underwriters, in the protection of marine property

SALVOR

The person claiming and receiving salvage for having saved a vessel and cargo or any part thereof from impending peril or recovered after actual loss

S&W (BS&W)

The suspended sediment and water contained in crude oil, expressed as a percentage by volume and measured in accordance with the provisions of ASTM standards

SCANTLINGS

The physical dimensions of the parts of a vessel

SECURITY/ GUARANTEE

A promise by the Association to make payment to the receiver of the guarantee should the Member be held liable for a claim

SEDIMENT

Particulate such as sand which settles out of the cargo and scale, etc

SELF-STOWING MOORING WINCH

A mooring winch fitted with a drum on which a wire or rope is made fast and automatically stowed

SHEATHING

Light decorative planking or other material used to cover another surface - usually a deck or the top of deck houses or the coach roof

SHEER

The fore and aft vertical curvature of the deck

SHEER STRAKE

The upper strake of plating just below the deck in a steel or iron vessel and the upper strake of planking in a wooden vessel if of the same thickness as the ordinary side planking

SHEER WALE

A longitudinal plank thicker than the ordinary side planking and fitted at the top of the side planking just below the deck edge. Sometimes (incorrectly) called the sheer strake

SHELL PLATING

The plates forming the outer side of the hull

SHIPPER

A person wishing to send his goods by sea

SHOE PLATE

The foremost plate of the keel in a steel or iron vessel. A wooden vessel where the keel has been fitted with a steel or iron plate wrapped up either side of the keel is said to be shod

SHORT TERM EXPOSURE LIMIT (STEL)

The airborne concentration of a toxic substance averaged over any 15 minute period, usually expressed in parts per million (ppm)

SKYLIGHT

A framework over accommodation or engine with glass inserted to admit light and air to the space below

SLOPS

The total content of the ship slop tank(s) prior to loading

SLUDGE

Non free flowing oil/water/sediment mixtures

SOPED

Shipboard oil pollution emergency plans

SOUNDING PIPE

A pipe led from the upper deck to the bottom of a tank which is used to ascertain the depth of water or liquid therein

SOUR CRUDE OIL

A crude oil containing appreciable amounts of hydrogen sulphide and/or mercaptans

SPAR CEILING

Strong timber secured temporarily to the inner faces of ship side frames to prevent items of cargo from resting against the inner shell plating of the vessel's hull

SPM

Single point mooring

SPECIALS

Sometimes known as "Specie" cargo and denoting items of high value to be stowed in secure locations on board

SPIRKETTING TIMBER

A longitudinal structural member fitted close to and above the deck to tie the frames or timbers together and give them support

SPONTANEOUS COMBUSTION

The ignition of material, without exposure to an external source of ignition, brought about by a heat producing (exothermic) chemical reaction within the material itself

SQUARE BODY FRAMES

The frames or timbers over the middle section of the vessel set square to the keel

STANCHION

Vertical column supporting decks or girders, also called a pillar

STARBOARD

The right hand side of a ship when looking forward

STATIC ACCUMULATOR OIL

An oil with an electrical conductivity less than 100 pico Siemens/metre (pS/m), so that it is capable of retaining a significant electrostatic charge

STATIC ELECTRICITY

The electricity produced on dissimilar materials through physical contact and separation

STATIC NON-ACCUMULATOR OIL

An oil with an electrical conductivity greater than 100 pico Siemens/metre (pS/m), which renders it incapable of retaining a significant electrostatic charge

STEERING GEAR

The gear which turns the rudder and thus steers the vessel

STEM

The vertical timber forming the leading edge of the vessel

STERN

The aftermost end of a ship

STERN POST

The vertical timber at the aft end of the keel forming the trailing edge of the underwater hull. An inner stern post is often fitted to form the same function as the apron to the stem

STERN SHEETS

The seat inside the transom of a small rowing boat

STEVEDORE

Docker engaged on cargo/baggage shipment

STIFFENER

Any structural item used (generally vertically) to stiffen an area of plating or wood such as a bulkhead or coaming

STOPWATER

Soft wooden plug driven across butts in such items as the stem, gripe, keel etc to swell with water and thus prevent water entering the hull

STOW

To put away, to stow cargo in a hold

STOWAGE FACTOR

The number of cubic metres occupied by one tonne of a cargo. Broken stowage is often included in the figure which is usually expressed as a percentage of the volume of one cubic metre of the cargo

STRAPPING

The securing of cargo items against movement on pallets

STRIKES INSURANCE

Insurance which reimburses the shipowner for his daily operating costs when his vessel is strike-bound as a result of either shore labour or crew disputes

STRINGER

Longitudinal structural member inside and supporting the side frames or timbers. Usually aligned with a diagonal line through the bilge

STRIPPING

The final operation in discharging bulk liquid from a tank or pipeline

STUFFING

The act of filling a cargo container

SUBROGATION

The right of the underwriter to step into the shoes of the assured following payment of a claim to recover the payment from another party who was responsible for the loss. Limited to the amount paid on the policy

SUIT

Legal proceedings

SUMMER LOAD DISPLACEMENT

The displacement of the ship when loaded to her summer load line

SUMMER LOAD LINE

The load line marked 'S' which is level with the line passing through the centre of the circle of the Plimsoll Mark

SUPERNUMERARY

A person carried on board but is not signed on as crew

SUPPLIER GROSS VOLUME LOADED

The volume of cargo (by grade) including S&W corrected to a standard temperature as measured by the supplier at each loading port. This is the volume shown on the ship's Bill of Lading and signed by the Master

SUPPLIER NET VOLUME LOADED

The volume of oil (by grade) equal to the gross volume of cargo loaded minus the S&W as measured by the supplier at each loading port

SWEAT

Condensation on cargo items or structural members of cargo compartments

T

TAFFRAIL

The bulwark capping running round the stern of the vessel

TAILS HAFT

The after most length of shaft to which the propeller is attached

TALLY

The process of checking, or taking account of the goods placed into a ship or unloaded from a ship

TALLYING

Counting and maintaining a record of all items loaded or discharged into each compartment on board

TANK CLEANING

The process of removing hydrocarbon vapours, liquid or residue. Usually carried out so that tanks can be entered for inspection or hot work

TANKER

A steamer or motor vessel in which oils or molasses are transported in bulk

TARPAULIN

Waterproof canvas cover secured over non-watertight hatch covers

TENSION WINCH (Automated or Self-Tensioning Mooring System)

A self-stowing mooring winch fitted with a device which may be set to adjust automatically the tension on a mooring line

TERMINAL GROSS OUTTURN

The volume of cargo received (by grade and by consignee) corrected to standard temperature. It includes BS&W, free water and any vessel reclaimed oil residue (slops) discharged

TERMINAL NET OUTTURN

The volume of oil received (by grade and by consignee) corrected to standard temperature. It is equal to the Terminal Gross Outturn minus the BS&W, and free water as measured ashore by the discharge terminal

TEU

Twenty-foot equivalent unit or a twenty foot long cargo container

THRESHOLD LIMIT VALUE (TLV)

The time-weighted average concentration of a substance to which workers may be repeatedly exposed, for a normal 8-hour work day or 40-hour work week, day after day, without adverse effect (see also Permissible Exposure Limits)

THWART

Non-structural transverse plank forming a seat in a small boat

TIMBERHEAD

Extension of the side timbers above the weather deck to form a stiffening for the bulwark

TIMBERS

The transverse structural members in a wooden ship supporting the side planking. They may be *grown* i.e. shaped naturally by growth in the original tree, *sawn* i.e. cut by sawing from a plane piece of wood or *steam bent*. The latter are small scantling timbers usually running completely across the vessel from side to side and are bent to fit the shape of the hull by processing them through a steaming box. These are usually only found in boats below about 50 feet in length. Grown frames are often on larger vessels set side by side set in pairs and bolted together in which case they are said to be *sistered*

TIME BAR

Expiry of suit time

TIME WEIGHTED AVERAGE (TWA)

The airborne concentrations of a toxic substance averaged over an 8-hour period, usually expressed in parts per million (ppm)

TML

Transportable Moisture Limit, which is the maximum moisture content which is considered safe for the carriage of a commodity in ships

TONNES PER CENTIMETRE IMMERSION (TPI)

The weight which must be loaded or discharged to change the ship's mean draught by 1cm

TOPPING OFF

The operation of completing the loading of a tank to a required ullage

TOPPING UP

The introduction of inert gas into a tank which is already in the inert condition with the object of raising the tank pressure to prevent any ingress of air

TORT

An injury or wrong independent of the contract as by assault, malicious prosecution, negligence, slander or trespass

TOVALOP

A voluntary agreement but legally binding between tanker owners which provides compensation to third parties for pollution damage and clean-up costs

TOXIC

Poisonous to human life

TRAMP

A merchant ship not confined to definite ports, but sails when cargo is available to and from any port

TRANSHIPMENT

Process of transferring cargo, usually from one ship to another

TRANSOM

Plane surface forming the aft end of a vessel. Transoms may be curved or flat, raked forward or aft or be vertical

TRIM

The difference between the forward and aft draughts

TRUE MEAN DRAUGHT (TMD)

The draught at the centre of flotation

TRUE VAPOUR PRESSURE (TVP) OF LIQUID

The absolute pressure exerted by the gas produced by evaporation from a liquid when gas and liquid are in equilibrium at the prevailing temperature and the gas/liquid ratio is effectively zero

TURBOCHARGER

A performance enhancing device fitted to engines which use exhaust gases to drive gas turbines which force clean, cool air into the engine allowing increased power output from an engine

TWEEN DECKS

The space between two adjacent decks

U

ULLAGE

The vertical distance between the surface of the liquid and the top or crown of the tank

ULLAGE GAUGE (OUTAGE)

The distance from the reference point to the surface of the liquid in a tank

ULLAGE HATCH

The opening in the top of a tank through which ullaging and sampling operations are carried out

UNDERWRITER

Has responsibility for negotiating each Member's calls required by the Club and the terms of entry to apply to new or additional vessels as well as any other changes that a Member might require. He is also heavily involved in marketing and development

UPPER FLAMMABLE LIMIT (UFL)

The concentration of a hydrocarbon gas in air above which there is insufficient air to support and propagate combustion. Sometimes referred to as Upper Explosive Limit (UEL)

UTMOST GOOD FAITH

Mutual trust in negotiating an insurance contract. A breach of good faith by one party entitles the other to avoid the contract

V

VAPOUR

A gas below its critical temperature

VAPOUR EMISSION CONTROL SYSTEM

An arrangement of piping and equipment used to control vapour emissions during tanker operations, including ship and shore vapour collection systems, monitoring and control devices and vapour processing arrangements

VAPOUR LOCK SYSTEM

Equipment fitted to a tank to enable the measuring and sampling of cargoes without release of vapour/inert gas pressure

VENTURE

Term embracing the three elements of any commercial voyage - hull, cargo and freight/passengers

VESSEL EXPERIENCE FACTOR

A multiplier to be applied to the Vessel Gross Volume Loaded before comparing with the Supplier Cross Volume Loaded as recorded in the Ship's Bill of Lading. The Vessel Experience Factor is derived from the ship's records of previous full cargo loadings at single ports

VESSEL FREEWATER

The free water, determined via water cuts taken in the cargo tanks and in the slop tank. This determination is made prior to loading and discharging

VESSEL GROSS VOLUME DISCHARGED

The volume equal to the Vessel Gross Volume on board (by grade) Pre Discharge minus the Vessel Gross Volume on Board (by grade) Post Discharge

VESSEL GROSS VOLUME LOADED

The volume equal to the Vessel Gross Volume on Board Post Loading (by grade) minus the Vessel Gross Volume on Board Pre Loading (by grade)

VESSEL GROSS ON BOARD POST DISCHARGE

The gross cargo volume (by grade) left on board the vessel immediately subsequent to discharge according to the vessel calibration table corrected to standard temperature. It includes all those elements forming part of the Vessel Gross Volume on Board Pre Discharge, where present

VESSEL GROSS VOLUME ON BOARD POST LOADING

The gross cargo volume (by grade) on board the vessel immediately subsequent to the termination of each loading according to the vessel calibration table corrected to standard temperature. This volume includes S&W, reclaimed oil residue (slop), non-reclaimed oil residue and free water

VESSEL GROSS VOLUME ON BOARD PRE LOADING

The gross cargo volume (by grade) on board the vessel immediately prior to loading according to the vessel calibration table corrected to standard temperature. It consists of vessel reclaimed oil residue (slop), vessel non-reclaimed oil residue, free water and cargo from any previous loading

VESSEL NON-RECLAIMED OIL RESIDUE

The measurable amount of all residue (including free oil, if any) left in the cargo prior to first loading corrected to standard temperature. It does not include the amount of residue on the vertical structural elements (clingage) and on the horizontal structural elements

VESSEL RECLAIMED OIL RESIDUE (SLOPS)

The amount of oil residue segregated in one slop tank, or a designated cargo tank, prior to loading corrected to standard temperature. It can be divided into two components: oil and water mixture and decanted sediments, if any. It does not include the amount of free water

VESSEL REMAINING OIL RESIDUE (ROB)

The measurable amount of oil residue (including free oil, if any) in the cargo tanks after final discharge corrected to standard temperature. It does not include the amount of residue on the vertical structural elements (clingage) and on the horizontal structural elements

VOLATILE PETROLEUM

Petroleum having a flash point below 60EC (140EF) as determined by the closed cup method of test

VOLATILITY

The tendency of a liquid to produce gas by evaporation

W

WALE

Any side or bottom plank thicker than and standing out from the ordinary shell planking

WARRANTY

An undertaking by the assured whereby he promises to comply with the terms of the warranty. Non-compliance constitutes breach of warranty and the underwriter is discharged from liability as from the date of the breach

WASH DAMAGE

Created when a ship's speed is excessive in narrow and confined waters. Wash created erodes the banks and damages property on the banks

WATER-FINDING PASTE

A paste containing a chemical which changes colour in contact with water. The paste, when applied to a rod, indicates the level of free water in a container

WAYBILL

List of passengers or inventory of cargo shipped

WEIGHT

The weight of an object is the force it exerts on anything which freely supports it

WHISKER

A diagonally laid harpin at the forward end of the vessel to take wear from the anchor cable

WINCHES

Machinery with which a vessel can operate its mooring ropes and cargo wires which are drum driven by many means to tension/slack mooring ropes and wires

WINDLASS

The machine used for raising the anchor and chain cable

WITHOUT PREJUDICE

Leaving the question open

WORK PERMIT

A document issued by a responsible person permitting specific work to be done during a specific period in a defined area

C Rajesh
Risk Management & Loss Prevention Consultant
For and On Behalf Of
CJA Marine Services (Thailand) Co. Ltd
+66860088022

CJA Marine Services – Singapore & Thailand is committed to providing first-class quality service to our principals in Project cargo Risk Control as well as Marine & Cargo services to the marine insurance industry, P&I Clubs and to all clients involved in shipping, transportation and logistics.

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P.S: We welcome any comments or suggestion with regard to the above. Kindly e-mail to the writer at raj@cjamarine.com

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